

~REVISED~

June 10, 2014

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Scottsdale, Chair

SUBJECT: SPECIAL MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Monday, June 16, 2014 – 10:30 a.m.
MAG Office, Suite 200, Chaparral Room (Note room change for this month)
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.

AGENDA

1. Call to Order

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

2. Meeting minutes will not be heard this month. Approval of May 8, 2014 minutes to be heard at the July 10, 2014 regular 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.

4. FTA – DISCRETIONARY GRANT – BUS AND BUS FACILITIES, LADDERS OF OPPORTUNITY INITIATIVE

On June 4, 2014, the Federal Transit Administration (FTA) and the U.S. Department of Transportation (DOT) released a notice of funding availabilities (NOFAs) for \$100 million in competitive grant funding from unspent section 5309 Bus and Bus Facilities funds that were authorized under the previous transportation authorization act. This nationwide competitive grant opportunity can be used to 'purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and inter-modal facilities) in urban, suburban, and rural communities.'

COMMITTEE ACTION REQUESTED

2. No action for meeting minutes.

3. For information and discussion.

4. Information, discussion, and possible recommendation to support a proposal to the FTA through the bus and bus facilities 5309 discretionary grant program, for 27 ~~25~~ buses as part of the region-wide bus replacement schedule and for the service changes to be implemented in October 2014.

The FTA is looking to evaluate each project on demonstration of need related to the criteria: age of asset to be replaced or rehabbed, to what degree does the project address a backlog of deferred maintenance, consistency with the proposer's bus fleet management plan, the degree to which the proposed project will have on service delivered and need for additional capacity to address the Ladders of Opportunity Policy priorities, and the spare ratio guidelines. Competitive proposals must also support ladders of opportunity for riders, including enhancing access to work, supporting economic opportunities, and supporting partnerships and coordinated planning.

Based on documented need for replacement and expansion fleet from previous MAG Transit Committee and Valley Metro Service Planning Working Group meetings, it is proposed to support submitting a request for 27 ~~25~~ buses as part of the region-wide bus replacement schedule and for the service changes to be implemented in October 2014. Please the attached material for more information.

5. Next Meeting Date

The next Transit Committee meeting is scheduled for Thursday, July 10, 2014, at 10:00 a.m. in the MAG Office, Chaparral Room.

5. For information and discussion.

Adjournment.

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June 10, 2014

TO: MAG Transit Committee Members

FROM: Eileen Yazzie, MAG Transportation Planning Project Manager

SUBJECT: FTA – DISCRETIONARY GRANT – BUS AND BUS FACILITIES, LADDERS OF OPPORTUNITY INITIATIVE

On June 4, 2014, the Federal Transit Administration (FTA) and the U.S. Department of Transportation (DOT) released a notice of funding availabilities (NOFAs) for \$100 million in competitive grant funding from unspent section 5309 Bus and Bus Facilities funds that were authorized under the previous transportation authorization act. This nationwide competitive grant opportunity can be used to ‘purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities) in urban, suburban, and rural communities.’ The FTA is looking to evaluate each project on demonstration of need related to the criteria: age of asset to be replaced or rehabbed, to what degree does the project address a backlog of deferred maintenance, consistency with the proposer’s bus fleet management plan, the degree to which the proposed project will have on service deliver and need for additional capacity to address the Ladders of Opportunity Policy priorities, and the spare ratio guidelines.

Competitive proposals must also support ladders of opportunity for riders, including:

- **Enhancing access to work** for individuals lacking ready access to transportation, especially in low-income communities;
- **Supporting economic opportunities** by offering transit access to employment centers, educational and training opportunities, and other basic needs;
- **Supporting partnerships and coordinated planning** among state and local governments and social, human service, and transportation providers to improve coordinated planning and delivery of workforce development, training, education, and basic services to veterans, seniors, youths, and other disadvantaged populations.

The submittal for funds is due on August 4, 2014. MAG Regional Council does not meet in July 2014; the only time that they meet before the due date is June 25, 2014. This is the reason why the Transit Committee is meeting June 16, 2014.

Documented Need for Replacement and Expansion Fleet

At the April 10, 2014 MAG Transit Committee, the committee was provided information about the FY2014 Program of Projects (POP). The memorandum about the FY2014 POP outlined the federal funds and the use of those funds, and it was documented that there was 5 replacement buses still needed, but did not have funding:

‘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.’

As well, MAG transit committee members that participate in the Valley Metro Service Planning Working Group have discussed the fact that the City of Phoenix is in need of 20 buses and City of Tempe is in need of 2 buses for the upcoming October 2014 service expansions that include an increase in frequency on Route 1 – Washington/Jefferson, Route 3 – Van Buren, Route 10 – Roosevelt/Lower Buckeye, Route 17 – McDowell, Route 48 in Tempe, and others. This was discussed and documented at the May 6, 2014 Valley Metro Service Planning Working Group meeting. To meet their needs, the City of Phoenix is not retiring 20 of their fleet that have reached or are about to reach the end of their useful lives. Additionally, the current projected availability and timing of funding in the TIP requires the City of Phoenix to keep many buses several years past their useful lives before they are replaced.

Proposed Project

From this information it is proposed to support submitting a request for 27 buses as part of the regionwide bus replacement schedule and for the service changes to be implemented in October 2014. As well, the majority of the October 2014 service changes are on routes that support the Ladders of Opportunity Policy priorities. Table 1 outlines the costs of this proposal and the attachment highlights the service changes.

Table 1: Proposed Project Details

	Location	Work Description	Federal	Regional	Local	Total Cost
Phoenix	Regionwide	Purchase bus: standard 40 foot - 5 replace	\$ 2,392,750	\$ 422,250		\$ 2,815,000
Phoenix	Phoenix	Purchase bus: articulated 60 foot - 20 Expansion	\$ 14,620,000	\$ 2,580,000		\$ 17,200,000
Valley Metro	Tempe	Purchase bus: standard 40 foot - 2 Expansion	\$ 957,100	\$ 168,900		\$ 1,126,000
		Total	\$ 17,969,850	\$ 3,171,150	\$ -	\$ 21,141,000

Proposed Transit Service Changes For October 27, 2014

Valley Metro and City of Phoenix service changes occur as a way to develop an effective regional transit system that supports Valley communities, businesses and residents. Public input is requested on the following proposed service changes scheduled to take effect on October 27, 2014. Changes to City of Phoenix-operated service require approval by the Phoenix City Council. Changes to Valley Metro-operated service require approval by the Valley Metro Board of Directors.

Route 1 – Washington/Jefferson*	Extend east end of route from PHX Sky Train Station to Priest Ave. and Washington St. Modify weekday frequency from 45 to 30 minutes and eliminate route west of Central Station to 27th Ave.	Route 70 – Glendale/24th St*	In Glendale, add four morning and seven afternoon westbound trips from 43rd Ave. to the Glendale Park-and-Ride.
Route 3 – Van Buren*	Modify weekday peak service in core area between 35th Ave. and 32nd St. from 15 to 10 minutes and modify weekday service outside of core area from 15 to 30 minutes. Eliminate Priest Ave./Washington St. and Lincoln St. segments.	Route 75 – 75th Avenue*	In Phoenix, new route from 75th Ave. and Lower Buckeye Rd. to 75th Ave. and Camelback Rd., serving Desert Sky Mall via Thomas Rd. with 30 minute weekday, 60 minute Saturday and Sunday frequency.
Route 10 – Roosevelt/Lower Buckeye*	Eliminate Route 10 west of Central Station and modify Saturday and Sunday frequency from 60 to 30 minutes. Replace service on Lower Buckeye Rd. with new Route 28.	Route 77 – Baseline	In Tempe, eliminate route diversion to Arizona Mills Mall. Route would continue to operate eastbound and westbound on Baseline Rd.
Route 15 – 15th Avenue*	Eliminate east end of route from 15th Ave. to Central Station and extend route south on 15th Ave. to Pima St.	Route 80 – Northern*	Modify Saturday and Sunday frequency from 60 to 30 minutes in Phoenix. Modify weekday, Saturday and Sunday frequency from 60 to 30 minutes in Scottsdale.
Route 17 – McDowell*	In Phoenix, modify weekday peak service in core area between 43rd Ave. and 44th St. from 15 to 10 minutes. Modify weekday service outside of core area from 15 to 20 minutes and eliminate Desert Sky Mall loop (replaced with routes 75 and 83). In Scottsdale, modify weekday service frequency from 30 to 20 minutes. Extend route on weekdays, Saturday and Sunday at new frequency east on McDowell Rd. and south on 92nd St. to serve Casino Arizona in the Salt River Pima-Maricopa Indian Community. In Avondale/Goodyear, modify weekday service during peak hours from 30 to 20 minutes and modify off-peak frequency from 30 to 40 minutes.	Route 81 – Hayden/McClintock	In Tempe, modify Saturday and Sunday frequency from 60 to 30 minutes from ASU Research Park to Tempe Marketplace.
Route 28 – Lower Buckeye*	New route to serve Lower Buckeye Rd. between 22nd Ave. and 75th Ave. with 30 minute weekday and 60 minute Saturday and Sunday frequency.	Route 83 – 83rd Avenue*	In Phoenix, new route from 83rd Ave. and Van Buren St. to 83rd Ave. and Camelback Rd., serving Desert Sky Mall via Thomas Rd. with 30 minute frequency on weekdays and 60 minute frequency on Saturday and Sunday.
Route 29 – Thomas*	In Phoenix, modify weekday peak frequency between 51st Ave. and 44th St. from 10 to 8 minutes. Modify weekday peak frequency west of 51st Ave. to Desert Sky Mall from 10 to 16 minutes. In Scottsdale, modify weekday peak hour frequency from 30 to 16 minutes and off-peak frequency from 30 to 20 minutes.	Route 96 – Dobson	In Chandler, add service to Price Rd. by deviating west on Germann, south on Price Rd., east on Queen Creek Rd. and south on Dobson Rd., joining the existing Route 96 alignment. Adjust schedule to better align with employment needs on the Price Rd. corridor.
Route 35 – 35th Avenue*	In Phoenix, modify weekday peak frequency in core area between Lower Buckeye Rd. and Metrocenter Transit Center from 20 to 15 minutes. Modify weekday service outside of core area from 20 to 30 minutes.	Route 106 – Peoria/Cactus*	In Phoenix, terminate east end of route at Sunnyslope Transit Center. Eliminated portion from Sunnyslope Transit Center to Paradise Valley Mall Transit Center will be covered by Route 90 on Cave Creek Rd. and Route 138 on Cactus Rd.
Route 41 – Indian School*	In Phoenix, modify weekday peak hour frequency between 59th Ave. and 32nd St. from 15 to 10 minutes and modify weekday off-peak frequency from 15 to 20 minutes. Modify weekday frequency outside of the core area from 15 to 20 minutes and eliminate Desert Sky Mall loop (to be replaced with routes 75 and 83). In Scottsdale, modify weekday frequency from 15 to 20 minutes.	Route 138 – Thunderbird*	In Glendale, Peoria and Sun City, extend route west on Thunderbird to 105th Ave. and Santa Fe Dr. (Route 106 terminus). providing 30 minute weekday and 60 minute Saturday and Sunday frequency. In Phoenix, revise east end of route at 32nd St. and Cactus Rd. to continue east on Cactus Rd., north on Tatum Blvd. to Paradise Valley Mall Transit Center, north on Tatum Blvd. and west on Thunderbird Rd. to 32nd St. Modify Saturday and Sunday frequency from 60 to 30 minutes.
Route 48 – 48th Street/Rio Salado	In Tempe, eliminate route diversion to Arizona Mills Mall and terminate route at Priest Dr. and Baseline Rd.	Route 511 – Tempe/Scottsdale Airport Express	Eliminate route.
Route 56 – Priest	In Tempe, eliminate route diversion to Arizona Mills Mall. Route would continue to operate northbound and southbound on Priest Dr. In Phoenix and Scottsdale, extend route north from the Desert Botanical Garden to SkySong at Scottsdale Rd. and McDowell Rd.	Route 562 – Goodyear/Downtown Express	Modify service to provide dedicated service to Goodyear Park-and-Ride. Modification done in conjunction with service addition to Route 563.
Route 60 – Bethany Home*	In Phoenix, modify Saturday and Sunday frequency from 60 to 30 minutes and adjust weekday schedules.	Route 563 – Buckeye Express	Modify service to provide dedicated service to Avondale and Buckeye park-and-rides. Route to be renamed Avondale/Buckeye Express.

*City of Phoenix-operated

Service changes are proposed at this time and will be finalized after the public outreach process is completed. For the most up-to-date information, visit valleymetro.org or call Customer Service at 602.253.5000. Alternative formats are available upon request.

valleymetro.org
602.253.5000
TTY 602.251.2039

