



Scottsdale Road/Rural Road Project - Status Update

MAG Transit Committee

January 08, 2015

Background

- The Scottsdale/Rural Road AA identified an LPA of Bus Rapid Transit/LINK operating in mixed traffic and some exclusive bus lanes
 - Study completed in 2011
 - LPA was not formally adopted due to lack of operating funds at that time to implement service
 - Scottsdale and Tempe accepted a staff recommendation to pursue interim service improvements in the corridor utilizing available funding

Scottsdale/Rural Road Project Definition Study

- Scottsdale/Rural LINK is a good long term solution
- Scottsdale and Tempe accepted a staff recommendation to pursue interim service improvements in the corridor utilizing available funding

Corridor Performance Review

- Analysis revealed the highest performing segments:
 - Camelback Road to University Drive
 - University Drive to Baseline Road



Corridor Performance Review

Segment	Total Boardings	% of Total Boardings	Boardings per Revenue Mile
Thompson Peak Parkway to Camelback Road	762	17.5%	0.7
Camelback Road to University Drive	1,628	37.4%	2.4
University Drive to Baseline Road	1,204	27.7%	3.7
Baseline Road to Chandler Fashion Center	760	17.5%	1.1
FULL ROUTE	4,354	100%	1.5

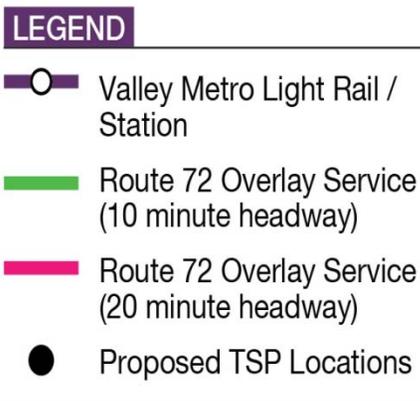
Proposed Near-term Improvements

- Recommendation
 - Increase peak and mid-day frequency to 10 minutes on Route 72
 - Camelback Road to Baseline Road
 - Build patronage for future investment
- Funding availability
 - Available TLCP funding can support frequency adjustment between Camelback Road and TTC
 - Implement in Spring 2016

Proposed Near-term Operating Scenario

- Service Plan

- Camelback Road to Tempe Transportation Center
- Double frequency to 10 minutes by adding an overlay service
- Frequency adjustment from 6:00 AM to 7:00 PM, weekdays only
- Other service improvements in coordination with Scottsdale



Proposed Near-term Capital Needs

- Passenger facilities
 - Limited passenger facility upgrades and/or improvements
- Fleet
 - Camelback Road to TTC = 4 buses
 - Spare fleet = 1 bus
- Transit Signal Priority (TSP) infrastructure

Next Steps

- Near-term improvements
 - Develop TSP implementation plan and cost estimate
 - Service implementation in Spring 2016
- Long-term improvements
 - Document Link/limited stop recommendations in Project Definition Study Final Report
- Coordinate with MAG and member cities to re-program unused capital federal funds
 - Capital funding needs to be determined

Scottsdale/Rural Road LINK Project Update and Reprogramming Pt2

Alice Chen

Transit Committee January 8, 2014

Regional Programming Guidelines for Federal Transit Formula Funds



Approved by MAG Regional Council on March 27, 2013

MARICOPA
ASSOCIATION of
GOVERNMENTS

MARICOPA
ASSOCIATION of
GOVERNMENTS

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

- Estimated total PM for 2015 in the Phoenix-Mesa UZA is \$12 Million
- Agencies no longer in operation will have PM redistributed to current operators
- Avondale-Goodyear UZA discussions are on-going

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

- JARC is currently programmed through 2015. The next application will be available in Early 2016.
- Program goals and objectives will be discussed in Mid-FY 2015.

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

- Currently two unprogrammed TLCP projects:

- 1) City of Glendale Park and Ride and Transit Center ~ \$3.6 million
- 2) City of Phoenix 700/800MHz project ~ ?

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

- Ongoing discussion based on:
 - Scottsdale Road BRT cost estimates
 - Close-out of existing grants
- **\$70 M** in unobligated FTA funds
- **\$241 M** in undisbursed funds

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

- Previous competitive program focused on State of Good Repair and Transit Accessibility
- CMAQ has different requirements (<http://www.fta.dot.gov/documents/cmaq08gd.pdf>)
- Sample Programming Principles/Requirements:
 - “Shovel Ready”
 - Capital projects to demonstrate continuous operating and/or maintenance
 - Part of a regional/local study or implementation plan
 - Unobligated projects or undisbursed funds
- Phase in programming over 2 or 3 years so agencies have opportunities to apply for funding

Next Steps

Month	Agencies	
February – March 2015	City of Phoenix/ RPTA/MAG	Close out grants/Update TLCP projects
February – March 2015	MAG/Transit Committee	Discuss programming of funds, per approved Guidelines, if necessary
March – April 2015	MAG/Transit Committee	Initial draft of FY 2015 Program of Projects for Transit Committee Review
April – May 2015	MAG/Transit Committee	2 nd Review of FY 2015 Program of Projects (if necessary)
May – June 2015	MAG Policy Committees	FY 2015 Program of Projects Approved by Regional Council
July 2015 – September 2015		FY 2015 Projects in a grant

QUESTIONS?