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July 2, 2014

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Scottsdale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, July 10, 2014 – 10:00 a.m.  
MAG Office, Suite 200, Chaparral Room (Note Room Change)  
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 July 2014 meeting, the quorum requirement is 10 committee members.

2. Approval of Draft May 8, 2014 Minutes and Draft June 16, 2014 Special Meeting 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. Job Access and Reverse Commute Priority Ranking and Funding Recommendations

Alice Chen of MAG will present the item. On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. In March 2014, MAG initiated a call for projects for funding under the JARC program. Twenty (20) applications totaling \$3.5 million in funding request were received. One project was deemed ineligible. On May 5,

## COMMITTEE ACTION REQUESTED

2. Approve Draft May 8, 2014 Minutes and Draft June 16, 2014 Special Meeting Minutes.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion and possible action.

2014, an evaluation panel composed of representatives from of the Transit Committee interviewed the project applicants and ranked the project applications. On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action with recommended approval. Three programming scenarios will be presented for Transit Committee consideration. Please see Attachment One.

6. Locally Preferred Alternative (LPA) and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Rd. to the 2035 MAG Regional Transportation Plan

Eileen Yazzie of MAG will present the item. METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central, and to add the 5 mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Rd. to the 2035 MAG Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately \$680 million and will be funded through City of Phoenix sales tax funds and, potentially, federal funds. No regional Public Transportation Funds / Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration and possible approval. *(continued)*

6. For information, discussion and possible recommendation to approve (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.

Please review the enclosed memorandum, and feel free to access the South Central Corridor Alternatives Analysis Locally Preferred Alternative Report online at: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>. Please see Attachment Two.

7. Regional Transportation Demand Management (TDM) Plan

Julie Morrison of MAG will present the item. The Maricopa Association of Governments and Valley Metro are considering ways to expand implementation and marketing of alternative transportation modes and schedules. The Regional Transportation Demand Management (TDM) Plan will evaluate the opportunity for new and expanded alternative mode programs to: areas unserved or underserved by transit; areas where drive-alone rates are high; and non-commute travel, such as special events. Please see Attachment Three.

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, August 14, 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

May 8, 2014

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

MEMBERS ATTENDING

ADOT: Nicole Patrick  
Avondale: Kristen Sexton  
#Buckeye: Andrea Marquez  
Chandler: Dan Cook for RJ Zeder  
\*El Mirage: Jorge Gastelum  
#Gilbert: Kristin Myers  
Glendale: Debbie Albert for Cathy Colbath  
\*Goodyear: Cato Esquivel  
#Maricopa: David Maestas  
\*Maricopa County DOT: Mitch Wagner  
Mesa: Jodi Sorrell

\*Paradise Valley: Jeremy Knapp  
#Peoria: Walt Begley as Proxy  
Phoenix: Ken Kessler for Maria Hyatt  
Queen Creek: Mohamed Youssef  
Scottsdale: Madeline Clemann, Chair  
Surprise: Martin Lucero for 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  
John Bullen, MAG  
Alice Chen, MAG  
DeDe Gaisthea, MAG  
Teri Kennedy, MAG  
Steve Tate, MAG  
Julie Walker, MAG

Ann Marie Riley, Chandler  
Jeff Martin, Chandler/Mesa  
Kevin Link, Glendale  
Joe Bower, Phoenix  
Stephanie Child, Phoenix  
Dianna Evans, Phoenix  
Kini Knudson, Phoenix  
Wendy Miller, Phoenix  
Karen Sypniewski, Phoenix  
#Janeen Gaskins, Surprise  
Reyes Medrano, Tolleson  
Bob Antila, Valley Metro  
Abhi Dayal, Valley Metro  
Mike Sabatini, Baker  
Yung Koprowski, Lee Engineering

### 1. Call to Order

The meeting was called to order at 10:04 a.m. by Chair Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that four members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Kristen Myers of Gilbert, David Maestas of Maricopa and Walt Begley of Peoria. 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 April 10, 2014 Meeting Minutes

Chair Clemann asked if there were any comments or corrections to the Draft April 10, 2014 meeting minutes. Hearing none, she called for a motion. Mr. Anderson of Youngtown moved to approve the motion, Mr. Yabes of Tempe 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 began by explaining that she had a few items. She referred to a memo recently developed and distributed to each member. The memo was an information summary to document where the region currently stood with its Preventive Maintenance distribution and how it related to the FY14 and the 2014-2018 TIP that was approved in February. She said that in 2010-2011, the Transit Operators Working group and Transit Committee spent over a year adopting a process, formula and methodology to assist in the distribution of maintenance funds. She added that earlier in 2014, the MAG Region distributed over \$21.8 million in PM funds, but would drop back down to under \$10 million per year moving forward, using the new programming guidelines that allocates 25% of 5307 funds for PM. Brief discussion followed.

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. JARC Priority Ranking and Funding Recommendations

Chair Clemann then invited Ms. Alice Chen of MAG to present on the JARC Priority Ranking and Funding Recommendations. Chair Clemann noted that the item was on the agenda for possible approval.

Ms. Chen explained that there was a handout at each members place. She stated that on March 26, 2014, the MAG Regional Council approved programming guidelines for the Job Access and Reverse Commute (JARC) program for the Phoenix-Mesa urbanized area. Those guidelines provided for the establishment of a working group to review JARC funding applications and required that the working group be composed of representatives from the MAG Transit Committee and the Chair and Vice Chair of Elderly and Persons Disability Committee. She then noted that the working group had just met on Monday, May 5, 2014 to interview applicants for JARC funding for Federal Fiscal Years 2014 and 2015. Applications for JARC funding were due to MAG on Thursday, April 17, 2014 and a total of twenty applications were received and referred to her presentation spreadsheet, but one applicant related to non-JARC funded operating costs as well as selected partial routes were not eligible. She added that a summary of those applications was included in the meeting packet and the final recommendations were sent prior to the meeting. She concluded by stating that the item was on the agenda for information, discussion and recommended approval of the priority rankings, project funding and inclusion in the FY 2014-2018 Transportation Plan and updates to the Regional Transportation Plan as appropriate.

Chair Clemann thanked Ms. Chen for her presentation and asked if there were any thoughts or comments.

Ms. Kristen Sexton of Avondale inquired about Route 17, wondering if it replaced the Avondale UZA allocation for service or was it in addition to the existing funding. Mr. Kessler replied that City of Phoenix didn't specifically seek the funding for additional service, but that it was a continuation of current services within Phoenix. They noted that they would work together on any outlying details. Mr. Martin Lucero of Surprise commented that it appeared that agreed-upon policy within the region was shifting away from assisting new, unfunded services, by instead emphasizing more assistance by shoring up existing operations and services. He said that the spirit of JARC within SAFETEA-LU and MAP-21 was to extend funding to unfunded PM in the needy outlying communities beyond a central city.

Mr. Grant Anderson of Youngtown agreed and stated that when the original policies were set up, there was a set-aside for non-profits, but they were not currently ranked higher. Some were dropped below the funding line, which was beyond the original intent of JARC. Mr. Reyes Medrano of Tolleson also commented that the spirit of JARC program was encompassed by Tolleson, and that Zoom service benefitted the small community that accommodates over 20,000 employees who influx into the town everyday.

Chair Clemann stated that she got an impression that the group may have set new criteria and that there may be unintended consequences. Mr. Kessler noted that FTA requirements for anything funded under JARC was defined as maintenance or development and described the FTA's defined

language of those projects that qualify. Mr. Dan Cook of Chandler observed that originally the funds were spread around in a more regional fashion for funding of specific requests, but was concerned of newer criteria without vetting it first. Ms. Chen gave some further background on the methodology and history of the JARC program and changes drawn from input of the member agencies. Mr. Lucero, Ms. Debbie Albert of Glendale, and Ms. Chris Hagen of Tolleson added additional comments requesting a document with more detail and a bit easier to work with from an agency user perspective. Additional comment about the Avondale-Goodyear UZA was heard.

Ms. Yazzie inquired if the motion needed to be approved today. Ms. Chen replied that there was a June 30<sup>th</sup> deadline for submittal in this round, but there was also a future deadline in September/October and that it was not as time sensitive as other programs, so it did not need to be voted on today. Ms. Clemann inquired with Ms. Chen and the committee on whether or not the item should move forward or if additional time was required. Mr. Cook, Mr. Anderson, Ms. Sexton, Mr. Grote, Mr. Lucero and Mr. Medrano commented further on unintended consequences, service cuts, project ranking, scoring, basic tenants of JARC, and taking additional time to review the program.

Chair Clemann inquired if the committee was comfortable and permitted to, within the item language, state that they were okay with funding the recommendations as they are for one year, but then request that the region reevaluate the options before funding for another second year. Ms. Yazzie stated that it was permissible. Mr. Anderson inquired what would happen to these programs if the funding did not come through with this cycle. Ms. Chen replied that if a project did not receive funding, the applying agency should have responded with an alternative funding source. Chair Clemann inquired on any final thoughts on the issues. Mr. Kessler asked if the intent of delaying an action on today's item was going back to the drawing board, which consumed a lot of staff time, and noted that the Committee had previously agreed that the region shouldn't take a spreading-the-peanut-butter approach to funding, hence the guidelines established in the first place for the rankings. Ms. Jodi Sorrell of Mesa, Mr. Mohamed Youssef of Queen Creek, and Ms. Albert also commented.

Mr. Cook observed that the output and ranking appeared to go against the spirit of JARC and even if the region chose to go ahead with one year, programs seven through nineteen would suffer as they were lower on the list. He suggested that the entire program be looked at again. Chair Clemann stated that she had been in the process for three two-year rounds, and every time the final formula was not acceptable to the members as a whole. She said that although Scottsdale ranked high, she was willing to go with the will of the Committee. Ms. Kristin Myers of Gilbert asked that for future JARC applications, there be more distribution of information on policy, guidance, ranking transparency and methodology for the program, in order to assist the members in understanding the application process, and concluded by suggesting the item be tabled until the following meeting. Ms. Chen stated she would be sending out a follow-up email to the committee members seeking supplemental guidance.

Chair Clemann asked if there were any additional comments. Hearing none, she called for a motion. Mr. Cook of Chandler moved to table the item, requesting more time for MAG staff to review additional data and ranking options, then return to the committee during the next meeting. Mr. Anderson of Youngtown seconded, and the motion passed with a majority of ayes and two dissenting nays. Chair Clemann said the motion carried and then proceeded to the next item on the agenda.

## 6. MAG Human Services Coordination Transportation Plan Update

Chair Clemann then invited Ms. DeDe Gaisthea, MAG Human Services Transportation Planner, to provide an update on the MAG Human Services Coordination Transportation Plan update.

Ms. Gaisthea and Ms. Yazzie began by referring to the presentation and noted that under MAP-21, applicants for Federal Transportation Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funding were required to comply with coordination plans efforts. Ms. Gaisthea said that each plan was federally required to include an inventory of services, gaps analysis and prioritized strategies.

She further explained that in March of 2006, under the previous SAFETEA-LU, any organization seeking funding under Sections 5316, 5317 and 5310 must participate in the preparation of a locally derived coordinated plan. In 2012 this was carried forward under MAP-21, and applicants for Federal Transportation Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funding were also required to comply with coordination plans efforts. Under the FTA Section 5310 program, this was intended to enhance mobility for seniors and person with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation service (where public transportation is insufficient, inappropriate or unavailable), and ADA Complementary para-transit services.

Ms. Gaisthea further added that the purpose of the plans within the FTA Circular, was essentially to create a locally developed, coordinated public transit-human services transportation plan that identified the transportation needs of individuals with disabilities, seniors, and people with low-incomes and provided strategies for meeting those local needs. She expounded that the plan was developed with input from regional stakeholders, with 22 agencies receiving Section 5310 funds and more than 115 agencies participating in the process. She said that this group included non-profits that both received and didn't receive federal funds. Municipalities, for profit agencies, healthcare facilities, state agencies, the county, faith-based communities, and volunteer driver programs were included. She also noted that the region won the United We Ride award for a major urbanized area for successfully implementing plans to coordinate human services transportation.

She added that the endeavor began with 25 participants, but now boasted over 50, with participation from Glendale, Scottsdale, Phoenix, Chandler, Tempe, Avondale, Goodyear, and nonprofit agencies. She concluded by stating that Human Services would be engaging in a new Transportation Ambassador training program in the East Valley and would welcome any input from those agencies. She noted that Human Services Coordination Transportation Plan was available on the MAG website.

Chair Clemann thanked Ms. Gaisthea for her presentation and asked if there were any thoughts or comments. She asked about the New Freedoms grant rankings and inquired if the status of those awards notifications could be shared with the Transit Committee in the future. Discussion followed. Chair Clemann again thanked Ms. Gaisthea for her presentation and asked if there were any additional comments. Chair Clemann then proceeded to the next item on the agenda.

## 7. Update on MAG Strategic Transportation Safety Plan

Chair Clemann then invited Ms. Margaret Boone, MAG ITS Safety Engineer, to provide an update on the MAG Strategic Transportation Safety Plan.

Ms. Boone began by explaining that at the August 2013 Transit Committee meeting, MAG Safety staff presented the on-going MAG project to develop a comprehensive Strategic Transportation Safety Plan (STSP). She noted that the first stages of the development of this plan looked at regional crash trends including the trend of increased pedestrian and bicyclist crashes. Recognizing that all transit customers were pedestrians and possibly bicyclists for part of their journey, she said the current phase of the development of the STSP would look at potential regional policies and practices that could be promoted for improving overall road safety performance in the MAG planning area, including that of pedestrian and bicyclist facilities used to access transit. She noted that the following was a presentation of the data gathered and the work being done in this stage of development of the STSP and to explore the possibility of a collaborative effort between the Safety and Transit committees in recommending regional practices for improving pedestrian and bicyclist safety near transit stops and stations. She added that in order to facilitate this collaboration, they would like to form a working group that could bring back the result of this effort for discussion by the committee at a future meeting. She further referred the members to the STSP on the MAG website: [www.stsp.azmag.gov](http://www.stsp.azmag.gov)

Ms. Boone continued with describing the MAG STSP by adding that the goals of the STSP was to continue to build on the existing plan, and to provide a means to improve overall safety performance in the MAG Planning Area and the current task included exploring a strategy to incorporate safety in the upcoming Regional Transportation Plan. She noted that they anticipate that the RTP would have an increased focus on multi-modal facilities, with investigations on ways to fund any recommendations that get included in the RTP with the resources available through that process for alternate federal, state, regional and local funding. She added that MAG had been in close coordination with the State through their process of developing an update the Strategic Highway Safety Plan, which was required by the federal government and similarly will outline strategies and performance measures to comply with the regulations of MAP-21. She concluded that this section was important as MPO strategies and performance measures must align with the states strategies and performance measures and ultimately meet safety targets. She then highlighted the MAG 2005 STSP accomplishments. At the time, there was recognition that MAG as a planning organization needed the capability to collect and analyze crash data, which was essential to any safety program in assessing areas where there may be safety issues, by establishing trends and prioritizing projects.

She continued by describing the STSP Development Schedule and stated it was a 20 month process that MAG was currently in the middle of. She said that a lot of crash data provided by the RTSIMS application developed to assess the recent historical crash trends and transportation safety performance, then the establishment of a regional vision of zero deaths; zero serious injuries; working in action areas; strategies and performance measures likely to address the trends discovered via research.

Ms. Boone also noted that with the emergence of new ways to look at current data and model safety performance of proposed safety improvements, her team looked at the existing method by which MAG uses crash data to determine high crash locations and sets priorities for safety programs as well as predictive methods including providing a 4 hour workshop on utilization of these methods for planning. She stated that another aspect was the recent emergence of technologies in collecting data, communications between vehicles, vehicle to driver, and traffic operations equipment such as signal controllers, communications with vehicles. The overriding goal here was to discover new safety implications as well as ways in which to introduce safety issues with this technology. She further delved into the task-work by adding that it would include refining the performance measures established in task three and coming up with a regional strategy to monitor and report regional transportation safety performance; which would in turn move into the formulation of the implementation plan and the final report to be delivered at the end of February 2015.

She then expanded her presentation to review pedestrians & bicyclists crashes. She said that it was discovered that there had been a definite increase in pedestrian crashes overall with a slight increase in serious injury crashes with the number of fatalities at a stasis since 2010. She explained that each one was broken down for both intersection related or those which occur approximately 150 feet from the extension of the curb lines of an intersection an non- intersection related which occur outside that distance and in between intersections. Similarly crashes involving bicyclists again revealed an increase from 2010. Both increases suggested that more roadway users were using transit and other modes other than vehicle travel for their commute, as well as a general increase of bicyclists accessing transit and by nature of transit, with about 90% of transit users were pedestrians at some time in their journey.

Ms. Boone demonstrated that staff looked at all crashes reported statewide, broke down the data for the MAG Planning Area, then further to freeway and arterials and local roadways. The key information to highlight was that 47% of all fatalities occurred in the MAG planning area, and of those, 80% were on arterial and local roads as opposed to freeways. For Serious Injury crashes, 85% of those occurred on arterials and local roadways and that data provided highlighted about 26% of these arterials where the fatal and serious injuries occur currently had some form of transit available. She also engaged the committee with a review of fatal and serious injury crashes with pedestrians. She showed a break down of the pedestrian crashes showed that there are were a total of 1,479 crashes involving pedestrians, which was 21% of all fatal crashes in the MAG Planning area with 95% on arterials and local roads and of those 59% are non intersection related. This may suggest mid-block crossings of pedestrians and that while staff didn't know that these were directly correlated with locations of mid-block transit stops, addressing the safety issues could have the effect of increasing the overall safety of how pedestrians access transit. She also noted the category of potential risk of death or serious Injury, In taking a closer look at the increase in crashes involving pedestrians and bicyclists, the question became one of potential risks and what kind of regional practice might we implemented to minimize those risks in the future.

Ms. Boone concluded by examining th future of funding: with an emphasis on Transportation Safety. She stated that much of what drove the staff methods in the plan stemmed from MAP-21 legislation and its primary goal. She stated staff was working on establishing meaningful measures as required aligning with the four core federal measures for addressing serious injuries and fatality rates and the overall number of fatalities and serious injury crashes. This would incorporate Safety within the RTP, with future RTPs to include multi-modal transportation system infrastructure, increased

interaction between all modes, potential practices to improve overall road safety performance, and collaborative efforts between Transportation Safety Committee and Transit Committee, and the working group. She added that the working group meetings may commence in the June-July time-frame; first to explore and define safety practice(s), recommend practice(s) in support of Transit and Transportation Safety; and second to include the adopted practices in the STSP and RTP.

Chair Clemann thanked Ms. Boone for her presentation and asked if there were any thoughts or comments.

Mr. Cook inquired about the percentages of accidents and the need to move forward in a proactive fashion on safety issues, and asked if the federal measures pertained only to preventable accidents, as many types of accidents may not be preventable. Ms. Boone replied that task 3 dealt specifically with those performance measures and actions that were easily to implement and tracked by the jurisdictions. Discussion followed. Mr. Grote inquired if there was any pedestrian accident data linked to transit access or use. Ms. Boone replied that it was a difficult data set to capture because crash reports are culled from the state reports, and the transit data is not recorded on those reports. Ms. Yung Koprowski of Lee Engineering reported that there was a spacial analysis previously performed on bicycle crashes, transit routes and light rail for task 1, but it was not as sufficient or as detailed as was expected. Mr. Youssef inquired with Ms. Boone if the RT Sims system program for crash analysis was available to local agencies, and she replied that MAG was currently working on making it available for agency use along with supplemental training. Mr. Anderson asked how the MAG Region compared with other agencies' peer review, which would help the region prioritize areas of need. It was explained that the MAG Region was in the top five nationally for the areas that were most dangerous to pedestrians.

Chair Clemann again thanked Ms. Boone for her presentation and asked if there were any additional comments. Chair Clemann then proceeded to 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. 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 Transit Committee meeting scheduled for Thursday, June 12, 2014, is cancelled. If needed, the next Transit Committee meeting would be scheduled for Thursday, July 10, 2014, at 10:00 a.m. in the MAG Office, Chaparral Room. There being no further business, Chair Clemann adjourned the meeting at 11:45 a.m.

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

June 16, 2014

Maricopa Association of Governments; Chaparral Room;  
302 N. 1<sup>st</sup> Avenue, Suite 200  
Phoenix, Arizona

**MEMBERS ATTENDING**

*ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
#Avondale: Kristen Sexton	#Peoria: Bill Mattingly as Proxy
#Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Vice Chair
Chandler: Jason Crampton for RJ Zeder	#Queen Creek: Mohamed Youssef
#El Mirage: Jorge Gastelum	Scottsdale: Madeline Clemann, Chair
#Gilbert: Kristin Myers	#Surprise: Martin Lucero for David Kohlbeck
Glendale: Debbie Albert	#Tempe: Robert Yabes
*Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
#Maricopa: David Maestas	Valley Metro: John Farry for Wulf Grote
*Maricopa County DOT: Denise Lacey	*Youngtown: Grant Anderson
#Mesa: Jodi Sorrell	

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

**OTHERS PRESENT**

Eileen Yazzie, MAG	Joe Bower, Phoenix
Marc Pearsall, MAG	Wendy Miller, Phoenix
Alice Chen, MAG	Ken Kessler, Phoenix
Chaun Hill, MAG	
Teri Kennedy, MAG	

1. Call to Order

The special meeting was called to order at 10:32 a.m. by Chair Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that ten members were joining the meeting by teleconference: Kristen Sexton of Avondale, Andrea Marquez of Buckeye, Jorge Gastelum of El Mirage, Kristen Myers of Gilbert, David Maestas of Maricopa, Jodi Sorrell of Mesa, Bill Mattingly of Peoria, Mohamed Youssef of Queen Creek, Martin Lucero of Surprise 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. Meeting minutes will not be heard this month. Approval of May 8, 2014 minutes to be heard at the July 10, 2014 regular meeting.

Chair Clemann noted that the meeting minutes would not be heard this month. She noted that approval of May 8, 2014 minutes would be heard at the July 10, 2014 regular meeting. 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. FTA - Discretionary Grant - Bus and Bus Facilities, Ladders of Opportunity Initiative

Chair Clemann then invited Ms. Eileen Yazzie of MAG to present on the FTA - Discretionary Grant - Bus and Bus Facilities, Ladders of Opportunity Initiative. Chair Clemann noted that the single item was on the agenda for action and possible approval.

Ms. Yazzie thanked the members and those who joined in by teleconference. She explained that the text for the item would also now include an additional two expansion buses that were requested by the City of Tempe after the agenda was sent out. She also noted that the revised agenda was on the website for reference.

She then explained some background on the item: 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. She added that this was a nationwide competitive grant opportunity that could 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. She noted that the submittal deadline was August 4<sup>th</sup> and that the designated recipient Phoenix would be the agency responsible for making the submittal. She further explained that the NOFA required that the MPO (MAG) concurrence was required (through the committee process). The fact that MAG's Regional Council would meet on June 25<sup>th</sup> was the reason for the expedited Transit Committee special meeting and the urgency of a concurred vote for the application.

Ms. Yazzie further expounded that the monies were old, surplus dollars from SAFETEA-LU bus and bus facilities programs and was tied to the Ladders of Opportunities initiative that support Title VI communities with connections to jobs, education and retail-shopping. She said that the region had fared well in the past in 2010 and 2012 with bus and bus facilities funding grants and state of good

repair. She concluded the premise for the application was that the region's TIP was short funding for five additional buses and that this opportunity was ripe for the region to fill that gap, along with fulfilling the needs of Phoenix' bus service expansion in October 2015. She referred the members to her brief presentation and noted that it was on the agenda for information, discussion, and possible recommendation to support a proposal to the FTA through the bus and bus facilities 5309 discretionary grant program, for 27 (originally 25) buses as part of the region-wide bus replacement schedule and for the service changes to be implemented in October 2014.

Chair Clemann asked if there were any comments on the agenda item. She initiated by noting that she had a couple of comments of her own. She noted that on the first map, the Routes 17 and 29 connecting from Phoenix east to Scottsdale should be shown as increased frequencies from 6am to 6pm and displayed in red. She also said that Route 56 to Scottsdale wasn't mentioned, but that it was a key route due to its serving General Dynamics and SkySong work-sites and low-income neighborhoods with a direct connection to light rail in Tempe. Ms. Yazzie replied that she would coordinate with Valley Metro and Scottsdale to confirm if additional fleet was needed to ensure those frequency increases.

Maria Hyatt of Phoenix noted that the City of Phoenix' routes were listed in the report and stated that most of routes in need of additional fleet were JARC lines, with all of them serving areas ranging from 56-94 percent of average regional poverty levels. She offered that City of Phoenix would be willing to forgo the articulated bus purchases in favor of the less expensive 40 footers, therefore permitting the total grant request to be nearer to \$15 million, a more palatable and competitive number for the region as a federal grant. Ms. Yazzie thanked Ms. Hyatt and noted that the action language was fluid and flexible so that if the bus numbers needed to fluctuate from the 25-27 buses identified, then the region could work on that exact amount prior to submittal. Debbie Albert of Glendale inquired about editing the language to reflect 'up to 27 buses'. Ms. Yazzie replied in the affirmative and added that the FTA NOFA grant application process is scalable, which assists for demonstrated need in the Ladders of Opportunity areas.

Chair Clemann asked if the application's narrative could be reviewed by the group via collaboration. Ms. Hyatt replied that the City of Phoenix, as the Designated Recipient, would take the lead and work directly with the cities to ensure consensus for the best possible application. Chair Clemann requested that a draft text be sent out in advance so that comments, especially those pertaining to economic development and jobs served, could be solicited prior to application submittal. Jason Crampton of Chandler inquired if any consideration was given to expansion needs in the East Valley, and observed that with the coming April 2015 transit book, some expansions were looming. Ms. Yazzie replied that it was discussed, but adhering to the main focus of the NOFA required the region to look at un-funded fleet needs and whether or not the operating agencies had solid funding available to operate the programmed expansion service.

John Farry of Valley Metro added that these quick-application scenarios occur often with new NOFA or TIGER grants whenever they become available, and suggested that the region look into having a 'go to' list of ready projects that could be used on future application opportunities. Ms. Yazzie replied that in the future the Committee could work with the Service Planning Working group for state of good repair and preventive maintenance for Program of Projects, but noted that in the past it was challenging to get the entire region to agree on a few select 'ready to go' projects. Kristen Sexton of Avondale also inquired if some of the expansion fleet for the 3 and the 17 was due to come

out of their UZA. Ms. Yazzie replied that those buses were for normal replacement of general fleet and not necessarily for service expansion.

Ms. Yazzie summarized that the region has had successful grant application opportunities in FY 10, 12 and 14, so there was a decent track record of the value of projects for the FTA. Ms. Albert asked if the new buses needed to be assigned to specific routes or if they were released into the general fleet pool; and she also wondered if the old buses that Phoenix would be replacing would be retired or used elsewhere in the fleet. Ms. Hyatt stated that the new buses would be used in the general fleet and that the old buses would need to be retired as they were beyond their service life. Ms. Albert replied that surplus articulated buses would come in handy for the regional express lines, but Ms. Hyatt said that the only buses being retired this cycle would be the older 40 foot buses. Brief discussion followed.

Chair Clemann asked if there were any additional comments on the agenda item. Hearing none, she called for a motion. Ms. Albert of Glendale moved to approve the motion with the language to include 'up to 27 buses' as written, Ms. Myers of Gilbert seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda.

#### 6. Next Meeting Date

Chair Clemann thanked those present for participating in the brief special meeting and announced that the next meeting of the MAG Transit Committee would be held on Thursday, July 10, 2014 at 10:00 a.m. in the MAG Chaparral Room. There being no further business, Chair Clemann adjourned the meeting at 10:57 a.m.

# **ATTACHMENT #1**

**Agenda Item 5**

July 1, 2014

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Job Access and Reverse Commute Priority Ranking and Funding Recommendations

On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. The memo to the MAG Regional Council outlines the JARC guidelines. (Attachment A)

In March 2014, MAG initiated a call for projects for funding under the JARC program. The program goal, as approved by MAG Regional Council was “To improve access for low-income persons to jobs and job-related services”. Twenty (20) applications totaling \$3.5 million in funding request were received. One project was deemed ineligible.

On May 5, 2014, an evaluation panel composed of representatives from of the Transit Committee interviewed the project applicants and ranked the project applications (Attachment B). The evaluation panel applied the following methodology:

- Each project was ranked based on the four criteria approved by MAG Regional Council:
  - 1) **Target Population**: Has the applicant demonstrated their commitment to providing a service/resource that directly benefits the target population;
  - 2) **Performance Indicators**: Is the project an efficient utilization of public resources;
  - 3) **Coordination and Outreach**: Has the applicant conducted outreach and coordination with the community to help understand the greatest needs of the target population;
  - 4) Meets the program intent of **“To improve access for low-income persons to jobs and job-related services”**.
- Rather than assigning points to each category, each project was ranked relative to the other projects submitted in each of the four criteria.
- Evaluation panel chose to not rank their individual projects, thus reducing the number of projects including in the rankings of agency individuals who submitted projects.
- There was an administrative error in the memo distributed at the May 8, 2014 Transit committee meeting where rankings that should have been excluded were instead factored into the calculation as zero. It improved the ranking for the Zoom route to #5 and the

ranking for Route 60 to #7. Under the corrected scenario, Zoom would receive full requested funding (\$128,870) and Route 60 funding would be reduced from \$360,000 to \$270,657.

On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action with recommended approval.

Four programming scenarios are presented for Transit Committee consideration. All options are consistent with the MAG Regional Council approved JARC guidelines. Please refer to Attachment C for detailed information.

**Option 1:**

Recommend approval of the rankings and funding recommendations of the Evaluation Panel for fiscal years 2014 and 2015, and the re-evaluation of the JARC guidelines and principles for fiscal years 2016 and beyond.

**Option 2:**

Recommend approval of the rankings and funding recommendations of the Evaluation panel, for fiscal year 2014 only, and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond.

**Option 3:**

Recommend approval of the rankings of the evaluation panel, fund projects to the “natural breaking point”, normalize funding requests to available funding amount and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond. Please refer to Attachment D for an illustration of the “weighted project rankings”.

Please contact Alice Chen at [achen@azmag.gov](mailto:achen@azmag.gov) or Teri Kennedy at [tkennedy@azmag.gov](mailto:tkennedy@azmag.gov) or 602-254-6300 if you have any questions.

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Alice Chen, Transportation Planner III  
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE  
COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014, Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

The recommended draft set of guidelines and principles for the JARC program, upon Regional Council approval, will be incorporated into the MAG Transit Programming Guidelines. A draft set of guidelines and principles for the JARC program is outlined below.

### **Program Goals**

To improve access for low-income persons to jobs and job-related services

### **Eligibility**

The JARC eligible activities can be found in the FTA Circular C9050.1:  
([http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf))

### **Funding Guidelines**

#### Operating

- Two years funding
- May reapply with demonstration of success.

#### Non-Operating

- One year funding period
- May reapply with demonstration of its success

#### Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

#### Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

#### Evaluation Process/Team

##### Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

##### Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

#### Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

<u>Date</u>	<u>Description</u>
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
May 8, 2014	MAG Transit Committee recommends a list of projects for approval
May 29, 2014	MAG Transportation Review Committee recommends a list of projects for approval
June 11, 2014	MAG Management Committee recommends a list of projects for approval
June 18, 2014	MAG Transportation Policy Committee recommends a list of projects for approval
June 25, 2014	Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan

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

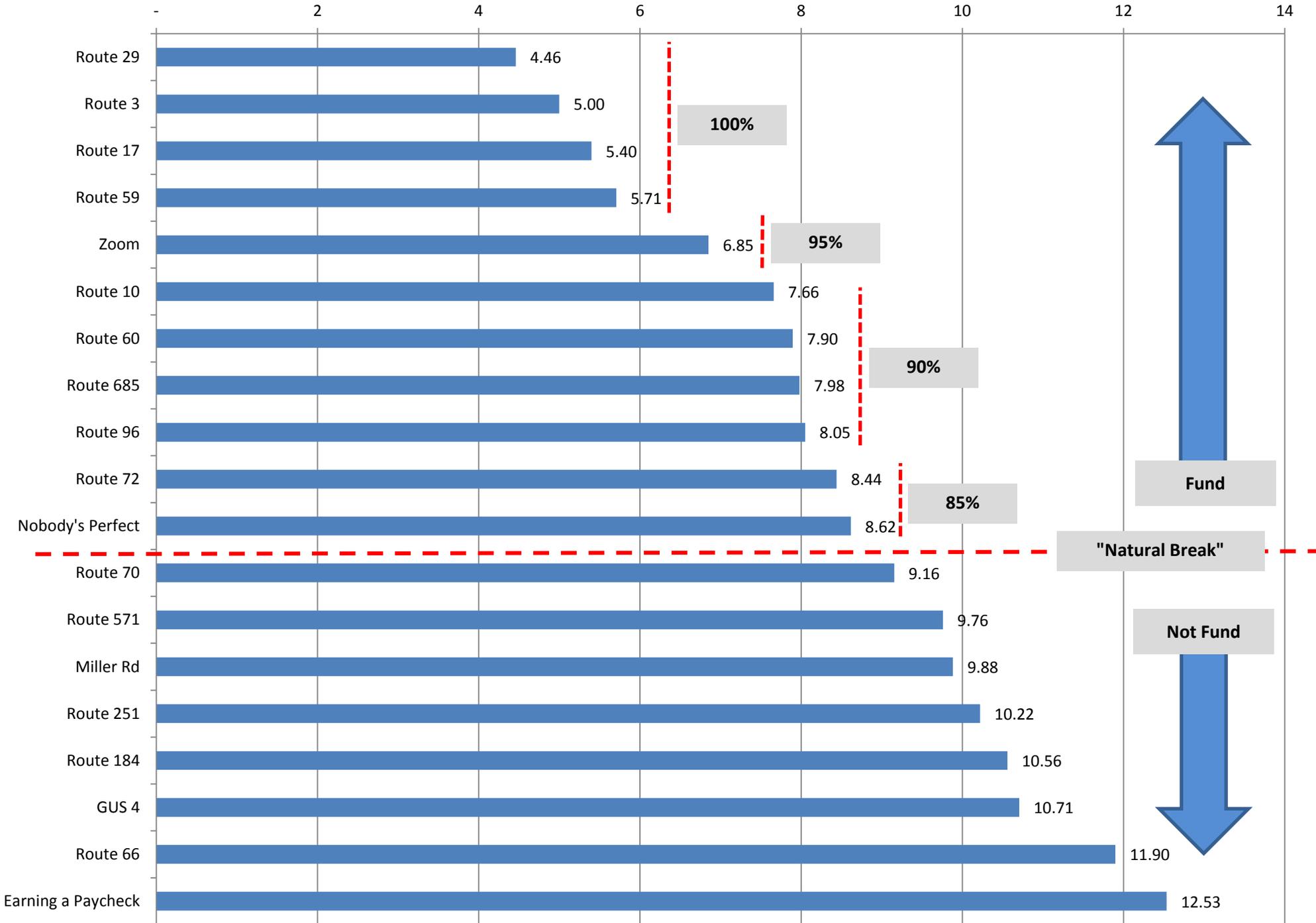
# JARC Project Ranking

Rank	Project Name	Applicant(s)	Target Population Avg Rank	Performance Indicator Avg Rank	Coordination and Outreach Avg Rank	Meets Program Intent Avg Rank	Weighted Rank Points	FY 14 Funding Request	FY 15 Funding Request	Notes
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	5.60	2.80	5.00	5.00	4.46	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	5.80	6.20	3.00	3.00	5.00	400,000	400,000	
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	6.40	5.20	5.20	5.20	5.40	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
4	Route 59	City of Glendale and City of Phoenix	5.20	3.83	7.40	7.40	5.71	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
5	Zoom	City of Tolleson	6.33	8.33	6.17	6.17	6.85	128,870	128,870	
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	6.60	8.20	8.40	8.40	7.66	200,000	200,000	
7	Route 60	City of Glendale and City of Phoenix	7.25	6.60	9.50	9.50	7.90	360,000	360,000	
8	Route 685	Valley Metro	9.40	9.40	6.00	6.00	7.98	15,000	55,000	
9	Route 96	Valley Metro RPTA and City of Chandler	9.75	9.25	6.25	6.25	8.05	36,000	59,000	
10	Route 72	Valley Metro	8.80	8.40	7.20	7.20	8.44	70,000	72,000	
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	11.33	9.67	5.50	5.50	8.62	15,000	15,000	
12	Route 70	Valley Metro and City of Phoenix	7.25	5.40	13.50	13.50	9.16	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
13	Route 571	Valley Metro	8.40	9.60	10.40	10.40	9.76	125,000	130,000	
14	Miller Road Trolley service	City of Scottsdale	6.83	5.50	14.67	14.67	9.88	200,000	200,000	
15	Route 251	Valley Metro	9.60	11.80	9.80	9.80	10.22	200,000	200,000	
16	Route 184	Valley Metro	8.60	11.20	11.80	11.80	10.56	-	68,000	
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	12.40	9.33	8.80	8.80	10.71	66,670	66,670	
18	Route 66	Valley Metro	13.20	11.20	10.60	10.60	11.90	20,000	86,000	
19	Earning a Paycheck	The Centers for Habilitation/TCH	14.17	14.17	10.83	10.83	12.53	100,000	100,000	
20	Tempe Collaborative	#N/A						400,000	400,000	Vouchers not eligible. Orbit not eligible due to no prior JARC funding.

## JARC Project Funding Award Options

Rank	Project Name	Applicant(s)	FY 14 Funding Request	FY 15 Funding Request	Option 1		Option 2		Option 3		
					FY 14 Award	FY 15 Award	FY 14 Award	FY 15 Award	Funding Factor	Normalized %	FY 14 Award
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
4	Route 59	City of Glendale and City of Phoenix	200,000	200,000	200,000	200,000	200,000	-	1.00	0.8745	174,909
5	Zoom	City of Tolleson	128,870	128,870	128,870	128,870	128,870	-	0.95	0.8745	107,067
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	200,000	200,000	200,000	200,000	200,000	-	0.90	0.8745	157,418
7	Route 60	City of Glendale and City of Phoenix	360,000	360,000	146,657	146,657	146,657	-	0.90	0.8745	283,352
8	Route 685	Valley Metro	15,000	55,000	-	-	-	-	0.90	0.8745	11,806
9	Route 96	Valley Metro RPTA and City of Chandler	36,000	59,000	-	-	-	-	0.90	0.8745	28,335
10	Route 72	Valley Metro	70,000	72,000	-	-	-	-	0.85	0.8745	52,035
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	15,000	15,000	-	-	-	-	0.85	0.8745	11,150
12	Route 70	Valley Metro and City of Phoenix	200,000	200,000	-	-	-	-	-	-	-
13	Route 571	Valley Metro	125,000	130,000	-	-	-	-	-	-	-
14	Miller Road Trolley service	City of Scottsdale	200,000	200,000	-	-	-	-	-	-	-
15	Route 251	Valley Metro	200,000	200,000	-	-	-	-	-	-	-
16	Route 184	Valley Metro	-	68,000	-	-	-	-	-	-	-
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	66,670	66,670	-	-	-	-	-	-	-
18	Route 66	Valley Metro	20,000	86,000	-	-	-	-	-	-	-
19	Earning a Paycheck	The Centers for Habilitation/TCH	100,000	100,000	-	-	-	-	-	-	-
20	Tempe Collaborative	#N/A	400,000	400,000	Not eligible				Not eligible		
			<b>3,536,540</b>	<b>3,740,540</b>	<b>1,875,527</b>	<b>1,875,527</b>	<b>1,875,527</b>	<b>-</b>			<b>1,875,527</b>

# "Weighted Rank Points" of Eligible Projects



# **ATTACHMENT #2**

**Agenda Item 6**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

July 2, 2014

**SUBJECT:**

Locally Preferred Alternative (LPA) and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Rd. to the MAG Regional Transportation Plan

**SUMMARY:**

An Alternatives Analysis for the South Central Corridor in Phoenix was initiated in 2012 by Valley METRO Rail. The purpose of this study is to identify a preferred transit technology and alignment for the corridor. The South Central Corridor was originally identified for Bus Rapid Transit (BRT) service in the Proposition 400 plan developed in 2003.

In May 2013, the Phoenix City Council approved a preliminary leading alternative and recommended that a Community Working Group (CWG) be formed to assist in further developing the South Central alternative. Valley METRO Rail and City of Phoenix staffs, and the CWG reviewed street configurations and proposed station locations. The CWG met monthly for six months and supported the alternative that is recommended as the LPA.

In December 2013 the Phoenix City Council approved the LPA, which includes light rail transit on Central Avenue from Baseline Road north to Downtown Phoenix, then using the Central/1st Avenue couplet under the Union Pacific Railroad and Madison Street to connect into the existing light rail system. The LPA was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support. The City Council also agreed that further analysis and community engagement to finalize station locations, and roadway configuration (e.g. 4-lane, 2-lane, bike lines and landscaping) are necessary. In addition, the City of Phoenix supported future study west, east and south of Baseline Road for possible future light rail extensions.

In April 2014, the Phoenix City Council approved the creation of a community-based committee to assist the City to develop a transit plan and funding strategy to address transit needs after the current Transit 2000 sales tax expires in 2020. In conjunction with this agenda item, the Council also approved a financing plan for the South Central Corridor to be included in the MAG Regional Transportation Plan (RTP). The financing plan makes the reasonable assumption of an extension to Transit 2000 to provide local funding for design, construction and operating expenses for this light rail project.

This action makes it possible for the South Central Light Rail Transit Project to be added as a Major Amendment to the RTP for completion in 2034. This schedule may change as Phoenix completes the development of their transit plan and associated future funding is defined.

Cost and Budget

The preliminary estimated capital costs for the project are approximately \$680 million and will be funded through Phoenix sales tax funds and possible federal funds. No regional Public Transportation Funds are planned for this project. Annual operating costs are approximately \$16 million per year for operations and will be paid by Phoenix.

Access the S. Central LPA Report here: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here: [http://www.valleymetro.org/projects\\_and\\_planning/project\\_detail/south\\_central](http://www.valleymetro.org/projects_and_planning/project_detail/south_central).

### Major Amendment Process

The proposed amendment to the RTP qualifies as a Major Amendment in accordance with A.R.S. 28-6301, which states that a Major Amendment means 'the addition or deletion of . . . a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.'

If this is approved, the next steps would be to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process in September 2014, as required by A.R.S. 28-6353. After that, this Major Amendment would come back through the MAG process in October - December 2014 to be approved for an amendment to the RTP pending an air quality conformity analysis. Air Quality Conformity Analysis/New Finding of Conformity would be completed sometime in Spring, 2015.

### **PUBLIC INPUT:**

There was extensive public involvement through the alternatives analysis study by Valley METRO Rail that included a formal City of Phoenix community working group and 70 meetings with businesses and organizations.

### **PROS & CONS:**

PROS: The LPA for the South Central LRT extension was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support.

CONS: None.

### **TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The AA conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the South Central Avenue study area as well as providing the potential to promote economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The South Central LPA was accepted by the City of Phoenix Council in December 2013 and the METRO Board of Directors on June 19, 2014. The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added.

### **ACTION NEEDED:**

Information, discussion and possible recommendation to approve (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.

**CONTACT PERSON:** Eileen O. Yazzie, (602) 254-6300



## BACKGROUND

In 2011 Valley Metro and the city of Phoenix initiated a transit study analyzing the opportunity to connect downtown Phoenix with South Central with high capacity transit. The study, called an Alternatives Analysis, included the area from 7th Street to 7th Avenue and Washington Street to Dobbins Road to determine what type of high capacity transit would best serve the community and where the best alignment or route would be located.

The three transit types that were evaluated were bus rapid transit, light rail, and modern streetcar. The route locations that were considered were Central/1st Avenue, 7th Street, and 7th Avenue from the existing light rail system to Baseline Road.

## LOCALLY PREFERRED ALTERNATIVE

After two years of technical analysis and working with the local community, staff is recommending light rail on Central and 1st Avenues connecting from the existing light rail system at Washington/Jefferson Streets south to Baseline Road.

The study used a wide variety of criteria including ridership potential, land use, economic development, and traffic impacts to analyze options and determine that light rail would best serve the South Central community. With extensive community input, street configurations, proposed station locations, and possible extensions for future studies were also identified and included in the recommendation.

Valley Metro proposes a 4-lane street configuration (2 lanes in each direction) connecting from the existing light rail system in downtown Phoenix to just north of Watkins Street, transitioning to a 2-lane street configuration (1 lane in each direction) at Watkins Street south to Baseline Road. The proposed station locations are at Lincoln Street, Buckeye Road, Broadway Road, Southern Avenue, and Baseline Road. Three additional station locations are identified for further study; Watkins Street, the Audubon Center, and Roeser Road. Staff also identified Baseline Road east and west bound, and south on Central from Baseline to the South Mountain Park area entrance as areas for further study in the future.

## NEXT STEPS



**8 - 10 YEARS**

## LOCALLY PREFERRED ALTERNATIVE

