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April 2, 2015

TO: Members of the MAG Transit Committee

FROM: Maria Hyatt, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 9, 2015 – 1:00 p.m. [Special time, only for April meeting]
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 2015 meeting, the quorum requirement is 11 committee members.

2. Approval of February 12, 2015 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. Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds – Preventive Maintenance / Operating/Complementary ADA

Alice Chen of MAG will present the agenda item. The Regional Programming Guidelines for Federal Transit Formula Funds was approved by MAG Regional Council on March 27, 2013. Section 300 of the guidelines addresses MAG Transportation Programming Priorities. Priority number 3 - Fund Preventive Maintenance/Operations currently funds

1. COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the February 12, 2015 meeting.

3. For information and discussion.

4. For information and discussion.

5. For Information, discussion, and recommended approval of the Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds.

Preventive Maintenance to agencies that currently operate service using an approved formula. Since this guideline was approved, MAG agencies have adjusted service that better fits their constituent's needs. Areas that were previously supported by fixed route are now serviced through alternative means (Taxi Vouchers). As a result, some agencies no longer have a need for Preventive Maintenance at the same rate as when the program was adopted. The recommended amendment to the program would allow agencies to utilize the allocated funding from the Preventive Maintenance/ Operating formula towards ADA Complementary service, as allowed by the Federal Administration.

Please review the Summary Transmittal for the recommended changes, attachment # 1.

6. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan

Alice Chen of MAG will present the agenda item. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. Additional changes are requested to address expiring funds, federal interest in disposal of federal capital, and project cost update to the Glendale/ North of Union Hills Dr. and West of 101L Park-and-Ride and transit center.

1. The Federal Transit Administration (FTA) allows up to three years, plus year of apportionment for obligation of funds plus any TIP amendments as needed. Funds apportioned in FY2012 are expiring in FY2015 and need to be reprogrammed to eligible projects. The Cities of Surprise and Peoria have allocated funds in FY2012 and FY2013 which are not in

6. For information, discussion, and recommended approval of amendments to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

approved grants. It is recommended that the funds are moved to eligible projects so they are not lost to the regions.

2. The FTA requires that any asset that nets a sale amount above \$5000 be reinvested in the region and recognized as federal interest. In the last fiscal year, the region has reported over \$2 million in net proceeds in the disposal of federal assets. It is recommended that proceeds from member agencies be utilized by the agency as additional preventive maintenance and the proceeds from the Valley Metro/RPTA be utilized towards the purchase of the 700 Mgh wireless project.

3. The City of Glendale has completed the initial cost estimates related to the North of Union Hills Dr. and West of 101 L Park-and-Ride and transit center. They have requested an additional \$129,059 in funding for Design and a decrease of the same amount from construction related activities. The total project cost remains unchanged.

Please review the table for additional information, attachment #2

7. Scottsdale/Rural LINK Project Update

Abhishek Dayal of Valley Metro/RPTA will provide an update on the Scottsdale/Rural LINK project. Transit operations and capital improvements in the Scottsdale Road\Rural Road corridor have been identified through a project definition study originally initiated to define elements for the implementation of Valley Metro LINK service in the corridor. As an interim step to implementing LINK or some other form of a limited stop or overlay bus service, the study recommendations identified frequency improvements to the existing Route 72 between the Tempe Transportation Center and Camelback Road with a limited number of trips serving the Thunderbird Park-and-Ride. Capital improvements as part of this project will

7. For information and discussion.

include additional fleet, upgrades at select bus stop locations, and infrastructure to deploy transit signal priority in the corridor. Funding for operations and capital expansion is programmed in the Transit Life Cycle Program (TLCP) and Transportation Improvement Program (TIP).

Please review the memo for additional information, attachment #3

8. Fiscal Year 2015 Draft Program of Projects and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan

Alice Chen of MAG will present the agenda item. The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of Transit Projects funded by the Section 5307 program. By federal legislation, it is required to be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. As of April 1, 2015, the final transit apportionment from the FTA and the annual STP apportionment from the Arizona Department of Transportation are not yet finalized.

Additional information will be provided via email.

9. Request for Future Agenda Items

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

8. For information, discussion, and possible recommended approval of amendments to the Fiscal Year 2015 Draft Program of Projects and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

9. For information and discussion.

10. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, May 14, 2015, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

February 12, 2015
Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Vacant

Avondale: Kristen Sexton, Vice Chair

#Buckeye: Andrea Marquez

Chandler: Jason Crampton for RJ Zeder

El Mirage: Jose Macias

Gilbert: Kristin Myers

Glendale: Kevin Link for Debbie Albert

Goodyear: Cato Esquivel

#Maricopa: Ryan Wozniak for David Maestas

#Maricopa County DOT: Suparna Dasgupta

Mesa: Jeff Martin for Jodi Sorrell

*Paradise Valley: Jeremy Knapp

Peoria: Stuart Kent

Phoenix: Maria Hyatt, Chair

Queen Creek: Christine Sheehy for

Mohamed Youssef

Scottsdale: Ratna Korapella for Madeline

Clemann

Surprise: Martin Lucero

Tempe: Robert Yabes

*Tolleson: Chris Hagen

Valley Metro: Wulf Grote

Youngtown: Grant Anderson

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

- Attended by Audioconference

OTHERS PRESENT

Eileen Yazzie, MAG

Marc Pearsall, MAG

Margaret Boone, MAG

Alice Chen, MAG

DeDe Gaisthea, MAG

Teri Kennedy, MAG

Julie Walker, MAG

Ken Kessler, Phoenix

Ted Mariscal, Phoenix

David Kohlbeck, Surprise

Mike Nevarez, Tempe

Abhi Dayal, Valley Metro

Deron Lozano, AECOM

Steve Hogan, PB

Ann Rothove, ASU

1. Call to Order

The meeting was called to order at 10:03 a.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that three members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Ryan Wozniak for David Maestas of Maricopa, and Suparna Dasgupta of MCDOT. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft January 8, 2015 Meeting Minutes

Chair Hyatt inquired if there were any comments or corrections to the Draft January 8, 2015 Minutes. Hearing no further comments, she called for a motion on the Draft January 8, 2015 Minutes. Jeff Martin of Mesa moved to approve the motion, Grant Anderson of Youngtown seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

3. Call to the Audience

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

Ms. Yazzie reported that she had a handout that would assist as a part of her update. She noted that in December the Committee had a discussion about the UPWP, the Unified Planning Work Program, which is MAG's annual budget. She added that at the time, the committee discussed potential planning topics, which were included in the handout. She explained that there was a request for a new online or web-based tool for ridership/boarding, regarding the data that Valley Metro had been analyzing with the service planning working group. She advised that at present, Valley Metro and MAG staff believed that the focus should be on continuing to use Service Planning Working Group and their planning and analysis. She added that as the group gears up for performance based planning and recommended service standards in the future, and if the need should arise for an operations based tool, then it should be pursued there with the SPWG.

Regarding the WiFi study, Valley Metro was underway with a WiFi analysis and had been updating the committees at RPTA. The sidewalk analysis and inventory was important, but a regional analysis would be difficult to engage in. Member agencies currently have participated in the issue and Ms. Yazzie encourage communities to embark on this sidewalk inventories locally. The bus shelter design and materials concept idea was regarded as very important too, and thus it was recommended that it should be included in the Service Planning Working Group's proposed phase 3 of the Transit

Standards and Performance Measurements study. Additional comments were made on other items on the list. She also noted that the FY2015 5310 program had funding available for senior programs, which was published on Feb 13, and applications would be due by noon, Friday March 13. She advised that members should be coordinating with DeDe Gaisthea. Chair Hyatt thanked Ms. Yazzie and asked if there were further questions or comments regarding the agenda item.

5. High Capacity Transit Corridor Updates

Chair Hyatt then invited Mr. Robert Forrest of Valley Metro to present a High Capacity Transit Corridor Update to the Committee. She noted that the item was on the agenda for information, discussion and possible recommendation.

Mr. Forrest began reviewing a brief update on Valley Metro's and the region's future transit corridors and referred to the map on the PowerPoint. He reviewed the Gilbert Road Project LRT Extension, which was now positioned to begin revenue service in spring 2019. RPTA would advertise a Request For Qualifications for Design and CM@Risk in March 2015, and noted that they would be entering the design phase of the project in 2016, with many agreements already having been approved and preliminary engineering now complete. Construction would begin in spring 2016.

For the Capitol/I-10 West LRT Extension, which was due for revenue service in 2023, the project was currently in the Environmental Assessment phase with completion in summer 2015. Coordination with ADOT, Maricopa County and FTA continued. For the South Central project, tentatively due to be completed in 2034, but may be accelerated. The environmental phase was underway along with public scoping meetings, and Preliminary Engineering was due to be completed in the summer of 2016. He added that the City of Phoenix had previously received some TIGER funds to assist with the project. Additional description was given regarding the map. He then explained that the West Phoenix / Central Glendale, due for revenue service in 2026, was currently in the Alternatives Analysis phase which was set for completion in 2016. He reviewed the mainline map alignments, along with the potential routing in downtown Glendale.

Mr. Forrest explained that there would be more detail regarding the Tempe Streetcar project, as many changes had transpired since it was originally brought before the committees and agencies in 2010. He noted that the original 2.6-mile Locally Preferred Alternative was approved in November 2010 by Valley METRO Rail Board and in December 2010 by the MAG Regional Council.

He then explained that there was a need to change the Project Alignment, as the original LPA did not meet FTA Small Starts criteria. In March 2013, the project received Tempe City Council's direction to reconfigure the LPA, to more closely align with new federal criteria. In April 2013 the FTA approved Tempe Streetcar to enter Project Development phase, contingent upon reconfiguring the LPA. Then in June 2014, the Tempe City Council approved the revised LPA, which now featured a length of 3 miles. This alignment featured the highest near and long-term ridership potential, plus it connected key residential, retail and commercial areas, as well as featuring the greatest potential for economic development. For the FTA Small Starts process, the new project cost included an

increase of \$23 million, which Valley Metro was working with the City of Tempe for resolution on identifying the funding source.

Mr. Forrest then explained the Northwest Extension - Phase II project. He noted that in April 2007, the Valley METRO Rail Board approved refined LPA and split it into two distinct phases. In July 2007 the MAG Regional Council approved the RTP with the two phased project approach. In 2013, the City of Phoenix requested a reevaluation of the end terminus of Phase 2, suggesting that the end of line cross to the west side of I-17 in order to access Metrocenter. In November 2014 the City of Phoenix City Council approved the revised LPA, which provided economic development opportunities and improved LRT access for trips originating west of I-17. For the FTA Small Starts process, the new project cost included an increase of \$35 million, which Valley Metro was working with the City of Phoenix for resolution on identifying the funding source.

He then turned the presentation over to Ms. Yazzie. She summarized the next steps process for 2015 and that the following action featured two major elements. In advance of a Small Starts application in September, many moving parts were in play. In February, the Valley METRO Rail Board would consider the amended LPA and recommend that MAG initiate air quality conformity analysis for both the Tempe Streetcar and NW Ext. Phase II. By March, MAG would recommend approval of revised alignments for air quality conformity analysis (AQCA) and noted that Tempe's funding commitment was required by April 24th. Then in May, VMR would approve the TLCP update, including financial plans for both the Tempe Streetcar and NW Ext. Phase II. In May-June, MAG would approve amendments to the TIP and RTP based on financial plans and AQCA, and in August there would be an Environmental finding for only the Tempe project. By September, the Tempe Project would be submitted for an FTA Small Starts Grant Application. Ms. Yazzie concluded by noting that the item was on the agenda for action. For information, discussion and possible recommendation to approve the revised alignment changes to the Tempe Streetcar and Phoenix-Northwest Phase II Light Rail Extension projects to undergo air quality conformity analysis for a future amendment to the MAG 2014-2018 TIP and MAG 2035 RTP. She completed her presentation.

Chair Hyatt thanked Mr. Forrest and Ms. Yazzie and asked if there were any comments from the members. Mr. Jeff Martin of Mesa commented that it was exciting to see all of the progress. He advised that the cost estimates change over time and cautioned folks that cost overruns traditionally occur, noting that the Gilbert Road extension featured expanding costs over its lifetime. Mr. Kevin Link of Glendale explained that the city supported both of these projects, but offered concern in regards to the budget shortfall for Tempe, where there was hesitation, as some of that funding could be taken from PTF and push Glendale LRT's project out of Prop 400. Mr. Lucero of Surprise reiterated the importance of the Glendale Line to transit's success in the West Valley and noted caution as well. Further comment and clarification was offered by members an agency staff.

Mr. Grote explained that Tempe must send a letter of their commitment for local funds to Valley Metro by April 24, which would in turn impact the rest of the schedule. Mr. Anderson inquired on when the funding process would return to Transit Committee after Valley Metro, and Ms. Yazzie responded that it would be May. Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none, she called for a motion on

the approval of the agenda item. Mr. Martin Lucero of Surprise moved to approve the motion as outlined with the assurance that it would return at the May meeting, Mr. Kevin Link of Glendale seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

6. Schedule Update on the Fiscal Year 2015 Program of Projects

Chair Hyatt invited Ms. Alice Chen of MAG to provide an update on the region's annual Program of Projects (POP) for FY2015.

Ms. Chen explained that the Schedule Update on the Fiscal Year 2015 Program of Projects was something that MAG performed each year for the Federal Transit Administration. She noted that the POP was required by FTA to provide an annual listing of Transit Projects funded by the Section 5307 program. She said that one requirement was that the POP was developed in consultation and coordination with interested parties, public transit services providers and was subject to public participation requirements that were fulfilled by the MAG Public Participation Plan.

She then reviewed the time-line for the process in backwards format, from the end of the FFY on September 30, 2015 ascending to February 2015. The funds must go into a grant that shuts down in August, which required that the City of Phoenix prepare the grants in July. That meant that MAG must approve the TIP in June, which meant that in May the MAG Transit Committee must proceed with approval, and draft approval in April. She noted that there were a few unknowns at the time, specifically how much the region would be getting from the FTA and ADOT. She added that the FTA did release partial apportionment for FY 2015 (as of 2/10/2015), which translated into approx .666 (66 percent), of FY 2015 estimated full year apportionment. She added that compared to FY 2014, it was pretty similar to this year's range and commented on a few other items.

Ms. Chen then recapped the nine MAG Guidelines for Transportation Programming Priorities, as approved on March 27, 2013. 1) provide services and improvements as required by law under MAP-21, that was required for 1% of 5307 funds to be used for transit security or be able to certify that it was not necessary; 2) provided funding for support services for grant management to the designated recipient, the City of Phoenix; for FY2012, it was \$40,000; 3). fund Preventive Maintenance(PM)/ operations at 25% of 5307 such as PM 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; and 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 (Section 703 JARC) program; 5). support the Transit Life Cycle Program (TLCP) capital bus program; 6). support the TLCP capital facility program; 7). support the TLCP regional transit super-grid service; 8). support the other TLCP projects as the program is updated; 9) and fund additional projects.

Ms. Chen then summarized the projects and their schedules for the coming months. In March she would return to the Transit Committee with an update on the status of draft apportionment, grant management, Preventive Maintenance formula percentages, JARC Updates (if any), the TLCP

Capital Bus Facilities, the 700 MHZ transit radio program. In April the region was looking forward to hearing from the FTA on final apportionment, PM, bus rolling stock needs, the final update for the Scottsdale LINK/BRT, final recommendations for the Avondale-Goodyear UZA and an FY2015 Draft POP. In May the final elements would include METRO Rail - CMAQ dollars and the FY2015 POP Final. She added a few housekeeping items that included the summer/fall updating of the JARC Program for FY 2016 and beyond, and the updates of both the Short Range Transit Program and the Transit standards and performance measures. She then completed her presentation.

Chair Hyatt thanked Ms. Chen and asked if there were any comments from the members. Mr. Lucero inquired if the Committee would be looking at the evaluation criteria that had been discussed in 2014 when programming the two years. She affirmed that it would be a part of the discussion for the update, and that she would be reviewing last year's attire process during the summer. Mr. Jason Crampton of Chandler inquired about the potential unspent dollars in item #9, and how the distribution would occur via VM's SRTP or MAG's competitive grant application process. She replied that an ideal situation would be the two processes working hand in hand, not independently. She added that we had the summer to figure out the revised process, so the funds would be available in the fall. Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

7. Semiannual Status Report on Federal Grant Activity

Chair Hyatt introduced Mr. Ken Kessler of the City of Phoenix Transit Department. She advised that Phoenix was the Designated Recipient of federal transit funds, and that Mr. Kessler and his staff were available to answer committee questions for the Semiannual Status Report on Federal Grant Activity ending with December 31, 2014. Chair Hyatt asked if there were any questions or comments on the agenda item. Hearing no further comments, she proceeded to the next item on the agenda.

8. Request for Future Agenda Items

Chair Hyatt asked the members of the Committee if there were any issues that they would like added as future agenda items. Ms. Kristin Myers of Gilbert requested that Arizona Department of Transportation present an update on the Tucson-Phoenix Passenger Rail Study. Chair Hyatt noted that they would be asked to present at a future meeting. Hearing no further comments, Chair Hyatt proceeded to the next item on the agenda.

9. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, March 12, 2015 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Hyatt adjourned the meeting at 11:00am.

ATTACHMENT #1

Agenda Item 5

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

April 1, 2015

SUBJECT:

Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds - Preventive Maintenance/Operating/Complementary ADA

SUMMARY:

The Regional Programming Guidelines for Federal Transit Formula Funds were approved by MAG Regional Council on March 27, 2013. Section 300 of the guidelines addresses MAG Transportation Programming Priorities. Priority number 3 - Fund Preventive Maintenance/Operations currently funds Preventive Maintenance to agencies that currently operate service using an approved formula. Since this guideline was approved, MAG agencies have adjusted service that better fits their constituents' needs. Areas that were previously supported by fixed route are now serviced through alternative means (Taxi Vouchers). As a result, some agencies no longer have a need for Preventive Maintenance at the same rate as when the program was adopted. The recommended amendment to the program would allow agencies to utilize the allocated funding from the Preventive Maintenance/Operating formula towards ADA Complementary service, as allowed by the Federal Transit Administration. Sections to be modified to the guidelines are attached.

The proposed changes are in **RED**.

Under Section 300. TRANSPORTATION PROGRAMMING PRIORITIES

Priority 3. Fund Preventive Maintenance/Operations/Complementary ADA Service

Under Section 400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

Additional language:

4. Transit Operators may choose to utilize Operating Assistance for Complementary ADA Service in lieu of Preventive Maintenance. This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The amendment would increase flexibility in utilizing funds while maintaining the original intent of the preventive maintenance program.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Agencies that operate transit in the MAG region that receive Preventive Maintenance funding under the formula approved by the MAG Regional Council would have the option of utilizing the funds for ADA Complementary Service. This is ADA service that is required by the FTA for areas

that is within 3/4 miles of a fixed route service. The TIP would need to be modified for agencies that choose this option.

POLICY: The Regional Programming Guidelines for Federal Transit Formula Funds guidelines would be amended to allow agencies that operate transit, at the time of the federal apportionment, to receive regional federal funds in either Preventive maintenance or ADA Operations.

ACTION NEEDED:

Recommend approval of the Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds to incorporate language allowing the utilization regionally allocated funds for Complementary ADA Service.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Alice Chen, (602) 254-6300.

300. TRANSPORTATION PROGRAMMING PRIORITIES

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 **Complementary ADA**.
 - 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.

400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so ‘phasing out’ of the old methodology between FY2012 and FY2014.

1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a ‘phase out’ approach and use the May 25, 2011 approved preventive

MAG Regional Programming Guidelines for Federal Transit Formula Funds

maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.

3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose to utilize Operating Assistance in lieu of Preventive Maintenance.¹ This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

500. PROGRAMMING PROJECTS FOR A NEW IMPROVEMENT PROGRAM

Through the MAG Committee process starting at the transit projects to be funded with federal funds

Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially. **Please see for Appendix B for a typical schedule.**

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.
2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.
3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of

4. Transit Operators may choose to utilize Operating Assistance for Complementary ADA Service in lieu of Preventive Maintenance. This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

¹ Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

ATTACHMENT #2

Agenda Item 6

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #10																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
Glendale	Transit	2015	GLN12-812T	42528	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	0	0	0	-----	TLCP	-----	Transit Bus	5307	2013	2,976,553	744,138	-	3,720,691	Amend: Decrease funding by \$129,059/\$32,265 federal/regional and move to new design workphase (GLN12-812DT).
Glendale	Transit	2015	GLN12-182DT	42528	North of Union Hills Dr and West of 101L	Design: regional park and ride/transit center	0	0	0	-----	TLCP	-----	Transit Bus	5307	2013	129,059	32,265	-	161,324	Amend: Add new workphase using federal and regional funding moved from GLN12-812T.
Peoria	Transit	2012	PEO12-807T	8403	Peoria: Citywide Paratransit	ADA Complementary Paratransit	0	0	0	30.09.01	None	-----	Transit Bus	5307	2012	133,607	-	33,402	167,009	Amend: Change ALI code from 11.71.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.
Peoria	Transit	2013	PEO13-901T	8403	Peoria: Citywide Paratransit	ADA Complementary Paratransit	0	0	0	30.09.01	None	-----	Transit Bus	5307	2013	64,786	-	16,197	80,983	Amend: Change ALI code from 11.71.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.
Surprise	Transit	2013	SUR13-901T	5093	Surprise: Citywide-Paratransit	Preventive Maintenance	0	0	0	11.7A.00	None	---	Transit Bus	5307	2013	25,782	---	6,446	32,228	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX13-901T).
Surprise	Transit	2012	SUR12-802T	5093	Surprise: Citywide-Paratransit	Preventive Maintenance	0	0	0	11.7A.00	None	---	Transit Bus	5307	2012	58,224	---	14,555	72,776	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).
Surprise	Transit	2012	SUR12-803T	48702	Regionwide	Purchase bus: < 30-foot - 2 Replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2012	144,715	36,197	---	180,912	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).
Phoenix	Transit	2013	PHX13-901T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5307	2013	11,616,849	-	2,904,212	14,521,061	Increase from 11,591,067 federal to \$11,616,849. due to deletion of SUR13-901T
Phoenix	Transit	2012	PHX12-825T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5307	2012	25,692,361	-	6,423,090	32,115,451	Increase from \$25,647,825 federal to \$25,692,361. Net amount left due to deletion of SUR12-803T and SUR12-802T and addition of PHX12-401T.
Phoenix	Transit	2012	PHX12-401T	NEW	Regionwide	Purchase bus: < 30 foot - 3 Replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2012	158,400	-	39,600	198,000	Amend: New project. From deletion of SUR12-802T and SUR12-803T.
Phoenix	Transit	2016	PHX15-433T	NEW	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	998.00	TLCP	-----	Transit Bus	Federal Interest	2015	1,166,191	291,548	-	1,457,739	Amend: Add new project to reinvest federal proceeds from disposal of assets.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #10																			
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles Lanes Before	Miles Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are shown in strike through font.

6. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council

8,500,000

3. The year the funds were apportioned by Congress. This item is included only for informational purposes.

7,042,261

4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.

5. Life Cycle Programs:

ATTACHMENT #3

Agenda Item 7

MEMO



To: Scottsdale/Rural Road LINK Project Definition Study Team

From: Valley Metro

Date: April 2, 2015

Re: Route 72 Service Evaluation and Proposed Near-term Corridor Improvements

Transit operations and capital improvements in the Scottsdale Road\Rural Road corridor have been identified through a project definition study originally initiated to define elements for the implementation of Valley Metro LINK service in the corridor. As a near-term step prior to implementing LINK or some other form of a limited stop or overlay bus service, the study recommendations identified frequency improvements to the existing Route 72 between the Tempe Transportation Center and Camelback Road with a limited number of trips extended to the Thunderbird Park-and-Ride. Capital improvements include additional fleet (11 vehicles), upgrades at 11 existing bus stop locations, and infrastructure to deploy transit signal priority in the corridor. Funding for operations and capital expansion is programmed in the Transit Life Cycle Program (TLCP). This memorandum provides a summary of the operations analysis of existing service conducted in the corridor and proposed near-term operating and capital recommendations.

Proposed Near-term Transit Service Investment

The Route 72 service analysis suggests that any operations improvements invested in the corridor will serve the highest volume of passengers between Camelback Road and Baseline Line. This segment of the corridor includes the highest concentration of population and jobs, two regional activity centers (Arizona State University and Old Town Scottsdale), and direct connections with more than a dozen regional\local bus routes and Valley Metro Light Rail. Based on these factors, it is proposed that service frequency on Route 72 be increased to 10 minutes throughout most of the day between Camelback Road and Baseline Road. However, based on the availability of programmed operations funding in the Transit Life Cycle Program (TLCP), improving the service frequency on Route 72 south of University Drive is not feasible by the Spring of 2016. Without available funding for the segment south of University Drive, an overlay service between the Tempe Transportation Center and Camelback Road with select trips during the AM and PM peak periods extending to the Thunderbird Park-and-Ride is proposed as a near-term service investment within the corridor.

Proposed Operating Scenario

Service frequency between Camelback Road and the Tempe Transportation Center would effectively be doubled to 10 minutes (20 minute existing service frequency + 20 minute service improvement frequency = 10 minute net frequency) from approximately 5:00AM to 6:00PM on weekdays only. Additionally, select trips during the AM and PM peak periods would extend north to the Thunderbird Park-and-Ride. **Figure 1** below depicts the alignment of the proposed service improvement with the optional extension to Baseline Road should additional funding become available.

Figure 1. Route 72 Overlay Service



Proposed Near-term Capital Needs

Near-term capital needs evaluated to support the proposed service improvements include passenger facilities, fleet, and transit signal priority (TSP).

Passenger Facilities

Transit service has been operated in the Scottsdale Road/Rural Road corridor for several decades, resulting in ongoing improvements to supporting passenger facilities. However, eleven (11) bus stop locations north of Roosevelt St / Continental Dr have been identified for additional improvements in conjunction with the recommended operations improvements defined in this memorandum. The bus stop locations identified for additional capital improvements are listed in **Table 2**.

Table 2. Bus Stop Improvement Locations

Stop Location	Jurisdiction
NB Scottsdale Road at Cactus Road	Scottsdale
SB Scottsdale Road at Cactus Road	Scottsdale
NB Scottsdale Road at Shea Boulevard	Scottsdale
SB Scottsdale Road at Shea Boulevard	Scottsdale
NB Scottsdale Road at Indian Bend Road	Scottsdale
SB Scottsdale Road at Indian Bend Road	Paradise Valley
SB Scottsdale Road at McDonald Drive	Paradise Valley
WB Camelback Road at Scottsdale Road	Scottsdale
NB Scottsdale Road at Indian School Road	Scottsdale
SB Scottsdale Road at Indian School Road	Scottsdale
SB Scottsdale Road at Continental Drive	Tempe

Fleet

Operated as an overlay service, the estimated additional fleet required to support the proposed frequency improvement between Camelback Road and the Tempe Transportation Center is 6 buses (120 minute cycle time / 20 minute headway = 6 buses). Operating between Tempe Transportation Center and the Thunderbird Park-and-Ride (3 round-trip

peak period trips only north of Camelback Road) would require 9 peak buses and 2 spare buses for total of 11 vehicles.

TSP Infrastructure

The deployment of TSP functionality within a corridor at key intersections can generally reduce total travel time and improve service reliability. Due to the relatively short length of the proposed service improvement segment on Route 72, the total travel time savings would likely be minimal, but greater benefits may be derived from service reliability and ability to better maintain transit vehicle spacing. This is a key consideration for the Scottsdale Road\Rural Road corridor due to the high number of bus-to-bus and bus-to-rail transfer opportunities. To deploy TSP in the corridor it is estimated that a sub-fleet of approximately 30 buses would need to be equipped with the appropriate technology to identify when TSP is warranted and send the request to the city's (Tempe and Scottsdale only) traffic signal control system. In addition to in-vehicle technology, some traffic signal controllers may need to be upgraded in the corridor and supplemental data server(s) may be needed at the Tempe and Scottsdale Transportation Management Centers to support the TSP deployment. However, both cities have some TSP functionality through their existing traffic control systems.

Estimated Near-term Capital Costs

Near-term capital costs have been estimated using general unit cost assumptions derived from typical observed costs. Actual costs may vary based on preferred technical specifications and requirements. A summary of the estimated near-term capital costs are provided in **Table 3**. Additional details regarding the cost estimates will be provided in the Scottsdale Road\Rural Road LINK Project Definition Study Final Report.

Table 3. Summary of Estimated Near-term Capital Costs (YOE 2015)

Capital Investment	Quantity	Total Cost
Passenger Facilities (bus stops)	11	\$1,193,000
Fleet (buses)	11	\$6,050,000
TSP Infrastructure	Varies	\$954,000
		\$8,197,000

Proposed Long-Term Improvements

Proposed long-term operating and capital improvement concepts will be defined in the Scottsdale Road/Rural Road LINK Project Definition Study Final Report.