

October 1, 2015

TO: Members of the MAG Transit Committee

FROM: Maria Hyatt, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 8, 2015 – 9:30 a.m. NOTE SPECIAL EARLIER TIME
MAG Office, Suite 200, Saguaro 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 October 2015 meeting, the quorum requirement is 11 committee members.

2. Approval of September 10, 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. MAG Transit Planning Report

Marc Pearsall, MAG Transit Planner, will present the Transit Planning Report and will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. Retain Current Chair and Vice Chair through December 31, 2017

On August 21, 2013, the Regional Council approved updating the MAG Committee Operating Policies and Procedures to two-year terms for the technical and other policy committees. According to the Policies and Procedures, Section 5.06 – Vacancies, “In the event of a vacancy in the Chair position, the Vice Chair becomes Chair for the unexpired term of the previous Chair, and a Vice Chair is appointed by the Executive Committee to complete the

1. COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the September 10, 2015 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion.

remainder of the Vice Chair's term. An individual who succeeds to an unexpired term of twelve months or less will serve for the remainder of the term, and is eligible to serve an additional two-year term."

Transit Committee Chair Maria Hyatt ascended to the Chair position on December 31, 2014 and was permitted to serve out the remainder of previous Chair Clemann's tenure, which is due to expire on December 31, 2015. Chair Hyatt has the option to serve one additional two-year term through December 31, 2017. Vice Chair Kristen Sexton was appointed to fill the vacant Vice Chair position on January 12, 2015, with an option to serve an additional two year term through December 31, 2017.

Members of the Transit Committee will discuss the additional two-year term for both Chair and Vice Chair to begin on January 1, 2016 and expire December 31, 2017.

6 Regional Transit Survey Review

Alice Chen of MAG will present an update on the item. In Fiscal Year 2016, MAG staff, in coordination with the MAG Transit Committee, the City of Phoenix/ Designated Grant Recipient and Valley Metro/RPTA will be developing the FY 2016 Program of Projects (POP) and FY 2017-2021 Transportation Improvement Program (TIP). The programming principles will follow the guidelines approved by the MAG Regional Council on March 27, 2013, last amended on May 27, 2015.

To better understand the transit needs of the member agencies, MAG sent out a survey on August 24, 2015 to the Transit Committee members. The findings of the survey will be presented and discussed. Supplementary handouts will be provided at the meeting.

6. For Information and Discussion.

7. Fiscal Year 2015 Program of Projects – Updated with Final Apportionment

Alice Chen of MAG will present an update on the item. On June 24, 2015, the MAG Regional Council approved the draft FY 2015 POP with provisions to finalize the TIP listings as full fiscal year apportionment becomes available. Federal apportionment was released on August 26, 2015. Changes to the POP includes updates to the Section 5307, 5307-JARC, 5307-AVNGDY, 5337, 5339 and STP-flex funds. Projects affected include Preventive Maintenance funding region-wide, 5307-JARC, 5307-AVN, advancement of a Phoenix bus and deferment of funding for the Laveen Park and Ride, Peoria Transit Center, and Scottsdale Road Associated Transit Improvements to FY 2016. The Project listings will be reviewed by the MAG Transportation Review Committee on October 1, 2015. Please refer to Attachment #1 for additional information.

8. Update - Federal Transit Administration Section 5304 Transit Planning Funding for FY2016 Call For Projects by the Arizona Department of Transportation

Marc Pearsall and Teri Kennedy of MAG will present an update on the item. As previously reported during the September 10th Transit Committee, ADOT has issued a NOFA for Local Rural/Small Urban Transit Planning Projects on September 29th. The applications are directed through the COGs and MPOs with a return deadline by December 4, 2015. MAG staff was directed by the Committee to compile a list of three requisite projects that would be submitted to ADOT for consideration. The projects were compiled from wish-list candidate projects culled from previous MAG and Valley Metro studies, as well as discussion and input from the committee and regional member agencies. The list will be submitted for consideration by ADOT. Please refer to Attachment #2 for additional information.

7. For information, discussion, and recommended approval.

8. For information, discussion and recommended approval of the MAG Region 5304 planning projects list to be submitted to ADOT by December 4, 2015.

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.

10. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, November 12, 2015, at 10:00 a.m. in the MAG Office, Saguaro Room.

Adjournment

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

September 10, 2015

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

MEMBERS ATTENDING

*ADOT: Jaclyn Meli	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton, Vice Chair	Peoria: Stuart Kent
#Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Chair
Chandler: Jason Crampton for RJ Zeder	Queen Creek: Mohamed Youssef
El Mirage: Jose Macias	Scottsdale: Gregory P. Davies for Madeline Clemann
#Gilbert: Kristin Myers	Surprise: Martín Lucero
Glendale: Kevin Link for Debbie Albert	#Tempe: Robert Yabes
Goodyear: Cato Esquivel	*Tolleson: Jason Earp
#Maricopa: David Maestas	Valley Metro: Wulf Grote
*Maricopa County DOT: Denise Lacey	*Youngtown: Grant Anderson
Mesa: Jodi Sorrell	

* Members neither present nor represented
by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

OTHERS PRESENT

Marc Pearsall, MAG
Teri Kennedy, MAG
Alice Chen, MAG
DeDe Gaisthea, MAG
Margaret Boone, MAG

Jeff Martin, Chandler/Mesa
Martina Longoria, Glendale
Stephanie Child, Phoenix
Ken Kessler, Phoenix
Wendy Miller, Phoenix
Vivian Ybanez, Phoenix
Jorge Luna, Valley Metro
Jen Pyne, AECOM
Mike Sabatini, Baker
Randy Overmyer, CK Group
Dan Marum, Wilson & Company

1. Call to Order

The meeting was called to order at 10:05 a.m. by Vice Chair Kristen Sexton. 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, Kristin Myers of Gilbert, Robert Yabes of Tempe and David Maestas of Maricopa. 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 August 13, 2015 Meeting Minutes

Vice Chair Sexton inquired if there were any comments or corrections to the Draft August 13, 2015 Minutes. Hearing no further comments, she called for a motion on the Draft August 13, 2015 Minutes. Jodi Sorrell of Mesa moved to approve the motion, Jason Crampton of Chandler seconded, and the motion passed unanimously. Vice Chair Sexton then proceeded to the next item on the agenda.

3. Call to the Audience

Vice Chair Sexton 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

Vice Chair Sexton invited Marc Pearsall of MAG to brief the Committee with the Transit Planning Report. Mr. Pearsall said that he had several items to report on with recent transit planning activities and upcoming agenda items for other MAG committees. He gave an update on the current status of federal funding. He noted that there was no movement on the proposed DRIVE ACT. In late July, Congress passed a 3-month, short-term funding authority for transportation which would expire on October 31st. Both the House and Senate have differing philosophies on the content of a proposed new transportation funding bill. The \$275 Billion DRIVE ACT would be the first 6-year Transportation Authorization Bill for highways and transit in over a decade. Many in Congress have expressed hope in passing a version prior to the holidays that would fund 3 of the 6 years, with a future Congress figuring out how to fulfill the funding gap for 2019-2021. If another continuing short-term funding bill is passed through 2015 or 2016, then it is assumed that the new President and Congress would not tackle the DRIVE ACT until spring 2017.

He explained that ADOT issued their recommendation in a newly released environmental-impact for the Passenger Rail study. Officials had scheduled three public hearings for September for statewide residents to hear directly from transportation planners and to submit comments. What was left to be determined was how would the multibillion-dollar rail line be funded, when would it be built and what type of train technology would it use. The recommended rail route, which had been designated the Yellow Alignment, would be the shortest and cheapest.

The corridor would extend from downtown Phoenix through Tempe and Queen Creek, head south near State Route 87 to Eloy, then southeast along Interstate 10 to Tucson. The alignment would be built entirely along Union Pacific's right-of-way corridors, but would require new track. He noted that beyond the initial Tier 1 Analysis to be wrapped up in Spring 2016, a Tier 2 analysis would require additional funds as of yet to be identified.

Mr. Pearsall also noted an upcoming training opportunity: a working group for FHWA Federal Fund Project Applications was scheduled for September 14th, at 9am. Those interested may see Teri Kennedy. He also advised that the CMAQ Call for Projects for 2018-19-20 Bike-Ped, ITS, paving of unpaved dirt roads and transportation alternatives and sweepers (1 year only) was released on August 10th. The applications were to be due on September 21 at 10:00am sharp. He concluded by welcoming back members Gregory Davies of Scottsdale as well as Denise Lacey of MCDOT who would be attending in the future.

Vice Chair Sexton thanked Mr. Pearsall and asked if there were further questions or comments regarding the agenda item. Kristin Myers asked if the funding for an ADOT Tier2 analysis and continuation of the rail study work included the MAG Region only, or the entire corridor to Tucson. Mr. Pearsall replied that the estimate included the entire 120 mile corridor from the MAG Region to Tucson and Tucson International. Hearing no further comments, Vice Chair Sexton proceeded to the next item on the agenda.

5. Multimodal Level of Service Study Update

Chair Maria Hyatt thanked Vice Chair Sexton for managing the meeting in her brief absence, and invited Alice Chen of MAG and Mr. Dan Marum of Wilson & Company to present the MMLOS item. Ms. Chen began by explaining that neighborhoods that are walkable and bikeable have been shown to benefit from increased property values, decreased injury crashes, and higher retail sales. She asked 'What is MMLOS?' and showcased the definition, benefits and challenges of multimodal corridors, the identification of multimodal focus pilot sites, identifying regional network of multimodal corridors, selecting study corridors to analyze, and the upcoming regional workshop that would assist regional partners. Ms. Chen also thanked David Massey of MAG with his assistance and input in this process.

The Multimodal Level of Service Study (MMLOS) measured how street design and operations met the needs of all modes of travel by presenting a segment-based A to F score (auto, transit, bicycle, and pedestrian). It also measured how street design and operations met the needs of all modes of travel. She added that the study deliverables would include an active propensity model to help guide decision-makers with infrastructure investments, an analysis of the MMLOS tool on pilot sites in the MAG region, and two workshops to train member agency staff on the concepts and tools being developed. She said the first workshop (MAG MMLOS Project Moving Forward, Workshop 1 – Finalize Pilot Study Corridors & Present Potential Multimodal Focus Network inputs) would be held on October 13 from 8:30 a.m. to 12:30 p.m. at the MAG offices and all member agency staff were invited to participate.

Mr. Marum continued by noting the benefits of multimodal corridors by citing an example in a peer region. Following bike/ped improvements along Valencia Street in San Francisco, 40% of merchants reported increased sales, 60% reported more area residents shopping locally, 2/3 said increased bicycling and walking levels improved business.

Additional benefits in a community such as Lancaster, CA made a \$10.6 million investment in a pedestrian-only plaza, wider sidewalks, landscaping and traffic calming features as part of a downtown revitalization effort. The project spurred \$125 million in private investment, 26% increase in sales tax revenue, and 800 new jobs. Homes located in areas with above-average levels of walkability or bike-ability were worth up to \$34,000 more than similar houses in areas with average levels.

He explained further details about the MMLOS study, specifically the identification of multimodal focus pilot sites, a flowchart of high active transportation propensity; high quality existing/planned multimodal network features (canals & LRT alignments); multimodal corridors from currently adopted local planning documents, a regional workshop; member agency input; connections from planned multimodal corridors to identified points of interest; and pilot MMLOS analysis sites.

Mr. Marum provided a final overview of the active transportation propensity model, as well as identifying the pilot MMLOS analysis sites. Ms. Chen also reminded the committee of another MAG MMLOS Project Moving Forward, Workshop 2 – finalize multimodal focus network & introduction to MMLOS analysis, which would be planned for the future after the first Workshop on October 13th.

Chair Hyatt thanked Ms. Chen and Mr. Marum asked if there were any questions or comments from the members regarding the agenda item. Mr. Davies inquired as to how many pilot projects there were throughout the Valley. Ms. Chen replied that there were nine, with Scottsdale on this list. Mr. Lucero also commented that Surprise was committed to advocating for transit improvements and added that communities such as Peoria were leading the way in the West Valley with the introduction of bike lanes. He also noted that it was important to see pilot programs within the West Valley such as pathways, trails and bike lanes, and Ms. Chen concurred.

Mr. Lucero advised that the criteria was currently, heavily weighted towards corollary transit boardings, but considering that transit was at present limited in the West Valley, would it not be more accurate methodology for the community to measure and weight its own most valuable and heavily utilized corridors. Ms. Chen replied that urban improvements, trails, paths and corridors are measured in a different model and stated that Mr. Lucero's observations were indeed valid. Mr. Marum, Mr. Yabes and Chair Hyatt had brief final commentary on the methodology.

Chair Hyatt again thanked Ms. Chen, Mr. Marum and the Committee members and asked if there were any further questions or comments on the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

6. Federal Transit Administration Section 5304 Transit Planning Funding for FY2016 Call For Projects by the Arizona Department of Transportation

Chair Hyatt invited Marc Pearsall and Teri Kennedy of MAG to present on the item. Mr. Pearsall explained that ADOT would issue a Notice Of Funding Availability (NOFA) for Small Urban and Rural Transit Planning Projects (FTA Section 5304 Transit Planning) in September. The applications would be directed through the COGs and MPOs. He noted that MAG had shared (attachment 2A) with the Committee a list of projects that were compiled from possible wish-list candidates, as culled from previous MAG and Valley Metro studies and routes. He added that the item was presented to seek input and advisement from the Committee members on which three projects could be furthered to ADOT, and eventually submitted by MAG on behalf of regional partners.

Ms. Kennedy added that additional, peripheral rural projects may be included for possible inclusion, but that MAG's partner agencies such as Sun Corridor MPO and CAG would be submitting a variety projects of their own. MAG would also participate in those studies as a project advisory committee member, should they be awarded. She reminded the members that approximately \$1 million was available statewide, so the requests would be conservative in nature. MAG Staff would be submitting the three projects to ADOT on behalf of the member agencies, using the 45-day application process as provided by ADOT.

Chair Hyatt thanked Mr. Pearsall and Ms. Kennedy and asked if there were any questions or comments from the members regarding the agenda item. Brief comments were made regarding the MAG Coordination with Sun Corridor MPO, Coolidge, CAG, Cobre Valley and San Carlos. Mr. Maestas advocated for and appreciated the inclusion of the Maricopa - SR-347 transit corridor study, Mr. Martin Lucero advocated for renewed analysis on the former service between Surprise and Wickenburg and Mr. Youssef noted the importance of increased transit connectivity between Queen Creek and the San Tan Valley. Mr. Pearsall advised that a final version of the complete, ranked 5304 listing would be provided to the Committee for review prior to submittal to ADOT. Chair Hyatt asked if there were any further questions or comments on the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

7. Amendment and Administrative Modification to the FY 2015-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan to add the FFY 2015 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Project Listings for the Phoenix-Mesa Urbanized Area.

Chair Hyatt invited DeDe Gaisthea of MAG to present on the item. Ms. Gaisthea noted that the agenda item was a followup from a previous presentation and added that the item was from information and discussion only. She recalled previous committee actions: On August 26, 2015, the MAG Regional Council approved future amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan which includes the FFY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program of Projects for the Phoenix-Mesa Urbanized Area.

She added that prior to that on June 24, 2015, the MAG Regional Council approved the priority listing of applicants for the FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA. She said that to be eligible for FTA Section 5310 funding, Metropolitan Planning Organizations (MPOs) must ensure that all program activities are included in a Transportation Improvement Program (TIP) for activities in urbanized areas (UZA). The FTA full year of funding apportionments was unknown at the time of MAG Regional Council approval.

Ms. Gaisthea continued and said that on August 27, 2015, final FTA full year funding apportionments were announced at \$2,903,692, a slight decrease from the previous year. The FFY 2015 Section 5310 Program Of Projects (POP) for the Phoenix-Mesa UZA included five mobility management projects, 39 vans and two equipment requests, and 13 New Freedom eligible projects. Upon review of final accounting reconciliation, two revisions have been made to the Section 5310 POP. An accounting error was made on the City of Glendale Taxi Voucher project, the federal request should be programmed at \$62,500, an increase of \$31,250. The Valley Metro Northwest Valley Dial-A-Ride project programmed amount of \$229,432 was modified to reflect the increase in the programmed amount for the City of Glendale and the decrease in the final FTA funding apportionment for the region. The Amendment and Administrative Modification to the FY 2015 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan to add the FFY 2015 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Project Listings for the Phoenix-Mesa Urbanized Area is offered for information.

She summarized by noting that both agencies were notified of the revisions; POP provided in the packet reflected final FTA apportionment for the Phx/Mesa UZA. And the ADOT awards for the region, rural; The region had met the federal requirement of awarding no less than 55% to traditional capital request with the remainder programed for eligible New Freedom projects and 8% to administration. She concluded by thanking the Phoenix transit department for their continued assistance throughout this process.

Chair Hyatt thanked Ms. Gaisthea and asked if there were any questions or comments from the members regarding the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

8. Southeast Valley Transit System Study

Chair Hyatt invited Marc Pearsall of MAG to present on the item. He advised that the Southeast Valley Transit System Study (SEVTSS) was a joint study effort between the Maricopa Association of Governments (MAG) and Valley Metro (co-managed by Jorge Luna), and was launched in January 2014. The purpose was to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. The study was the third in a series of sub-regional transit studies undertaken in the region and its result was a tool to help in future system planning. He added that the item was for information, discussion and possible action for acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations.

He explained to the committee that the study area encompassed the cities of Tempe, Mesa, Chandler, Apache Junction, and the towns of Guadalupe, Gilbert and Queen Creek. The study area also included portions of the City of Phoenix (Village of Ahwatukee) and unincorporated Maricopa County. In addition, the study also included members of the expanded MAG boundary, which were Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. He also noted that the study also included input from the City of Coolidge, a transit partner that operates within the study area thanks to the efforts of GM Jill Dusenberry.

He then mentioned the study's overall purposes and presented an overview of benefits of transit, identified concepts for optimizing existing transit services and improved efficiencies to align investment with demand. He added that the goals were to develop recommended concepts for addressing mid-term (within 10 years) and long-term (beyond 10 years) transit needs. Another goal was also to address unmet needs, respond to growth and changing conditions, and develop a performance-based transit system.

Mr. Pearsall explained that the public input/involvement phase was vast, yet both kicking off and wrapping up at the Queen Creek Ice Cream Socials in June of 2014 and 2015. An online survey was conducted in summer 2014, and numerous community events were solicited for input by the public. Thousands of responses were received help to shape overall recommendations.

He then gave an overview of the study area & existing transit network that stretched from Tempe to Apache Junction, San Tan Valley, Florence to Maricopa and the Gila River Indian Community. The study tasks and scope of work included a Transit Optimization Analysis, which looked at existing service and efficiencies that could be remedied. The initial approach was completely data-driven, final concepts were fine-tuned through PAC discussions. Other attributes included strengthening the network, maximizing benefits of a grid network, improve frequency where warranted, use bus service to leverage rail investment, optimize use of resources, streamline alignments to avoid deviations, reduce route duplication and match service investment to demand.

Mr. Pearsall then explained the Needs Assessment; which focuses on an area that has or is projected to have a set of conditions that may be supportive for effective and productive transit. The conditions were based on: population density, employment density, auto ownership/poverty/age, travel patterns and recommendations from the Needs Assessment focused in the Mid- and Long-Term. He also explained the transit continuum & influencers, which showed the steps from pedestrian to high speed rail and all the modes in between. He then noted connectivity & accessibility, land use, neighborhood design, quality of service, gas prices, cultural shifts, density, availability of travel choices, rider market, TDM strategies, destinations, federal regulations, frequency and service speed.

He displayed the contrasting population + employment (2010 and 2030) maps, then noted some of the needs assessment observations. The current and planned transit network coverage areas seem reasonable, but the future land use and demographic conditions grow into expanded coverage. Several additional areas with potential unmet needs were identified, with heavy trip exchanges in North Tempe/West Mesa and a growing trips market between Tempe/Mesa and Chandler/Gilbert.

Mr. Pearsall summarized the Study Recommendations, with a menu of concepts for modifications or additions to the transit system for: optimization of existing system, mid-term (within 10 years), long-term (beyond 10 years) and specific concepts that may be further developed and implemented

through programming processes (TLCP, SRTP) or area-specific implementation plans. Some of the key optimization concepts included: consolidate resources invested in Arizona Ave. and Main St. into one high frequency service; explore alternative service types to more efficiently serve lower-productivity route segments; obtain minimum 30 minute all-day service across the Southeast Valley and as possible, improve frequencies on high ridership routes.

He then completed his presentation by discussing key Mid-Term concepts (within 10 years), which would increase service frequency on productive routes, explore new service types as a way to more efficiently provide service in low-ridership areas. It would also use a lower cost way to expand service to new areas, expand service to the east and south as population, employment, and transit demand grow. The final phase, key Long-Term concepts (beyond 10 years), was to fill in the grid to maximize connectivity, expand service to the east and southeast as population, employment, and as transit demand grows, add new express and other commuter services to meet demand.

Chair Hyatt thanked Mr. Pearsall and asked if there were any questions or comments from the members regarding the agenda item. Mr. Crampton from Chandler and Mr. Maestas from Maricopa thanked the MAG and Valley Metro staff for the work they had done over the past 18 months. Ms. Sorrell of Mesa thanked the AECOM/URS staff for their terrific work in managing the study as well. Chair Hyatt asked if there were any further questions or comments on the agenda item.

Hearing no further comments, she called for a motion on acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations. Jodi Sorrell of Mesa moved to approve the motion, Gregory Davies of Scottsdale seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda. Hearing no further questions, she proceeded to the next item on the agenda.

9. 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. Mr. Davies inquired if MAG and City of Phoenix could present an update on the National Transit Database (NTD) at a future meeting in the fall. Chair Hyatt and Mr. Pearsall agreed that they would schedule the item. Chair Hyatt thanked the members and hearing no further comments, she proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, October 8, 2015, at 10:00 a.m. in the MAG Office, Saguaro Room. There being no further business, Chair Hyatt adjourned the meeting at 11:38 a.m.

ATTACHMENT #1

Agenda Item 7

**Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
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	GLN13-111T	42528	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	3,676,966	919,242	-	4,596,208	For information only. 2015 Program of Projects
Glendale	Transit	2015	GLN13-903T	27692	Regionwide	Purchase bus: < 30 foot-3 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	214,689	37,887	-	252,576	For information only. 2015 Program of Projects
Glendale	Transit	2015	GLN15-406T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	107,048	-	26,762	133,810	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
MAG	Transit	2015	MAG15-406T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5307	2015	11,120,429	-----	2,780,107	13,900,536	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Peoria	Transit	2015	PEO10-802T	246	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	0	0	0	11.31.04	TLCP	-----	Transit Bus	5307	2015	103,653	25,913	-	129,566	For information only. 2015 Program of Projects
Peoria	Transit	2015	PEO15-102T	46687	Regionwide	Purchase bus: < 30 foot-2 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	143,126	25,258	-	168,384	For information only. 2015 Program of Projects
Peoria	Transit	2015	PEO15-401T	37858	Regionwide	ADA Complementary Paratransit	0	0	0	-----	None	-----	Transit Bus	5307	2015	20,479	-	5,120	25,598	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-102T	12809	Citywide	Associated Transit Improvements (1% enhancement)	0	0	0	11.92.02	None	-----	Transit Bus	5307	2015	492,963	-	123,241	616,204	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX14-108T	39452	Laveen/59th Avenue	Land regional park and ride (Laveen/59th Avenue)	0	0	0	11.32.04	TLCP	-----	Transit Bus	5307	2015	1,612,725	403,181	-----	2,015,906	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Phoenix	Transit	2015	PHX15-103T	32671	Regionwide	Support Services for Grant Management	0	0	0	11.72.03	None	-----	Transit Bus	5307	2015	40,000	-	10,000	50,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-105T	8434	Regionwide	Purchase bus: < 30 foot-21 replace (dial-a-ride)	0	0	0	11.12.04	TLCP	-----	Transit Bus	5307	2015	1,178,100	207,900	-	1,386,000	For information only. 2015 Program of Projects

**Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #15**

Sort: Section, Agency, Location, Work Year

TIP Amendment #15																				
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
Phoenix	Transit	2015	PHX15-421T	8434	Regionwide	Purchase bus: standard 40 foot - 4 replace	0	0	0	11.12.01	None	----	Transit Bus	5307	2015	1,819,000	321,000	-	2,140,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-435T	8434	Regionwide	Purchase bus: Articulated - 6 replace	0	0	0	----	None	----	Transit Bus	5307	2015	4,227,900	746,100	-	4,974,000	Amend: Increase from 5 to 6 buses. 1 bus moved from PHX15-427T. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-436T	8434	Regionwide	Purchase bus: Articulated - 3 replace (RAPID)	0	0	0	----	None	----	Transit Bus	5307	2015	2,261,850	399,150	-	2,661,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-425T	8434	Regionwide	Purchase bus: < 30 foot - 3 replace (circulator)	0	0	0	11.12.04	None	----	Transit Bus	5307	2015	234,600	41,400	-	276,000	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX16-427T	8434	Regionwide	Purchase bus: Articulated - 5 replace	0	0	0	11.12.06	None	----	Transit Bus	5307	2015	3,769,750	665,250	-	4,435,000	Amend: Advance from 2016 to 2015. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-437T	NEW	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	----	TLCP	----	Transit Bus	5307	2015	5,633,809	1,408,452	-	7,042,261	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-438T	37858	Regionwide	Preventive Maintenance	0	0	0	----	None	----	Transit Bus	5307	2015	4,359,215	-	1,089,804	5,449,019	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Scottsdale	Transit	2015	SCT15-403T	37858	Regionwide	Preventive Maintenance	0	0	0	----	None	----	Transit Bus	5307	2015	168,560	-	42,140	210,700	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Scottsdale	Transit	2015	SCT15-404T	28971	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Investments (ATI) Design	0	0	0	----	TLCP	----	Transit Bus	5307	2015	220,411	55,103	-	275,514	Amend: Update funding amounts based on final apportionments. Update work description to reflect project split into design, right of way, and construction. 2015 Program of Projects
Surprise	Transit	2015	SUR15-402T	40702	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial a ride)	0	0	0	11.12.04	TLCP	---	Transit Bus	5307	2015	112,200	19,800	---	132,000	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Valley Metro Rail	Transit	2015	VMR15-433T	14195	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)	0	0	0	----	TLCP	----	Transit Rail	5307	2015	2,519,790	629,948	-	3,149,738	For information only. 2015 Program of Projects

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Sort: Section, Agency, Location, Work Year

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Valley Metro Rail	Transit	2015	VMR15-409T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,198,401	-	299,600	1,498,001	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	TMP15-102T	2333	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	0	0	0	11.12.01	TLCP	-----	Transit Bus	5307	2015	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMR15-400T	21692	Regionwide	Purchase bus: standard 40 foot - 8 replace	0	0	0	-----	None	-----	Transit Bus	5307	2015	3,963,913	699,514	-	4,663,427	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT14-105T	22488	Regionwide	Purchase bus: standard 40 ft - 11 expand (Scottsdale/Rural BRT)	0	0	0	11.13.01	TLCP	-----	Transit Bus	5307	2015	5,142,500	907,500	-	6,050,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-401T	NEW	Regionwide	Regional ADA Bus Stop Accessibility Standards and Inventory	0	0	0	-----	None	-----	Transit Bus	5307	2015	200,000	50,000	-	250,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	TMP15-404T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,530,369	-	382,592	1,912,961	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-402T	37858	Regionwide	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	2,443,279	-	610,820	3,054,099	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-108T	28971	Scottsdale Road/Rural Road corridor	Scottsdale Rural Road BRT (Phase II)	0	0	0	11.32.02	TLCP	-----	Transit Bus	5307	2015	11,206,242	11,206,242	-----	22,412,484	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Valley Metro/RPTA	Transit	2015	VMT15-405T	28971	Scottsdale Road/Rural Road corridor Capacity Improvement	Transit signal priority (TSP)	0	0	0	-----	TLCP	-----	Transit Bus	5307	2015	763,360	190,840	-	954,200	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	TMP15-101T	6633	Tempe: Fixed Route	Preventive Maintenance	0	0	0	-----	None	-----	Transit Bus	5307	2015	1,935,755	-----	483,939	2,419,694	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
49,296,331														5307 Total:		47,417,136	7,504,000	2,590,079	57,511,215	

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Valley Metro/RPTA	Transit	2016	PEO13-101T	6338	Peoria	Design regional transit center (4-bay) Peoria	0	0	0	11.31.02	TLCP	-----	Transit Bus	5307	2016	125,260	31,315	-	156,575	Amend: Change apportionment year from 2015 to 2016.
Scottsdale	Transit	2015	SCT15-404RWT	28971	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Right of Way	0	0	0	-----	TLCP	-----	Transit Bus	5307	2016	211,120	52,780	-	263,900	Amend: Add new project.
Scottsdale	Transit	2015	SCT15-404CT	28971	Scottsdale Road/Rural Road corridor Capacity Improvement	Associated Transit Improvements (ATI) Construction	0	0	0	-----	TLCP	-----	Transit Bus	5307	2016	523,120	130,780	-	653,900	Amend: Add new project.
Valley Metro/RPTA	Transit	2016	PEO13-102T	6338	Peoria	Land regional transit center (4-bay) Peoria	0	0	0	11.32.02	TLCP	-----	Transit Bus	5307	2016	626,300	156,576	-	782,876	For information only. Deferred to FY 2016
Phoenix	Transit	2016	PHX15-427T	8434	Regionwide	Purchase bus: Articulated - 26 replace	0	0	0	-----	None	-----	Transit Bus	5307	2016	18,122,000	3,198,000	-	21,320,000	Amend: Reduce number of buses from 27 to 26. 1 bus moved to PHX15-435T. Deferred to FY 2016
Phoenix	Transit	2016	PHX14-107T	39152	Laveen/59th Avenue	Pre-Design regional park-and-ride (Laveen/59th Avenue)	0	0	0	11.31.04	TLCP	-----	Transit Bus	5307	2016	104,503	26,126	-	130,629	Amend: Change work and apportionment year from 2015 to 2016.
FY 2016 5307 Total:																19,712,303	10,091,277	2,434,956	74,896,748	

Buckeye	Transit	2015	BKY15-403T	NEW	Citywide	Transit Security	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	18,710	-	4,677	23,387	For information only. 2015 Program of Projects
Buckeye	Transit	2015	AVN15-414T	10195	Regionwide	Transit Security	0	0	0	57.20.10	None	-----	Transit Bus	5307-AVN UZA	2015	28,807	-----	7,202	36,009	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Glendale	Transit	2015	GLN15-407T	NEW	Citywide	Transit Security	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	11,135	-	2,784	13,919	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-422T	8434	Regionwide	Purchase bus: standard 40 foot - 1 replace	0	0	0	11.12.01	None	-----	Transit Bus	5307-AVN UZA	2015	442,000	78,000	-	520,000	For information only. 2015 Program of Projects

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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
Valley Metro/RPTA	Transit	2015	VMT15-413T	4760	Regionwide	Operating: Operating Assistance TBD	0	0	0	30.09.01	None	-----	Transit Bus	5307-AVN UZA	2015	2,112,622	2,112,622	-	4,225,244	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-403T	4760	Regionwide: Avondale-Goodyear UZA	Associated Transit Improvements	0	0	0	-----	None	-----	Transit Bus	5307-AVN UZA	2015	400,000	-	100,000	500,000	For information only. 2015 Program of Projects
														5307-AVN UZA Total:		2,984,467	2,190,622	107,461	5,282,550	

Glendale	Transit	2015	GLN15-403T	1944	Citywide: Glendale	Operating: Route 59	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	200,000	-	220,000	420,000	For information only. 2015 Program of Projects
Glendale	Transit	2015	GLN15-404T	8708	Citywide: Phoenix and Glendale	Route Operating: Route 60	0	0	0	-----	None	-----	Transit Bus	5307-JARC	2015	150,325	-	209,675	360,000	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects
MAG	Transit	2015	MAG15-402T	5800	Regionwide	JARC apportionment	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	1,815,300	363,060	-----	2,178,360	For information only. 2015 Program of Projects. RC approved deletion June 24, 2015.
Phoenix	Transit	2015	PHX15-428T	16380	Citywide: Phoenix	Operating: Route 17 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	3,790,545	4,190,545	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-429T	16380	Citywide: Phoenix	Operating: Extension of Route 10	0	0	0	-----	None	-----	Transit Bus	5307-JARC	2015	200,000	-	1,782,513	1,982,513	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-430T	31355	Citywide: Phoenix and Scottsdale	Operating: Route 29 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	3,770,899	4,170,899	For information only. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-432T	16167	Citywide: Phoenix and Tolleson	Operating: Route 3 with increased frequencies	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	400,000	-	2,752,070	3,152,070	For information only. 2015 Program of Projects
Tolleson	Transit	2015	TOL15-401T	31482	Citywide: Tolleson	Operating: Zoom	0	0	0	30.09.01	None	-----	Transit Bus	5307-JARC	2015	128,870	-	128,870	257,740	For information only. 2015 Program of Projects
														5307-JARC Total:		1,879,195	-	12,654,572	14,533,767	

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Valley Metro Rail	Transit	2015	VMR15-405T	23739	Regionwide	Overhaul Brake resistors	0	0	0	-----	TLCP	-----	Transit Rail	5337-FGM	2015	342,076	557,753	-	899,829	Amend: Update funding amounts based on final apportionments. 2015 Program of Projects		
																5337-FGM Total:		342,076	557,753	-	899,829	
MAG	Transit	2015	MAG15-408T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5337-HI	2015	-----557,261	-----	-----139,315	-----696,576	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects		
Phoenix	Transit	2015	PHX15-443T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5337-HI	2015	972,095	-	243,024	1,215,119	Amend: Add new project. 2015 Program of Projects.		
Valley Metro/RPTA	Transit	2015	VMR15-392T	19422	Regionwide	Purchase bus: standard 40 foot - 2 replace (Tempe)	0	0	0	-----	None	-----	Transit Bus	5337-HI	2015	983,404	173,543	-	1,156,947	For information only. 2015 Program of Projects		
																5337-HI Total:		1,955,499	173,543	243,024	2,372,066	
MAG	Transit	2015	MAG15-407T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5339	2015	-----201,311	-----	-----50,328	-----251,639	Amend: Delete placeholder project. Replaced by PHX15-442T. 2015 Program of Projects		
Phoenix	Transit	2015	PHX15-442T	37858	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	5339	2015	1,025,224	-	256,306	1,281,530	Amend: Add new project. 2015 Program of Projects.		
Phoenix	Transit	2015	PHX15-423T	8434	Regionwide	Purchase bus: standard 40 foot - 9 replace	0	0	0	11.12.01	None	-----	Transit Bus	5339	2015	3,978,000	702,000	-	4,680,000	For information only. 2015 Program of Projects		
Phoenix	Transit	2015	PHX15-426T	8434	Regionwide	Purchase bus: < 30 foot - 1 replace (dial-a-ride)	0	0	0	-----	None	-----	Transit Bus	5339	2015	56,100	9,900	-	66,000	For information only. 2015 Program of Projects		
																5339 Total:		5,059,324	711,900	256,306	6,027,530	
Phoenix	Transit	2016	PHX15-101T	39152	Laveen/59th Avenue	Design and Construct regional park-and-ride (59th Ave/Laveen)	0	0	0	11.33.04	TLCP	-----	Transit Bus	CMAQ-Flex	2016	2,800,710	169,290	-	2,970,000	For information only. 2015 Program of Projects		
																CMAQ-Flex Total:		2,800,710	169,290	-	2,970,000	

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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	2016	GLN15-408T	18357	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	43,826	-	10,957	54,783	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects
Peoria	Transit	2016	PEO15-402T	20226	Regionwide	ADA Complementary Paratransit	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	17,115	-	17,115	34,231	Amend: Change work year to 2016. 2015 Program of Projects
Phoenix	Transit	2016	PHX15-437T	23260	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: Change TIP ID from PHX15-433T to PHX15-437T to eliminate duplication. Change work year to 2016. 2015 Program of Projects
Phoenix	Transit	2016	PHX15-434T	44311	Regionwide	Preventive maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	411,458	-	102,864	514,322	For information only. 2015 Program of Projects
Scottsdale	Transit	2016	SCT15-403T	NEW	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	Federal Interest	2015	238,000	-	59,500	297,500	Amend: Reduce local match to 20%. Change work year to 2016. 2015 Program of Projects
Fed. Interest Total:																1,876,590	291,548	190,436	2,358,574	

Phoenix	Transit	2015	PHX15-444T	44311	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	-----	Transit Bus	STP-AZ-Flex	2015	52,442	-	13,111	65,553	Amend: Add new project. 2015 Program of Projects
Phoenix	Transit	2015	PHX15-424T	8434	Regionwide	Purchase bus: standard 40 foot - 1 replace	0	0	0	11.12.01	None	-----	Transit Bus	STP-AZ-Flex	2015	442,000	78,000	-	520,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-106T	29444	Regionwide	Purchase vanpools: 45 replace	0	0	0	11.12.15	TLCP	-----	Transit Bus	STP-AZ-Flex	2015	1,575,000	-	-	1,575,000	For information only. 2015 Program of Projects
Valley Metro/RPTA	Transit	2015	VMT15-107T	16655	Regionwide	Purchase vanpools: 25 expand	0	0	0	11.13.15	TLCP	-----	Transit Bus	STP-AZ-Flex	2015	950,325	-	-	950,325	For information only. 2015 Program of Projects
STP-AZ-Flex Total:																3,019,767	78,000	13,111	3,110,878	

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.
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

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

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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

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

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 #2

Agenda Item 8

MAG REGION - Rural - Urban

Transit Planning Needs

1-Oct-15

Current notes	Project Name	General Description of Planning Study	Identified in What Plan or during what meeting?	Date of Plan/meeting/ Link	Lead region	Notes	100%	80%	20%
							Estimated Total Cost	Federal Request	Local Match
MAG - RPTA	Rural Paratransit Needs Assessment in the MAG Planning Area	In lieu of possibility that State of Arizona may cut AHCCCS non-emergency medical transportation by Sept 2016, there is a request to study regional paratransit needs within the MAG Study Area. This study may lead to future opportunities to secure 5310 and 5311 funding.	Needs identified in Fall 2015 when notified that the State may cut AHCCCS non-emergency medical transportation by Sept 2016	2016	MAG Region; RPTA Coordination, In coordination with Pinal County	Currently, recipients or qualified consumers of AHCCCS non-emergency medical transportation receive a waiver that permits them to use either a taxi, shuttle or other service for non-emergency. These waivers may be cut by Sept 2016, therefore, the services will be reduced to older persons and disabilities population.	\$ 75,000	X	In kind staff labor
MAG - RPTA -City of Maricopa	City of Maricopa Transit Demand Study (Recommended by David Maestas of Maricopa)	connect Maricopa with Phx/Tempe/Chandler. Also enhance intra-Maricopa transit service for local demand. City is trying to transition from Demand Response to fixed service. History: An express known as Maricopa MAX previously operated between Maricopa and Phoenix/ Tempe. Service was offered from April 2008 to September 2009, and was suspended during Great Recession.	New service outlined in Southeast Valley Transit System Study (SEV) - Recommend using vanpool until 2020-30 as per SEV, then migration to express bus service.	Spring 2016 - Fall 2016	MAG Region; RPTA Coordination, In coordination with Pinal County	Currently, Valley Metro allocated fleet of nine vans operates between Maricopa and Tempe, Chandler. Passengers pay directly to VM. Previous Origin + Destination Survey determined that a strong travel market exists between Maricopa and the technology areas of South Chandler, West Chandler and South Tempe.	\$ 75,000	X	In kind staff labor
MAG- RPTA - City of Apache Junction	Apache Junction Area Transit Demand Study (Recommended by Giao Pham of Apache Jct.)	Study the potential to introduce new transit service between Apache Junction, Mesa, Gateway airport area and Gold Canyon. Use van pool, shuttle, neighborhood circulator or fixed route bus to serve new markets and to connect with existing Mesa transit system.	Southeast Valley Local Transit System Study (SEV)	Spring 2016 - Fall 2016	MAG Region; RPTA Coordination, In coordination with Pinal County	This study would determine the market for new service that would link Maricopa County and Pinal County communities.	\$ 75,000	X	In kind staff labor
RPTA-MAG	Wickenburg Rural Connector (Rte 660)	This line was operated by Valley Metro from 2005-2011 between Wickenburg and Glendale. Service ceased during the Great Recession due to low ridership and funding cuts. If service were reinstated, previous agreements between agencies would need to be revisited and funding identified and committed.	Ongoing dialogue	Ongoing through 2015-2016	MAG UZA & Rural	Valley Metro and Wickenburg to continue dialogue on this item.	X	X	X
RPTA-MAG	Anthem - New River Rural Connector	Expand Valley Metro service to serve new markets near unincorporated Maricopa County / City of Phoenix area. Van pool, shuttle or express from Anthem Outlet to North Phoenix / Deer Valley / Desert Ridge	Public Outreach by RPTA	2015-2016	MAG UZA & Rural	Any recommended service would be new transit service linking the the metro Phoenix area and Anthem area.	X	X	X
SCMPO - MAG - CAG - Coolidge	Florence / San Tan Valley / Queen Creek / East Valley - Vanpool or Rural Connector Service	Expand Van Pools, CART or Valley Metro service	Southeast Valley Transit System Study (SEV) Pinal County Transit Studies Spring 2014 - Summer 2015	N/A	Rural - coordination with CART, SCMPO, MAG, CAG, Pinal County,	This would be new service linking the far Southeast Valley with Florence and the CART system. Possible coordination with SCMPO, Coolidge, Pinal County?	X	X	X
SCMPO-MAG - CART - Coolidge	Coolidge / San Tan Valley / Queen Creek / East Valley - Vanpool or Rural Connector Service	Expand CART / Cotton Express service to serve markets	Southeast Valley Transit System Study (SEV) Pinal County Transit Studies Spring 2014 - Summer 2015	N/A	Rural - coordination with CART, SCMPO, MAG, CAG, Pinal County,	This would be new service linking the far Southeast Valley with Coolidge and the CART system. Possible coordination with SCMPO, Coolidge, Pinal County?	X	X	X
SCMPO - Casa Grande - Maricopa Coolidge	Casa Grande / Maricopa service; enhance existing service between Casa Grande / Coolidge / Florence	Expand Cotton Express / CART to serve new markets	Pinal County Transit Studies	N/A	Rural - coordination with CART, SCMPO, MAG, CAG, Pinal County, Casa Grande	This new service would link two large Pinal County cities. Enhancing the service of existing CART system.	X	X	X
CAG	Cobre Valley (Copper country east of the MAG Region)	Expand San Carlos or other to service markets	N/A	N/A	CAG	CAG is the lead agency on this request.	X	X	X
Total							\$225,000	\$0	\$0