

FINAL MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

Tuesday March 15, 2016
Maricopa Association of Governments; Saguaro Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Mike Normand
Avondale: Kristen Taylor, Vice Chair
#Buckeye: Andrea Marquez
Chandler: Jeff Martin for RJ Zeder
#El Mirage: Jose Macias
Gilbert: Kristin Myers
Glendale: Matthew Dudley for Debbie Albert
*Goodyear: Cato Esquivel
#Maricopa: David Maestas
Maricopa County DOT: Reed Kempton
#Mesa: Jodi Sorrell

*Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Ken Kessler for Maria Hyatt, Chair
Queen Creek: Mohamed Youssef
Scottsdale: Gregory P. Davies for
Madeline Clemann
#Surprise: Martin Lucero
#Tempe: Robert Yabes
*Tolleson: Jason Earp
Valley Metro: Wulf Grote
#Youngtown: Grant Anderson

* Members neither present nor represented
by proxy.

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

OTHERS PRESENT

Audra Koester Thomas, MAG
Marc Pearsall, MAG
Alice Chen, MAG
Teri Kennedy, MAG
Margaret Boone, MAG
Roger Herzog, MAG

Joe Bowar, Phoenix
Abhi Dayal, Valley Metro
Carol Ketcherside, Valley Metro
Scott Miller, HDR/Valley Metro
Tammy Crosby, Friendship Village
Dominique Legg, Friendship Village

1. Call to Order

The meeting was called to order at 3:02 p.m. by Vice Chair Kristen Taylor. She welcomed everyone in attendance and announced that a quorum was present. She noted that several members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Jose Macias of El Mirage, David Maestas of Maricopa, Jodi Sorrell of Mesa, Martín Lucero of Surprise, Robert Yabes of Tempe and Grant Anderson of Youngtown. 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 February 16, 2016 Meeting Minutes

Vice Chair Taylor inquired if there were any comments or corrections to the Draft February 16, 2016 Minutes. Hearing no further comments, she called for a motion on the Draft Minutes. Ken Kessler of Phoenix moved to approve the motion, Jeff Martin of Chandler seconded, and the motion passed unanimously. Vice Chair Taylor then proceeded to the next item on the agenda.

3. Call to the Audience

Vice Chair Taylor 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 Planning Report

Vice Chair Taylor introduced the MAG Transit Planning Project Manager, Audra Koester Thomas. Ms. Koester Thomas then proceeded to brief the Committee with the Transit Planning Report. She noted that she had several items to report on with recent transit planning activities and followup for previous agenda items. She stated that on February 10, 2016, the FTA announced availability of bus replacement funding included as part of the recently passed FAST Act. A strategy was discussed at the February 16th RTAG meeting to support prioritizing regional fleet replacement needs in order to submit a regional application to FTA for this program

She then noted a few items of interest from the upcoming calendar: There would be a Regional Complete Streets Planning Workshop/Multimodal Level of Service on Tuesday April 5th at MAG. Members were invited to join the workshop for an interactive workshop to learn about regional and national best practices for developing complete streets. MAG was hosting this opportunity to collaborate with planners and engineers throughout the region to identify solutions that connect neighborhoods and improve livability. The planning session would include information on: how to utilize the Multimodal Level of Service analysis tool in planning and communication; how to improve user experience for pedestrians, bicyclists and transit riders without road diets, moving the curb, or additional right-of-way; and how peer agency “best practices” can apply in your city and/or neighborhood. She advised to RSVP with Alice Chen by March 29th if you were interested in attending.

Ms. Koester Thomas welcomed new committee member Reed Kempton from Maricopa County DOT. She added that Mr. Kempton was well known in the transportation community and it was great to have him back working on projects for the County. She then noted a few open calendar items: CycloMesa Unchained (bike event): downtown Mesa, April 1-3 ; Arizona's 29th Annual Transit Conference presented by AzTA & ADOT: Flagstaff, AZ - High Country Conference Center on April 10-12, 2016, and some additional training opportunities: ADOT/FHWA sponsoring ADA Transition Plan/Title VI Training: 8:30am – 1:00pm, March 22, 2016 at the Lee Conference Room (2739 East Washington, Phoenix); and TSI's SMS Training - Transit Safety and Safety Management Systems Training (Phoenix, AZ – TBD) on June 22-24, 2016.

She then explained the outstanding items/status of items from the previous Transit Committee meeting: The USDOT Tiger (Round 8) and Fastlane Grants –FFY 2016 were presented in an open call to Management and TRC for projects. On February 23, 2016, the U.S. Department of Transportation issued a Notice of Funding Opportunity (NOFO) for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million was available through a competitive merit-based grant program nationally with a set aside of \$100 million for rural areas. MAG's Management Committee concurred with an approach to identify one regionally supported urban project and one regionally supported rural project. Accordingly, these were distributed in a call for projects on March 10, 2016, with a deadline for submissions March 28. RTAG would be discussing transit projects on March 16, 2016. Project submissions will be presented March 31, 2016 to MAG's Transportation Review Committee for review and action.

She also noted that ADOT staff had completed review of the 5304 'Local Rural/Small Urban' Grant Applications program in that MAG and other COG/MPOs submitted in December 2015. On February 23 MAG received word that the only project selected in the MAG Region was the Rural Paratransit Study. This study would be a useful tool for the entire region as it would permit a more in depth analysis of senior and disabled transit needs in the rural areas of Maricopa and Pinal counties.

She closed with congratulations to Valley Metro, which will successfully open their new Northwest Extension Phase I this Saturday, March 19, 2016 with a large public event, TC members were welcome to attend. Vice Chair Taylor thanked Ms. Koester Thomas. She asked if there were further questions or comments regarding the agenda item. Clarifying questions regarding TIGER, RTAG and the MAG-Valley Metro coordination process for the I-17/I-10 connecting ramps grant application were discussed by Mr. Martin, Mr. Grote, Ms. Koester Thomas and Mr. Kessler. Hearing no further comments, Vice Chair Taylor proceeded to the next item on the agenda..

5. Valley Metro Transit Performance Measures and MAG Federal Programming Guidelines Process

Vice Chair Taylor invited Alice Chen of MAG and Carol Ketcherside to present on the item. Ms. Chen explained a brief background regarding the Performance Measures and MAG Federal Programming Guidelines Process

Ms. Chen noted that as part of MAP-21 and the FAST Act, the Department of Transportation and the Federal Transit Administration (FTA) moved to require Performance Measures as part of the regional transportation planning process. Valley Metro staff had been developing the Short Range Transit Program (SRTP) and Transit Standards and Performance Measures (TSPM) as part of the effort to meet federal standards and collectively plan future regional transit service. The MAG Regional Programming Guidelines for Federal Transit Formula Funds outline the process by which federal funds are programmed in the Phoenix-Mesa Urbanized Area. She then reviewed the brief presentation to educate the committee on the process and progress so far.

She noted first the service improvements & ranking system, which was featured in a flowchart and currently proposed fleet prioritization methodology. The steps were as follows: 1) Concepts developed through member agency surveys, Valley Metro service concepts and TLCP programmed service; 2) Concepts evaluated: existing service, new service; 3) Sub-regional coordination: review of proposed service concepts, modify concepts as needed; 4) Develop list of service concepts by year; and 6) 12- Level existing fleet ranking applied: determine sufficient fleet for production years recommended service changes, production and development years identified, and full five-year program shared with the Board as an informational item.

Ms. Chen and Ms. Ketcherside then explained the 12-level existing fleet prioritization process summary chart. In it, they continued by displaying steps 7 through 8 along with a proposed expansion fleet prioritization process slide with category, metric and points 7) Determine future fleet needs (3 to 5 years), run the proposed/draft prioritization tool ranking process; 8) Ranked fleet needs finalized: list presented to Board for action: Board forward the proposed ranked fleet needs to MAG for consideration in developing the TIP.

She then explained the Transportation Programming Priorities summary, which included nine objective criteria as created by the agencies: 1. Provide services and improvements as required by law; 2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this was \$40,000.; 3. Fund Preventive Maintenance/Operations/Complementary ADA Service.; 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.

Ms. Chen then completed the presentation by showcasing the most important element from the MAG Regional Transit Survey as selected by the member agencies. 9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process (with a focus on short and med-term in the current programming cycle). This selection was heavy on bus expansion coupled with the integration of recommendations of the VM ranking system for all programmed bus capital expansion. She noted however that funding was not guaranteed, i.e. a production year vehicle does not guarantee funding for the needed expansion bus(es). She added that non-bus capital projects may be prioritized higher or funding may not be available, but that in the short term, opportunities for extending the life of a bus may be explored. Ms. Chen completed her presentation.

Vice Chair Taylor thanked Ms. Chen and Ms. Ketcherside and inquired if there were any comments or corrections to the item. Mr. Martin inquired about TIGER coordination between Valley Metro RTAG and MAG TRC and Management. Ms. Koester Thomas noted that the I-17 / I-10 connected dedicated transit ramps would be submitted via an application. Both Mr. Kessler and Ms. Ketcherside noted that this was a joint process and work-in-progress product of the TSPM.

Ms. Chen continued with her presentation noting that the guiding principles had been previously established by TSPM. Discussion continued on the twelve levels, the bus service expansion ranking process, the nine program guidelines. Mr. Kessler led further discussion occurred regarding the ADA expansion affect, and Ms. Ketcherside said that Valley Metro was very cognizant of ADA affect and that a rule of thumb percentage was applied to ADA expansion when attached to bus service expansion plans. Further comments were made by Mr. Grote and Mr. Anderson.

Vice Chair Taylor again thanked the members and asked if there were further questions or comments regarding the agenda item. Hearing none, she proceeded to the next item on the agenda.

6. Draft Programming Scenarios for the FY 2016 Program of Projects and FY 2017-2021 Transportation Improvement Program

Vice Chair Taylor invited Ms. Chen of MAG to continue to present on the item, the Draft Programming Scenarios for the FY 2016 Program of Projects and FY 2017-2021 Transportation Improvement Program. She displayed the TIP programming schedule as of 3/14/2016, along with a slide showing the federal funds programmed by priority - Fiscal Years 2016-2018. She also explained the Section 300: Programming Priorities, also known as "Priority 9". She further explained that in the past, this had been a competitive process. However, she noted that this year MAG conducted the Regional Transit Survey to try to work through the process collaboratively with all regional agencies. For bus expansion requests, the goal was to integrate the recommendations of the TSPM/SRTP. It was proposed that any bus purchased for expansion be programmed for replacement so long as the route remained in service. Any discontinuation or significant change in service would require the agency work through the TSPM/SRTP and competitive process. Ms. Chen then completed her presentation and opened the floor to comments and input from the members.

Vice Chair Taylor thank Ms. Chen and inquired if there were any comments or corrections to the item. She added that Ms. Chen needed a decision on the issue of what to do with priority number nine. The expansion buses percentage of funding allotted to each program for Section 300 was the number one service improvement as required by law and that expansion requests must be through a competitive review.

Ms. Kristen Myers suggested that the region take out the FTA required one percent and asked if it could be used by the Phoenix-Mesa UZA as a one percent allotment to security. She noted that the one million allocation for bus pullouts was not a lot of capital funding to spread through the region. Alice inquired that perhaps the group needed to create a needs process to develop a standard bus pull out design. Mr. Grote added that philosophically bus pullouts may not the best benefit for transit as they make buses secondary to automobile traffic. However, Mr. Dudley advocated that while bus

pullouts may not be ideal for the bus flow, they have been a great assistance in using a refuge for time-points and layovers for the bus schedules and operators. Mr. Kent concurred with the group though, in that the bus pullouts wouldn't benefit much from \$1 million, however those funds could go much further for bus stop canopies and shelters at a regionwide level. Mr. Grote added that he was not against all bus pull outs, but noted that the agencies should be smarter about their placements. Vice Chair Taylor and Ms. Chen added that the ADA bus stop study would be commencing in the next fiscal year. It would be a thorough review of existing ADA policies with regional agencies.

Ms. Koester Thomas reminded the members that Ms. Chen was seeking feedback on discretionary priorities, bus expansion and JARC. It was noted that for standard bus and articulated bus needs, the region required approximately 60 buses over six years, and that the current allocation would buy 48. Mr. Martin also inquired on bus program expansion. Vice Chair Taylor asked about the JARC program and if any non-profits had been applying for funding. Ms. Chen replied that it was difficult for non-profits to compete with the regional agencies for the limited funding.

Mr. Grote also reminded the members that pertaining to bus fleet expansion, there was optimal pricing available when agencies submitted large volume orders, so the region should try to order more at one time in order to achieve a bulk-volume discount. Mr. Kessler added that bundled contract with expansion replacement buses may also suffice and should smooth out purchases in order to avoid the fiscal spikes that appear with fragmented bus orders. Mr. Martin asked if the buses purchased for new routes may be included within the first two years of the program. Ms. Chen replied that the new routes would be covered as the fleet was updated and those new routes would move into development in the subsequent years.

Ms. Chen asked if the members still wanted to continue funding JARC apportionment. Mr. Dudley advised that the region wait on terminating JARC and Mr. Anderson asked why JARC was not considered a favorable program. Vice Chair Taylor noted that larger cities had been aware that their continued use of JARC may not be within the original spirit of the program, but they had acknowledged that other smaller communities may see a better benefit with the funding. Mr. Martin asked if the region could fund the program at one half current level, but must not use it for ongoing service. Additional discussion occurred regarding the original intent and guidelines of JARC, as well as SAFETEA-LU and lower levels of funding for JARC, while still keeping the program around.

Mr. Dudley and Ms. Koester Thomas inquired as to what value there was for cutting JARC by one half. Mr. Martin asked what funding level would assist non-profits in being able to compete with the agencies. Ms. Chen added that if non-profits had access to approximately 400,000, then that funding would go a long way. Mr. Davies stated that he could see cutting a bit but that JARC was still beneficial overall to the region. Additional commentary was provided by Mr. Anderson, Mr. Kessler and Ms. Chen. Vice Chair Taylor asked if the presumed motion would be a hybrid between number two and number three. She asked if the committee could assemble the motion. Mr. Kessler advised that the motion would include a reduction of JARC down to 750,000 for the first-year; allocate \$4.5 million for nine bus replacements; \$1 million for ADA, bus stops improvements and bus pullout funding, with any leftover funding directed to ITS.

Vice Chair Taylor inquired if there were any further comments or corrections to the item. Hearing no further comments, she called for a motion on the agenda item. Stuart Kent of Peoria moved to approve the motion, Gregory Davies of Phoenix seconded, and the motion passed unanimously.

Vice Chair Taylor thanked the members for their input and proceeded to the next item on the agenda

7. Changes to Regionally Significant Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment

Vice Chair Taylor introduced Mr. Marc Pearsall to give a brief explanation of the rail program changes to regionally significant projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment.

He referred to the brief presentation and support documents. He explained that four light rail transit (LRT) projects in the MAG region now required revision to their current opening dates, along with one new light rail capital structure added to the Draft FY2017-2021 Transportation Improvement Program (TIP) and Draft 2035 Regional Transportation Plan (RTP) Amendment. These projects would undergo necessary air quality conformity analysis.

He explained that the changes were the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. These schedule changes were a result of the T2050 program, which was approved by Phoenix voters with the passage of Proposition 104 in August 2015. The T2050 program was a 35-year tax extension that would provide additional funding for light-rail expansion, additional bus routes and street improvements. The Tempe Streetcar project would also be deferred by one year as per the Valley Metro Transit Life-Cycle Program (TLCP), as this action would more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule.

Mr. Pearsall stated that the City of Phoenix Council approved the following changes on January 26, 2016, with the Valley Metro Board action on these items is anticipated by spring 2016. Northwest Phase II, Phoenix - New opening date of 2023 from 2026; South Central Corridor, Phoenix - New opening date of 2023 from 2026; Capitol / I-10 West Phase II, Phoenix (17th Ave/Jefferson to 79th Ave/Interstate 10) (This project was segmented into two phases. Phase I, Central/Jefferson to 17th Ave/Jefferson will continue to open on its RTP approved date of 2023; Phase II will now open in 2030.); 50th Street / Washington St Station, Phoenix - New light rail station to open in 2019; The following change is reflected as per the TLCP: Tempe Streetcar - move opening year to 2019 from 2018. He then completed his presentation.

Vice Chair Taylor thank Mr. Pearsall and inquired if there were any comments or corrections to the item. Hearing no further comments, she called for a motion on the agenda item. Jeff Martin of Chandler moved to approve the motion, Ken Kessler of Phoenix seconded, and the motion passed unanimously. Vice Chair Taylor then proceeded to the next item on the agenda

8 . Request for Future Agenda Items

Vice Chair Taylor asked the members of the Committee if there were any issues that they would like added as future agenda items. Hearing no further comments, she proceeded to the next item on the agenda.

9. Next Meeting Date

Vice Chair Taylor thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Tuesday, April 19, 2016, at 3:00 p.m. in the MAG Office, Saguaro Room. There being no further business, Vice Chair Taylor adjourned the meeting at 4:43 p.m.