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April 4, 2014

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Scottsdale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 10, 2014 – 10:00 a.m.
MAG Office, Suite 200, Ironwood Room
302 North 1st Avenue, Suite 200
Phoenix, AZ 85003

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

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

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

TENTATIVE AGENDA

1. Call to Order

For the April 2014 meeting, the quorum requirement is 10 committee members.

2. Approval of Draft March 13, 2014 Minutes

3. Call to the Audience

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

4. Transit Program Manager's Report

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

5. Fiscal Year 2014 MAG Region Transit Program of Projects and Project Change Request

Alice Chen will provide information on the following. Pursuant to Federal Transit Administration (FTA) guidelines, each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a program of projects (POP).

MAG is presenting for review, the project listing for all FTA formula funds, including Section 5307 Phoenix-Mesa & Avondale-Goodyear Urbanized Area, 5339 Bus and Bus Facilities, 5337 High

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the March 13, 2014 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion and possible recommended approval of the FY 2014 MAG Transit Program of Projects, amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

Intensity Fixed Guideway State of Good Repair and 5337 Fixed Guideway Modernization program. This list does not include projects currently funded by Congestion Mitigation and Air Quality improvement funds flexed from the Federal Highway Administration. Please refer to the attachments for additional information and the detailed listing of the projects. This public notice of public involvement activities and time established for public review and comments on the TIP development process will satisfy the FTA's Program of Projects requirements. Please refer to Attachment # 1A and # 1B for additional information.

6. Draft - Transit Oriented Development (TOD) Regional Strategy

Eileen Yazzie will provide a presentation on the Draft Regional TOD Strategy. In 2013, the TOD Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. The proposed TOD Strategy provides the opportunity to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development. The purpose of this TOD Strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan (RTP) as well as high-demand corridors associated with activity centers within the region. The TOD Strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, member cities, and others including the development community. Please refer to Attachment #2 for additional information.

6. Recommend approval of the Draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

7. MAG Human Services Coordination Transportation Plan Update

DeDe Gaisthea, MAG Human Services Transportation Planner, will provide an update on the MAG Human Services Coordination Transportation Plan update. Under MAP-21, applicants for Federal Transportation Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funding are required to comply with coordination plans efforts. Each plan is federally required to include an inventory of services, gaps analysis and prioritized strategies. The Human Services Coordination Transportation Plan can be found at the following link, http://www.azmag.gov/Documents/FY2014_HS_coordination_trans_plan_05-31-13.pdf.

8. Request for Future Agenda Items

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

9. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, May 8, 2014, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

7. For information and discussion

8. For information and discussion.

9. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

March 13, 2014
Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton	#Peoria: Bill Mattingly for Maher Hazine
#Buckeye: Ed Boik for Andrea Marquez	Phoenix: Ken Kessler for Maria Hyatt
Chandler: Dan Cook for RJ Zeder	Queen Creek: Muhamed Youssef
El Mirage: Jorge Gastelum	Scottsdale: Madeline Clemann, Chair
#Gilbert: Leslie Bubke	Surprise: David Kohlbeck
Glendale: Matthew Dudley for Cathy Colbath	#Tempe: Robert Yabes
*Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
Maricopa: David Maestas	Valley Metro: Wulf Grote
*Maricopa County DOT: Mitch Wagner	#Youngtown: Grant Anderson
Mesa: Jeff Martin for Jodi Sorrell	

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

OTHERS PRESENT

Eileen Yazzie, MAG	Carlos Lopez, ADOT
Marc Pearsall, MAG	Wendy Miller, Phoenix
Alice Chen, MAG	Martin Lucero, Surprise
DeDe Gaisthea, MAG	Abhi Dayal, Valley Metro
Julie Walker, MAG	Jen Pyne, URS

1. Call to Order

The meeting was called to order at 10:08 a.m. by Chair Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that five members were joining the meeting by teleconference; Grant Anderson of Youngtown, Ed Boik of Buckeye, Leslie Bubke of Gilbert, Bill Mattingly of Peoria, and Robert Yabes of Tempe. Chair Clemann asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft February 13, 2014 Meeting Minutes

Chair Clemann asked if there were any comments or corrections to the Draft February 13, 2014 meeting minutes. Hearing none, she called for a motion. Mr. Martin of Mesa moved to approve the motion, Mr. Kessler of Phoenix 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 four items to present. She began by explaining that JARC (Job Access Reverse Commute) applications would electronically distributed on the following day for review. She said that in conjunction with the notice, there would be a Tuesday morning JARC workshop that was optional for assisting those with questions. She then said that the next round of TIGER, also known as TIGER 6, was issued via a NOFA on March 3rd. There was \$600 million available via TIGER grants, with \$120m for rural and \$35m for planning grants, with \$445m left for urban regional projects. The stipulations were focused on job connectivity for disadvantaged, with more strict and detailed criteria; a change from previous rounds. The time constraints were that the application was due on April 28th, with funding obligations by September FY 2016, and environmental reports due by June of 2016. She then noted that via Valley Metro's RTAG, they issued a call for projects for transit projects due by March 7th. She added that on the non-transit side, MAG would be issuing a call for projects for ideas, to utilize the fast application and to vet the items at TRC for recommendation on March 27th. Mr. Grote added that the VM process was following last year's program guidelines, with a submittal of ideas so that a complete list would be available for a followup meeting two weeks later; for the purpose of coordinated efforts by the region with the FTA. He noted that the process was highly competitive, with many other successful projects aiming for \$5-10 million range with a 50% match. Ms. Yazzie added that the request amounts for the projects were advised to be a minimum of less than \$10 million, with only \$1 million for rural; with an 80/20 percent match for all projects. She also added that the 20 percent match could not come from another match. Discussion followed with input by Chair Clemann, Dan Cook, Jeff Martin and Ken Kessler.

Ms. Yazzie then advised that Vice Chair Maher Hazine of Peoria had retired, thus his position of Vice Chair was open for consideration by interested parties. Staff would be sending out a solicitation email to the TC members. Ms. Yazzie also introduced the new MAG Transit Planner, Julie Walker, who joined MAG recently. Chair Clemann thanked Ms. Yazzie for her report and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

5. Summary of Transit and Multi-Modal Studies

Chair Clemann then invited Ms. Yazzie to present a Summary of Transit and Multi-Modal Studies.

Ms. Yazzie noted that previously Matthew Dudley of Glendale had requested MAG to present a comprehensive summary of all current MAG Region transit and multi-modal studies performed over the past four or so years. She added that since 2010, MAG had completed thirteen studies or plans related to the regional transit system and multi-modal initiatives, as well, Valley Metro had completed Phase 1 of the Regional Transit Standards and Performance Measures in 2013. She also observed that during the recent MAG survey where public sentiment was gauged about transportation and transit with potential new funding sources, it became clear that MAG and Valley Metro had done a lot of work, but those studies had not yet been summarized as a whole.

She then referred the members to a list of completed studies pertinent to transit and multi-modal topics: Commuter Rail System Study (completed 2010); Grand Avenue & Yuma West Corridor Development Plan (completed 2010); Regional Transit Framework Study (completed 2010); Sustainable Transportation & Land Use Integration Study (completed March 2013); Southwest Valley Local Transit System Study (completed April-May 2013); Northwest Valley Local Transit System Study (completed in September 2013); and the Designing Transit Accessible Communities (completed in September 2013). She also referred to the ADOT Passenger Rail Study between Tucson and Phoenix as another example of regional efforts.

Ms. Yazzie also noted that there were a variety of studies pending or underway on the topics of transit and multi-modal disciplines: Valley Metro Performance Measures/Service Standards (Ongoing; with MAG participation); Regional Bicycle and Pedestrian Rail Crossing Recommendations Study (completed in Spring 2014); Hassayampa Valley Rail Corridors Cost Analysis (completed in Spring 2014); Grand Avenue Commuter Rail Corridor Cost Analysis Update (BNSF-MAG; ongoing, 2014); Transit Tools (Transit Market Research Study) (Pending; 2014); Southeast Valley Transit System Study (complete by June 2015) and the Regional Multimodal Level Of Service Map (Pending; 2014-15).

She noted that the studies enable the MAG Region to have a better understanding of the options and plans available, should the region be called to formulate a list of potential projects for a future Proposition 500 initiative package. She also explained that MAG had looked at the Regional Transportation/Transit Framework Study, wondering if it warranted an update. When analyzing our future projections, in relation to the recession and downturn, MAG's 2030 projections were in fact now nearly identical to our 2040 projections. Therefore, there was no need to update the four year old analysis, but that in the future we would need to re-enter the new data and re-run scenarios and multi-modal connections within the region.

Chair Clemann thanked Ms. Yazzie for her presentation and asked if there were any questions or comments regarding the agenda item. Mr. Dudley thanked Ms. Yazzie for the report and its assistance with helping with Prop 500 discussions and complimented Valley Metro with their new Regional Transit Standards and Performance Measures.

Brief discussion followed with Chair Clemann and Mr. Grote on the availability of archived studies, and Mr. Youssef, specifically as it pertained to ensuring the MAG region obtaining the best public

input data relating to transit. Mr. Martin added that while there have been many studies, there had not been an overall comprehensive vision of where the MAG Region wants to go in the future. Brief discussion and commentary followed.

Chair Clemann thanked the committee and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

6. MAG Hassayampa Valley Rail Corridors Cost Analysis

Chair Clemann welcomed Marc Pearsall of MAG to present an update to the Transit Committee on the completed Hassayampa Valley Rail Corridors Cost Analysis.

Mr. Pearsall explained that this was the first of two inter-related presentations. The second would be given momentarily by Mr. Carlos Lopez of ADOT on the Wellton Branch Railroad Rehabilitation Study. Mr. Pearsall said that the spirit of the Hassayampa Valley Rail Corridors Cost Analysis was that the area was originally identified within the MAG I-8/I-11 Hidden Valley Transportation Framework Study as a potential illustrative corridor in the future. He said that the purpose was to review the technical feasibility of a new, conceptual railroad line connecting the communities of Buckeye/Arlington with Gila Bend; and Buckeye/Arlington with Morristown near Wickenburg.

He added that the purpose of these freight and passenger rail lines would be to serve a proposed future area of 500,000 residents by connecting the existing Union Pacific Railroad lines in Buckeye/Arlington and Gila Bend and the BNSF Railway line in the Northwest Valley; acting as a reliever line into the Valley as well as contributing to the development of an enhanced CANAMEX transportation alternative for the Hassayampa Valley and the SR-85 corridors. He noted that the footprint of this potential railroad corridor would be within/parallel to the north-south Buckeye-Gila Bend SR-85/I-11 corridor.

Mr. Pearsall continued his presentation by explained the contents of the final report, noting that the Kimley Horn staff, Brent Crowther and Michael Grandy, engaged in a literature review of all previous corridor related studies, such as the Arizona State Rail Plan, the Hidden Waters Corridor Feasibility Study and the MAG Yuma West Commuter Rail Study, field visit of the corridor, as well as a compendium of corridor and crossing cost elements: such as grade separated crossings, bridges, culverts/canals, switches, and utilities. The study also reviewed corridor cross-section, corridor development options as well as cost element quantities (based on rail industry and peer reviewed unit pricing) as well as planning-level cost for each corridor option.

He then displayed a map of the Wellton Branch, along with original survey maps of the original railroad alignments from the 1920s, and also showed the corridors between the Phoenix and Yuma areas, revealing the service levels before and after Amtrak's departure from Phoenix in June 1996. He stated that this left Phoenix, the most populous metro area/city in the U.S. lacking intercity passenger rail service.

Mr. Pearsall then summarized the field review of State Route 85, along with the variations in potential rail corridors from the UPRR Sunset Route/Gila Mainline in Gila Bend through to Buckeye

and then northward through the Hassayampa Valley, Douglas Ranch area to Morristown near Wickenburg, a total of nearly 80 miles of potential railroad. He reviewed the conceptual corridors, Segment 1: Morristown to Buckeye; Segment 2: Buckeye/ Arlington to Gila Bend along with 2A: Old Highway 80 and 2B: SR 85. The corridor cost elements concluded that Segment No. 1 would total over \$1.3 billion for a 50 mile railroad, while Segments No. 2A (Old Highway 80) and No. 2B (SR 85) would total around \$800 million respectively. He noted that any alignment would need to go through a thorough environmental review, and require the community input and approval of the private land owners before being considered a candidate for construction and implementation. He also emphasized that at present there was current market and no identified capital to build or operate the rail lines featured in the study.

Noting that the two items were linked, he stated that both he and Mr. Lopez would answer questions collectively after the next presentation. Chair Clemann thanked Mr. Pearsall and moved onto the next item on the agenda.

7. ADOT Wellton Branch Railroad Study

Chair Clemann welcomed Carlos Lopez of ADOT to present an update to the Transit Committee on the completed ADOT Wellton Branch Railroad Study.

Mr. Lopez of ADOT explained that his study focused on a segment of Union Pacific Railroad (UPRR) Phoenix Subdivision between Buckeye and Wellton (east of Yuma). He noted that the purpose of the study was to analyze the cost to reinstate both freight and passenger rail service, including the rehabilitation of over seventy miles of out-of-service track from Arlington(near Palo Verde) to Roll(near Wellton). He explained that the line had not seen freight or Amtrak service since the 1996-1997 and served as the primary freight and passenger route from Phoenix to Los Angeles from 1926 to 1996, when it was downgraded to storage.

Mr. Lopez advised that the rehabilitation of the Wellton Branch would provide a direct benefit to Union Pacific, Amtrak, and the State of Arizona by: providing rail connectivity between Phoenix and California, providing Amtrak access directly to Downtown Phoenix with through trains from Los Angeles and Houston/New Orleans; and provide improvements towards the ADOT State Rail Plan vision for passenger rail. He noted that the increase of potential for additional freight customers along Wellton Branch would contribute to the economic development objectives traditionally associated with freight rail.

He then explained the conclusions and assumptions of the study. The study team of URS Corp and ADOT through field inspections, surveys and document review, inspected trackways, ballast, rail, and the need for railroad crossties for Federal Railroad Administration (FRA) Class 3 and 4 operations. One necessity would be to lengthen the JBS Five Rivers Cattle Feeding track at the McElhaney Yard siding in Wellton, thus permitting longer freight trains to stay off of the mainline between Yuma and Phoenix.

He noted that additional requirements for the improved railroad would be a new railroad signal system, including the new federally mandated GPS based signal system known as Positive Train Control (PTC). This new system would permit for Class 3 and 4 operation which allows faster

speeds. New at-grade Crossings, upgraded crossings, bridges, safety walkways and handrails, vegetation removal, and cosmetic repair was recommended in the detailed inspection.

Mr. Lopez explained the development of four alternative scenarios for improvements, each with its own cost analysis and range. He noted that the development of each scenario included the following considerations: coordination with Amtrak to discuss current train schedules and potential future train schedules; coordination with Union Pacific Railroad (UPRR) to identify current and future train operations; and analysis of the potential requirements and cost for Positive Train Control (PTC). He also added that for each alternative scenario, the train operations requirements and UPRR policies and practices were identified. He then detailed each scenario with the following components: Scenario 1 – Through freight service only (FRA Class 2 Track) w/ max speed = 25 mph; Scenario 2 – Through freight service and basic Amtrak service (FRA Class 3 Track) w/ max freight speed = 40 mph and max passenger speed = 60 mph; Scenario 2A – Same as Scenario 2, but with more expensive PTC and Scenario 3 – Through freight service and higher speed passenger service (FRA Class 4 Track), and max freight speed = 60 mph and max passenger = 79 mph.

Mr. Lopez concluded by noting the planning level cost estimates developed for freight and passenger rail scenarios, then explained the alternatives that were crafted from the scenarios: Alt #1 FRA Class 2 Track with a requirement for active portion of Roll Industrial Lead (11.6 mi); Alt #1: FRA Class 2 Track with requirements for inactive portions of Roll Industrial Lead (19.7 mi) and Wellton Branch (56.9 miles); Alt #2 and 2A: FRA Class 3 Track and Alt 3: FRA Class 4 Track. He also discussed capital cost estimates for each alternative, from the \$165 to \$420 million range.

He also observed that the current freight demand along active Wellton Branch line / Phoenix Line does not warrant re-opening Wellton Branch at present time, but that as freight demand increased, the Wellton Branch line could be rehabilitated in phases. He also said that as for the state's passenger rail vision, two trains per day required rehabilitation of the out of service corridor, but that passenger traffic was not cost effective to justify the infrastructure investment of the corridor. He added that next steps to consider included identifying and developing freight opportunities, conducting a more detailed inventory, coordinating with UPRR and Amtrak to identify potential train and traffic volume flow and conducting train simulations if necessary. Mr. Lopez concluded his presentation.

Chair Clemann thanked Mr. Lopez and Mr. Pearsall for their presentations and asked if there were any questions or comments regarding the agenda item.

Brief clarifying commentary followed from Ms. Yazzie, Ms. Sexton and Mr. Dudley. Mr. Martin inquired as to why MAG was studying this topic. Ms. Yazzie responded that in lieu of a freight committee, the two railroad studies were in the spirit of MAP-21's stipulations under the guise of freight coordination, as it interacts with the MAG Region highway network and with MAG's freight planning and economic development charter. Mr. Anderson commented that studies like this were very good in assisting in building a vision of what the tools are for planning a future, thus using the railroad's right of way for both commodities and passengers. Discussion followed with commentary from Ms. Yazzie, Mr. Cook, Mr. Martin, Mr. Grote and Chair Clemann.

Chair Clemann thanked the committee and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

8. Request for Future Agenda Items

Chair Clemann asked the members of the Committee if there were any issues that they would like added as future agenda items.

Chair Clemman requested that perhaps in the summer of 2014, the committee begin reviewing all of the pertinent documents and studies that were commissioned by MAG and Valley Metro, to assist in crafting a future transit vision. Ms. Yazzie noted that previous vision studies had been done, but with twenty years left on our current RTP and network, it may be difficult to get communities to scrap and revisit previous work in order to create a new vision. Mr. Martin inquired on the possibility of having ASU staff (or other universities) give a presentation on the great work they have done on sustainability. Mr. Youssef added that in the theme of efficient freight movement, that MAG look into working with cities and towns identifying major truck routes. Ms. Yazzie replied that the very task was to identify regionwide truck routes for phase 2 of the MAG Freight Study, as managed by Tim Strow.

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

9. Next Meeting Date

Chair Clemann thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, April 10, 2014 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Clemann adjourned the meeting at 11:36 a.m.

ATTACHMENT #1A

Agenda Item 5

April 3, 2014

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Fiscal Year 2014 Transit Program of Projects and Project Change Request

The Maricopa Association of Governments is proposing the following Program of Projects (POP) for Fiscal Year (FY) 2014 Federal Transit Administration (FTA) Formula funding. The funds include Section 5307 Phoenix-Mesa & Avondale-Goodyear Urbanized Area Formula, 5339 Bus and Bus Facilities, 5337 High Intensity Fixed Guideway State of Good Repair and 5337 Fixed Guideway Modernization funding, and assumption of annual Surface Transportation Program-AZ (STP-AZ) flex funds from Arizona Department of Transportation.

Estimated Total Transit Formula Funds Available: \$62,697,860*

Project Type	Federal Cost
Bus Replacements	\$ 28,978,850
Preventive Maintenance	\$ 20,844,766
Transit Facilities	\$ 5,592,506
Operating Assistance	\$ 2,485,518
JARC apportionment	\$ 1,875,527
Bus Expansion	\$ 1,721,250
Install bus stop improvements (1% enhancement)	\$ 492,001
Maintenance/Overhaul	\$ 340,563
Support Services	\$ 40,000
Transit Security	\$ 29,889
Grand Total	\$ 62,400,870
Unprogrammed*	\$ 296,990

* Amount of STP-AZ funds for the MAG region has not been made available. Currently assumes the same funding level as FY 2013.

- City of Phoenix was previously underprogrammed by nineteen (19) replacement buses in the approved FY 2014-2018 Transportation Improvement Program (TIP). Seven (7) buses have been added to FY 2014 and seven (7) buses have been allocated funding in existing grants. The balance of five (5) buses will be programmed as funds become available.
- Construction funds from the Main St/Mesa Drive Transit Center have been partially reallocated to the Main Street/Gilbert Road Bus Turn-Around project in FY 2015. Expansion buses for LINK service along Scottsdale/Rural Road has been deferred until 2015 to better align with its projected in-service date of October 2016. Four (4) City of Phoenix buses have been moved from FY 2015 to FY2014 to balance the program.

- Preventive Maintenance includes FY 2013 CMAQ close out funds and is based the distribution methodology approved by MAG Regional Council on May 25, 2011 and utilizes FY 2012 National Transit Database reported revenue and passenger miles data. Cities of Peoria and Surprise are not included in the distribution due to overage in previous years and/or discontinuation of service. City of Phoenix and Valley Metro rail apportionment have been reduced \$26,391 and \$924,800 respectively by utilizing close out funds from existing grants.
- Transit Facilities include design for the Peoria regional transit center, construction for the Mesa transit center, right-of-way for the Scottsdale LINK, and pre-design for the Laveen/59th Ave Park-and-Ride.
- Bus Expansion will be within the City of Scottsdale and is related to fixed route service.
- Transit Security is 1% of Avondale-Goodyear UZA 5307 apportionment and is required by FTA.
- Projects for job access reverse commute (JARC) funding is currently being solicited and expected to be programmed in June 2014.
- Bus Stop Improvements are 1% of Phoenix-Mesa UZA 5307 apportionment and is required by FTA.
- City of Glendale is currently underprogrammed by \$ 3,676,966 for the Park and Ride/Transit Center. The project funding will be increased as funds become available (not in FY 2014 POP).
- Other projects programed in the FY 2014 TIP but not included in the POP include: FY2014 CMAQ funds, 5309 New Starts and locally funded projects.
- Recommendations for the unprogrammed amount will be contingent upon final STP-AZ flex funding.

The MAG Regional Programming Guidelines for Federal Transit Formula Funds can be found at this link: http://www.azmag.gov/Documents/TC_2013-05-15_Regional-Programming-Guidelines-for-Federal-Transit-Formula-Funds.pdf. Please refer to the attachment for the detailed listing of FY 2014 transit projects and FY 2015 project change requests.

The public is invited to comment on the POP and other amendments to the FY 2014-2018 Transportation Improvement Program (TIP) through the Maricopa Association of Governments, the Council of Governments (COG) that serves as the regional agency for the metropolitan Phoenix area. The next meeting scheduled for comment is the MAG Transit Committee schedule for Thursday, April 10, 2014, 10:00 a.m. at 302 N. 1st Avenue, Phoenix AZ 85003 2nd Floor, Ironwood Room.

The public comment period runs from April 10 – May 10, 2014. Written comments received by May 10, 2014 will be included in the agenda packet for the Regional Council meeting on May 28, 2014. Comments can be made in person at the MAG Transportation Review, MAG Management and MAG Transportation Policy Committees.

Comments may also be submitted electronically by May 10, 2014 to: achen@azmag.gov.

This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.

Please contact Alice Chen, Transportation Planner III at 602-254-6300 or achen@azmag.gov or Teri Kennedy, Transportation Program Improvement Manager at tkennedy@azmag.gov with any questions.

ATTACHMENT #1B

Agenda Item 5

Program of Projects and Project Change Request

Fiscal Year 2014 Transit Program of Projects and Project Change Requests

Agency	Section	Year	TIP ID	Location	Work	ALI	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	Transit	2014	GLN14-101T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	11.7A.00	Transit Bus	5307	213,693	0	53,423	267,116	Update PM with NTD data. Change federal/local amount from \$204,303/\$51,076 to \$213,693/\$53,423
Peoria	Transit	2014	PEO14-101T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	Transit Bus	5307	0	0	0	0	Delete. PM Overage in previous grants.
Phoenix	Transit	2014	PHX14-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	Transit Bus	5307	492,001	0	123,000	615,001	Adjust to 1% of apportionment. Change federal/local amount from \$475,160/\$118,790 to \$492,001/\$123,000
Phoenix	Transit	2014	PHX13-909T	Laveen/59th Avenue	Pre-design regional park-and-ride (Laveen/59th Avenue)	11.31.04	Transit Bus	5307	115,497	28,874	0	144,371	Funding is showing 85%/15%. Should be 80%/20%. Change federal/local amount from \$122,129/\$22,242 to \$115,497/\$28,874
Phoenix	Transit	2014	PHX14-415T	Phoenix - East Baseline	Construct park-and-ride lot	11.33.04	Transit Bus	5307	280,000	70,000	0	350,000	No Change
Phoenix	Transit	2014	PHX14-103T	Regionwide	Preventive Maintenance	11.7A.00	Transit Bus	5307	10,955,165	0	2,738,791	13,693,956	Update PM with NTD data. Reduce total FY 14 PM by close out funds of \$26,390 Change federal/local amount from \$11,613,337/\$2,903,334 to \$10,955,165/\$2,738,791
Phoenix	Transit	2014	PHX14-104T	Regionwide	Purchase bus: < 30 foot - 15 replace (dial-a-ride)	11.12.04	Transit Bus	5307	803,250	141,750	0	945,000	No Change
Phoenix	Transit	2014	PHX14-408T	Regionwide	Purchase bus: < 30 foot - 4 replace (circulator)	11.12.04	Transit Bus	5307	299,200	52,800	0	352,000	No Change
Phoenix	Transit	2014	PHX14-106T	Regionwide	Purchase bus: Articulated - 10 replace	11.12.06	Transit Bus	5307	6,698,000	1,182,000	0	7,880,000	Update ALI Code
Phoenix	Transit	2014	PHX15-106T	Regionwide	Purchase bus: Articulated - 6 replace	11.12.06	Transit Bus	5307	4,182,000	738,000	0	4,920,000	No Change
Phoenix	Transit	2014	PHX14-409T	Regionwide	Purchase bus: standard 40 foot - 7 replace	11.12.01	Transit Bus	5307	3,314,150	584,850	0	3,899,000	Increase by from 2 to 7 buses due to under programming in FY 2013. Change federal/local amount from \$946,900/\$167,100 to \$3,314,150/\$584,850
Phoenix	Transit	2014	PHX14-416T	Regionwide	Purchase bus: standard 40 foot - 2 replace	11.12.01	Transit Bus	5307	911,200	160,800	0	1,072,000	New project. To account for buses not programmed in FY2013.
Phoenix	Transit	2015	PHX14-417T	Regionwide	Purchase bus: standard 40 foot - 4 replace	11.12.01	Transit Bus	5307	1,968,600	347,400	0	2,316,000	New project. Utilize funds from deferring VMT14-105T to FY 2015 and moving \$682,523 from MES10-808T to VMR15-433T. Decrease PHX15-421T by 4 buses.
Phoenix	Transit	2014	PHX14-406T	Regionwide	Purchase bus: standard 40 foot - 3 replace	11.12.01	Transit Bus	5307	1,476,450	260,550	0	1,737,000	No Change
Phoenix	Transit	2014	PHX14-102T	Regionwide	Support Services for Grant Management	11.72.03	Transit Bus	5307	40,000	0	10,000	50,000	No Change
Scottsdale	Transit	2014	SCT14-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	Transit Bus	5307	285,307	0	71,327	356,634	Update PM with NTD data. Change federal/local amount from \$150,811/\$38,203 to \$285,307/\$71,327
Surprise	Transit	2014	SUR13-902T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	Transit Bus	5307	0	0	0	0	Delete. Surprise no longer operates service
Surprise	Transit	2014	SUR14-101T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	Transit Bus	5307	0	0	0	0	Delete. Has abundant PM in previous grants. NO longer operates service.
Valley Metro Rail	Transit	2014	MES10-808T	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main ST/Mesa Dr)	11.33.01	Transit Bus	5307	272,744	68,186	0	340,930	Change lead Agency to Valley Metro Rail. \$682,523 moved to VMR15-433T. Change federal/local amount from \$818,762/\$204,691 to \$272,744/\$68,186
Valley Metro Rail	Transit	2014	VMR14-110T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	11.7A.00	Transit Rail	5307	1,106,433	0	276,608	1,383,041	Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$2,146,533/\$536,633 to \$1,106,433/\$276,608

Program of Projects and Project Change Request

Agency	Section	Year	TIP ID	Location	Work	ALI	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Valley Metro/RPTA	Transit	2014	PEO13-902T	Peoria	Pre-design regional transit center (4-bay) Peoria	11.31.02	Transit Bus	5307	40,132	10,033	0	50,165	Change lead Agency to Valley Metro/RPTA
Valley Metro/RPTA	Transit	2014	VMR14-399T	Regionwide	Purchase bus: standard 35 foot - 3 Expand (Scottsdale)	11.13.02	Transit Bus	5307	1,721,250	303,750	0	2,025,000	Update ALI code. Change description to 35 foot bus. Change federal/local amount from \$1,541,079/\$271,955 to \$1,721,250/\$303,750
Valley Metro/RPTA	Transit	2014	VMT14-101T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	Transit Bus	5307	4,329,488	0	1,082,372	5,411,860	Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$3,979,663/\$994,916 to \$4,329,488/\$1,082,372
Valley Metro/RPTA	Transit	2014	VMT13-913TA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link	11.32.02	Transit Bus	5307	4,884,133	1,221,033	0	6,105,166	No Change based schedule as of 4/3/2014.
Valley Metro/RPTA	Transit	2014	TMP14-101T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	Transit Bus	5307	2,638,896	0	659,724	3,298,620	Update PM with NTD data. Change federal/local amount from \$2,925,470/\$731,368 to \$2,638,896/\$659,724
5307 Total									47,027,589				

Phoenix	Transit	2014	PHX14-412T	Regionwide	Preventive Maintenance	11.7A.00	Transit Bus	5339	224,671	0	56,168	280,839	Update PM with NTD data and to balance the program. Change federal/local amount from \$50,861/\$12,715 to \$224,671/\$56,168
Phoenix	Transit	2014	PHX14-411T	Regionwide	Purchase bus: < 30 foot - 7 replace (dial-a-ride)	11.12.04	Transit Bus	5339	374,850	66,150	0	441,000	No Change
Phoenix	Transit	2014	PHX14-407T	Regionwide	Purchase bus: standard 40 foot - 9 replace	11.12.01	Transit Bus	5339	4,429,350	781,650	0	5,211,000	No Change
5339 Total									5,028,871	847,800	56,168	5,932,839	

Avondale	Transit	2014	VMT14-425T	Regionwide	Operating:Operating Assistance TBD	30.09.01	Transit Bus	5307-AVN UZA	2,485,518	0	2,485,518	4,971,037	Change federal amount to 2014 apportionment. Update Local match to 50%. Change federal/local amount from \$2,378,490/\$0 to \$2,485,518/\$2,485,518
Avondale	Transit	2014	AVN14-410T	Regionwide	Transit Security	11.42.09	Transit Bus	5307-AVN UZA	29,889	0	7,472	37,361	Update ALI Code. Change federal amount to 2014 apportionment. Change federal/local amount from \$28,807/\$7,202 to \$29,889/\$7,472
Phoenix	Transit	2014	PHX14-410T	Regionwide	Purchase bus: standard 40 foot - 1 replace	11.12.01	Transit Bus	5307-AVN UZA	473,450	83,550	0	557,000	No Change
5307-AVN UZA Total									2,988,857				

MAG	Transit	2014	MAG14-419T	Regionwide	JARC apportionment	30.09.01	Transit Bus	5307-JARC	1,875,527	468,882	0	2,344,409	Update JARC Suballocation. Change federal/local amount from \$1,815,300/\$453,825 to \$1,875,527/\$468,882
5307-JARC Total									1,875,527				

Valley Metro Rail	Transit	2014	VMR14-404T	Regionwide	Overhaul friction brakes - Phase 2	12.17.00	Transit Rail	5337-FGM	340,563	542,572	0	883,135	Update federal amount to match apportionment. Total Cost unchanged. Change federal/local amount from \$331,125/\$552,010 to \$340,563/\$542,572
5337-FGM Total									340,563				

Phoenix	Transit	2014	PHX14-414T	Regionwide	Preventive Maintenance	11.7A.00	Transit Bus	5337-HI	646,511	0	161,628	808,139	Update PM with NTD data and to balance the program. Change federal/local amount from \$557,261/\$139,315 to \$646,511/\$161,628
Valley Metro/RPTA	Transit	2014	VMR14-391T	Regionwide	Purchase bus: articulated - 2 replace (Tempe)	11.12.06	Transit Bus	5337-HI	1,467,452	258,962	0	1,726,414	No Change
5337-HI Total									2,113,963				

Program of Projects and Project Change Request

Agency	Section	Year	TIP ID	Location	Work	ALI	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	Transit	2014	GLN13-902T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	Transit Bus	STP-AZ-Flex	197,976	49,494	0	247,470	No Change
Peoria	Transit	2014	PEO14-421T	Peoria	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	Transit Bus	STP-AZ-Flex	0	0	0	163,958	Delete. Unprogrammed buses in FY 2011.
Phoenix	Transit	2014	PHX14-413T	Regionwide	Preventive Maintenance	11.7A.00	Transit Bus	STP-AZ-Flex	444,602	0	111,151	555,753	Awaiting final STP-AZ amount. Balances the STP program. Change federal/local amount from \$77,190/\$19,298 to \$444,602/\$111,151
Valley Metro/RPTA	Transit	2014	VMT14-106T	Regionwide	Purchase vanpools: 19 expand	11.13.15	Transit Bus	STP-AZ-Flex	722,152	0	0	722,152	Reduce vanpool buses by 6 to be purchased with close-out funds. Change federal/local amount from \$950,200/\$0 to \$722,152/\$0
Valley Metro/RPTA	Transit	2014	VMT14-107T	Regionwide	Purchase vanpools: 45 replace	11.12.15	Transit Bus	STP-AZ-Flex	1,660,770	0	0	1,660,770	No Change
STP-AZ-Flex Total									3,025,500				
Valley Metro Rail	Transit	2014	VMR14-437T	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition	13.22.01	Transit Rail	PTF	0	6,000,000	0	6,000,000	Update ALI Code

Program of Projects and Project Change Request

Project Change Request for Fiscal Year 2015 Transit Projects

Agency	Section	Year	TIP ID	Location	Work	ALI	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Valley Metro Rail	Transit	2015	VMR15-433T	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)	11.33.01	Transit Rail	5307	2,519,790	629,948	0	3,149,738	Moved \$682,523 from Main ST/Mesa Dr (MES10-808T). Change federal/local amount from \$1,973,772/\$493,443 to \$2,519,790/\$629,948
Phoenix	Transit	2015	PHX15-421T	Regionwide	Purchase bus: standard 40 foot - 11 replace	11.12.01	Transit Bus	5307	5,413,650	955,350		6,369,000	Four buses moved to PHX14-417T. Reduce from 15 to 11 buses.
Valley Metro/RPTA	Transit	2015	VMT14-105T	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)	11.13.01	Transit Bus	5307	1,593,888	281,274	0	1,875,162	Move from FY 2014 to FY 2015

ATTACHMENT #2

Agenda Item 6

TRANSIT ORIENTED DEVELOPMENT STRATEGY

Phoenix Metropolitan Region

Purpose

The purpose of this Transit Oriented Development (TOD) strategy is to promote the integration of land use and transportation using the investment in the regional transit system as an economic engine to create connectivity throughout the Phoenix metropolitan area. It is the intent of this strategy to encourage compact and mixed use development, including the transit user and pedestrian friendly elements, along current and future light rail, commuter rail and bus transit corridors. Additionally, this strategy should be used as a catalyst toward improved air quality, focused economic development, attractiveness to the business and tourist sectors and overall enhanced healthy, sustainable communities.

This TOD strategy establishes a framework in the Phoenix metropolitan region to implement TOD strategies by leveraging collaborative partnerships between the Maricopa Association of Governments (MAG), Valley Metro, member cities and others including the development community. It focuses on existing and future transit corridors as approved in the Regional Transportation Plan and other high demand corridors associated with activity centers within the region. It is the intent of this strategy to produce desirable results in terms of connectivity, land use, sustainable economic growth and more.

TOD Definition

TOD is a pattern of compact mixed-use development within a 5-10 minute walk of existing or future transit stations or stops. TOD is not a one size fits all formula but rather a framework which capitalizes on the strengths of existing or future land use, transportation, economic and livability elements. It encourages growth around the transit stations to produce a community environment often characterized by:

- A mix of compatible and complementary land uses, scaled and designed for pedestrians, that incorporate but are not limited to jobs, housing, community services and amenities;
- Small blocks with interconnected streets and sidewalks;
- Integrated buildings and land uses that serve the pedestrian and respond to the built environment;
- Safe, convenient and comfortable elements for walking and biking and;
- Connections to multiple destinations through alternate modes of transportation.

Goals

Goals encouraged in this TOD strategy are intended to be met through the collaborative partnerships between MAG, Valley Metro and member cities as well as through partnerships with the business community, non-profit community and other stakeholders. Through implementation of this strategy the regional stakeholders will work to:

- Promote a transit system that stimulates the creation of jobs and equitable housing choices and supports long term economic development and business investment;
- Provide convenient, safe connectivity and multi-modal access to the transit system, while connecting to non-motorized transportation;
- Build collaborative relationships to encourage and facilitate TOD through creative planning and development partnerships;
- Protect and enhance the regional transit assets, investments and opportunities;
- Ensure TOD is occurring and is based on market demand and principles which promote long-term sustainable development in the region.

Roles and Responsibilities

As previously mentioned, this strategy is based on collaborative partnerships between multiple stakeholders. Roles and responsibilities of MAG, Valley Metro and member cities are identified in the following table.

Roles and Responsibilities	MAG	Valley Metro	Local Jurisdictions
Promote and educate regional TOD Benefits and Principles.	★	P	P
Include assessment of regional TOD potential as part of system planning.	★	P	P
Include assessment of regional TOD potential as part of corridor development.	P	★	P
Acquire public land adjacent to transit for TOD.		★ ^D	★
Incorporate TOD principles in land use plans and regulation.			★
Incorporate and support TOD principles with regional planning goals.	★	P	P
Encourage the incorporation of TOD principles in community goals.	P	P	★

Collaborate in the development of a regional TOD plan.	★	P	P
Develop strategic plans and policies to guide each agency's activities and roles.		★	★
Research and monitor regional trends for TOD.	P	★	P

Roles Legend

★	Lead – lead agency has the primary responsibility for this TOD role. In some cases, there are various agencies who will lead the role within its jurisdiction. The lead agency is responsible for facilitating collaboration among the partner agencies.
P	Partner – partner agency has a secondary responsibility for this TOD role. In most cases, there are multiple partners that should collaborate with and support the lead partner(s).
★ ^D	Lead by Delegation – the lead by delegation agency is only given the lead role by the local jurisdiction involved; partner agency has the primary responsibility for this TOD role.

In order to implement this strategy, MAG, Valley Metro and member cities are encouraged to develop individual Strategic TOD Action Plans. These plans may vary by community and local jurisdictions may delegate or partner with Valley Metro in their development.

Each Strategic Action Plan, to the degree necessary, should detail the action items and identify the staffing requirements, funding, schedule, potential partnering organizations and their roles.

March 19, 2014

TO: *Members of the Transit Committee*

FROM: *Marc Pearsall, Transit Planner III*

SUBJECT: *TRANSIT COMMITTEE VICE CHAIR VACANCY - LETTERS OF INTEREST*

On January 1, 2013, the MAG Regional Council approved the updated MAG Committee Operating Policies and Procedures. Officer positions for technical committees have two-year terms, with succession of positions occurring through the ascending order of officers.

In March 2014, the Transit Committee Vice Chair, Maher Hazine, relinquished his position as Vice Chair. According to the MAG Committee Operating Policies and Procedures, the Regional Council Executive Committee will appoint a new vice chair. The incoming Vice Chair will serve out the remainder of Vice Chair Hazine's tenure, which is due to expire in December 2015, at which time the Vice Chair would ascend to the Chair Position.

Those member agencies interested in the vacant Vice Chair position of the Transit Committee will be required to submit a letter of interest to the Regional Council Chair. The letters of interest are requested to be submitted no later than Friday, April 25, 2014 to Mayor Scott Smith, MAG Regional Council Chair, at the MAG Office located at 302 N. 1st Avenue, Suite 200, Phoenix, Arizona 85003. The Vice Chair appointment will be made at the Monday, May 19, 2014 Executive Committee meeting.

If you have any questions, please contact Marc Pearsall at the MAG Office at (602) 254-6300 or mail to: mpearsall@azmag.gov.

cc: *MAG Management Committee
MAG Intergovernmental Representatives*