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May 8, 2015

TO: Members of the MAG Transit Committee

FROM: Maria Hyatt, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, May 14, 2015 – 10:00 a.m.
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 May 2015 meeting, the quorum requirement is 11 committee members.

2. Approval of April 9, 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

The MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. City of Scottsdale Crosscut Canal Project Scope Change and Funding Administration Modification

Teri Kennedy of MAG will present the agenda item. The City of Scottsdale was awarded \$445,407 in Transportation Alternatives and \$180,886 in competitive Federal Transit Administration (FTA) funds in Fiscal Year 2013 for the Crosscut Canal project. The awarded project scope included a 14-foot wide non-motorized bridge over the Crosscut Canal south of McDowell Road, a 10-foot wide concrete path on the east bank of the Crosscut Canal and a ramp connection from the canal to

1. COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the April 9, 2015 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion, and possible recommended approval of the project scope modification and the provision to replace FHWA funds with FTA funds.

the alley. The scope previously connected the path through a second alley to 66th Street near Culver Street. This has been changed to provide a more direct connection to the east/west bike route on Belleview. Please refer to the map for the proposed project changes. The project is currently funded in part with Federal Highway Administration (FHWA) and FTA funds. Due to the higher administrative provisions required of FHWA funds, and that the project has been environmentally cleared through FTA, it is proposed that the TAP project funding be replaced with CMAQ-flexed transit funds. This change of funding would not increase the net federal funds awarded to the project, or the local match requirements for the project. The City of Phoenix as the Designated Recipient would administer the project funding. On April 21, 2015, the Bicycle and Pedestrian committee recommended approved of the project scope modification and the provision to replace FHWA funds with FTA funds. Please refer to the attachment #1 for additional information.

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

Teri Kennedy 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.

6. For information, discussion, and recommended approval.

The FY 2015 draft POP was recommended for approval by the MAG Transit Committee on April 9, 2015 with the provision that any additional financial or project modifications occur in the interim, then those proposed changes would be provided back to the Transit Committee for additional review and discussion. Please refer to the attachment #2 for additional information.

7. FY 2015 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix-Mesa Urbanized Area.

DeDe Gaisthea of MAG will present the agenda item. The Federal Transit Administration (FTA) provides Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program funding, for capital assistance awards. This award program is available to agencies and public bodies that provide transportation services for older adults and people who have a disability. MAG prepares the Section 5310 priority listing of applications for the Phoenix/Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA. Approximately \$2.9 million is estimated to be available for this year's Section 5310 Phoenix/Mesa Urban UZA, projects. The priority listing takes into consideration the federal requirement of 55 percent of the FTA apportionment for the Phoenix/Mesa UZA, to be award to capital and mobility management eligible projects, with 37 percent for New Freedom eligible projects, minus eight percent administration fee. On April 22, 2015, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing of Section 5310 Phoenix/Mesa UZA applicants to be forwarded for funding when final FTA apportionments becomes available. Please refer to attachments #3A+B for additional information.

7. Recommend approval of 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 priority listing to be forwarded to the City of Phoenix Public Transit Department, with amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and as appropriate to the 2035 Regional Transportation Plan.

8. Status of Funding Commitment for the Tempe Streetcar Project

Marc Pearsall of MAG will present information about the status of the funding commitment for the Tempe Streetcar Project

On February 12, 2015, the MAG Transit Committee recommended 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 by June 2015 for a future amendment to the MAG 2014-2018 TIP and MAG 2035 RTP. Subsequently, MAG Regional Council also approved the action at their March 17, 2015 meeting.

Specific to the Tempe Streetcar Project, the Transit Committee also recommended that the item be heard again at the May Transit Committee meeting, for follow-up to include an update on Tempe's project funding commitments. Please refer to the attachment #4 for additional information. Project updates can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects.

9. \$32.4 Million Loan from the Transit Life Cycle Program to the Gilbert Road Extension Rail Project/Arterial Life Cycle Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

Teri Kennedy of MAG will present the agenda item. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides a flexible funding source for transportation projects and programs that help improve air quality and reduce congestion. The MAG region transfers annually approximately \$16.4 million in CMAQ

8. For information, discussion, and recommended approval.

9. For information, discussion, and approval of a loan of \$32.4 million in unobligated CMAQ funds from projects that currently are experiencing delays or scope modifications to the Mesa Main Street from Mesa Drive to Gilbert Rd LRT, Gilbert Road Extension to be repaid in FY 2019-2024.

funds from their Federal Highway Administration Sub-allocation of funding to be programmed for projects related to the expansion of the regional light rail system. In Fiscal Year (FY) 2012, the MAG region transferred additional highway close-out funds for the transit program, in addition to the regular transfer. Due to scope modifications and changes in project development schedules, currently, there is \$38.96 million in unobligated transit CMAQ funds. The Federal Transit Administration (FTA) has expressed its concern to the City of Phoenix and MAG with regard to the region's unobligated funds. MAG staff is coordinating with City of Phoenix, the Designated Recipient and Valley Metro, to address FTA's concerns. To that end, MAG is proposing a loan of \$32.4 million in unobligated CMAQ funds from projects that currently are experiencing delays or scope modifications to the Mesa Main Street from Mesa Drive to Gilbert Rd LRT, Gilbert Road Extension. The balance of unobligated funds will be utilized to move forward with design and preliminary engineering for the Mill Avenue/Tempe South and Capitol/I-10 West projects. The TLCP program would be repaid in FY 2019-2024. The proposed programming changes would not cause undue delay to any projects in the TLCP program. Please refer to the attachments #5A+B for additional information.

10. South Central Project – Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road.

Marc Pearsall of MAG will present the agenda item. This agenda item is the third of three MAG Committee steps in approving a Major Amendment to the MAG Regional Transportation Plan (RTP). The first MAG Committee request was to initiate the RTP Major Amendment Process and request outside

10. For information, discussion and possible action for approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

consultation as required by state statute. The second MAG Committee request (addressed under this agenda item) is to approve the amendment to the RTP for air quality conformity analysis. The third and final MAG Committee step will be in the Spring of 2015 for final approval when the air quality conformity analysis is complete. On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments.

On September 12, 2014, the State Transportation Board recommended approval, on September 18, 2014, the Regional Public Transportation Authority recommended approval, and on September 25, 2014, the Maricopa County Board of Supervisors recommended approval of the proposed major amendment. With this recommended approval, the air quality conformity analysis process and technical modifications to the RTP can move forward. Once the air quality analysis is complete, the results will move through the MAG Committee process in May-June 2015 for approval. The changes to the RTP for the proposed major amendment are documented in the Attachments (#6A, B and C) as noted with highlighted text and an updated maps. For more information, please access the South Central LPA Report here: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here: http://www.valleymetro.org/projects_and_planning/project_detail/south_central

11. Job Access and Reverse Commute Reimbursement

Teri Kennedy of MAG will present the agenda item. On March 18, 2014, the MAG Regional Council approved the programming guidelines and principles for the MAG sub-allocated Job Access and Reverse Commute (JARC) Federal Transit Administration funds. On August 19, 2014, the MAG Regional Council approved the funding of JARC eligible projects for Fiscal Years (FY) 2014 and 2015 with the provision that the program guidelines and policy be updated for FY 2016 and beyond. The MAG Transit Committee is the technical committee tasked with updating JARC programming guidelines and policies. To facilitate the effort, it is critical that member agencies that have outstanding JARC funds submit all eligible invoices for expenses incurred through June 30, 2015, to the City of Phoenix Public Transit Department for reimbursement by July 8, 2015. Please refer to the attachment #7 for additional information.

12. 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.

13. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, June 11, 2015, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

11. For information, discussion, and approval of the notification which requests reimbursements for JARC expenses incurred through June 30, 2015 to be submitted to the DR, City of Phoenix Public Transit Division by July 8, 2015.

12. For information and discussion.

13. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

April 9, 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: Sarah Mertins for
#El Mirage: Jose Macias	Mohamed Youssef
#Gilbert: Kristin Myers	Scottsdale: Ratna Korapella for Madeline
Glendale: Debbie Albert	Clemann
*Goodyear: Cato Esquivel	Surprise: Martin Lucero
#Maricopa: David Maestas	#Tempe: Robert Yabes
Maricopa County DOT: Suparna Dasgupta	*Tolleson: Chris Hagen
Mesa: Jodi Sorrell	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	Matthew Dudley, Glendale
Marc Pearsall, MAG	Ken Kessler, Phoenix
Alice Chen, MAG	Kristy Ruiz, Phoenix
DeDe Gaisthea, MAG	Gregory Davies, Scottsdale
Teri Kennedy, MAG	Abhi Dayal, Valley Metro
	Arnad Gupta, Parsons Brinckerhoff

1. Call to Order

The meeting was called to order at 1:04 p.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that seven members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Jose Macias of El Mirage, Kristin Myers of Gilbert, David Maestas of Maricopa, Sarah Mertins for Mohamed Youssef of Queen Creek, 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 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 said that she had two items to report on. The first was new TIGER Grant availability, Round 7, a discretionary grant program with a total of \$500 million (\$100 million set aside for rural projects and \$400 million set aside for urban projects). She added that the minimum total project cost had to be \$12.5 million, with a 20% local match requirement. It featured the same five initial criteria as previous TIGER rounds, such as sustainability, innovation, state of good repair and she noted that there was a recent webinar on how to compete for TIGER projects, with major themes being transformative and innovative for your region, as well as the Ladders of Opportunity initiatives. She stipulated that the one new element of the Round 7 grant was the FTA requirement for a pre-application, which was due May 4th, and the final submittal being June 4th. She noted that potential transit projects for consideration would be discussed at Valley Metro's RTAG meeting the week of April 13th, and that both MAG and Valley Metro had been working together by sending out a spreadsheet soliciting project ideas from the member agencies, with a submission to MAG by April 16th. She also noted that MAG was awaiting word on the current status of the Federal Apportionment, which would expire at the end of May, so she noted that MAG would notify the members as soon as Congress acted on the new bill or Continuing Resolution. Chair Hyatt thanked Ms. Yazzie and asked if there were further questions or comments regarding the agenda item.

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

Alice Chen of MAG presented on the agenda item, Regional Programming Guidelines for Federal Transit Formula Funds Preventive Maintenance/ Operating/Complementary ADA. She noted that it had been previously approved by MAG Regional Council on March 27, 2013. She added that the item was on the agenda for information, discussion, and recommended approval. She then referred the members to attachment #1 from the agenda and her presentation for overview and reference.

She then began to explain complimentary ADA, in that it was a different type of specific ADA service for fixed route service within 3/4 miles. She specifically noted that the amendment was for Section 300 of the guidelines addressing MAG Transportation Programming Priorities, previously approved in 2011 by MAG Regional Council and she added that MAG had been using the most up-to-date published NTD data from 2013 (lagging two years). She then reviewed 5307 program, which required a 20% local match for urbanized area under population of 200,000 (Avondale-Goodyear UZA). The exception for large urbanized areas was for areas that do not operate bus fleets greater than 15 in size (the cities of Glendale; Scottsdale). She stated that the FTA also allows 10% of the apportionment for complimentary ADA service.

Ms. Chen then reviewed the MAG Programming Priorities from 2013. She focused on the amendment for priority number 3, to fund Preventive Maintenance(PM)/Operations with PM to agencies that currently operate service using an approved formula since this guideline was approved. Avondale-Goodyear UZA operating funds would also be permitted. She then clarified that the amendment would permit Complementary ADA service in lieu of P M, and stipulated that it would not change the PM formula that the region's member agencies had worked hard on over the past few years. At present, it appeared that the only agency that may wish to take advantage of this program would be Peoria, because of the challenges of federal reporting. She explained that any changes in the future would come through the Transit Committee in the TIP approval process, thus ensuring transparency on the program. Further information was explained by Ms. Chen. She again noted that the item was on the agenda for information, discussion, and recommended approval of the Amendment to the Regional Programming Guidelines for Federal Transit Formula Funds.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. Mr. Lucero inquired as to whether the 10% was off of the full PM allocation or just the small organizations percentages of PM. Ms. Chen replied that the 10% was for complimentary ADA from the FTA in section 5307, or about \$53 million per year (of which the region could use about \$5 million.). She further added that in the MAG region, 25% of the MAG apportionment was set aside for this issue, but PM was used specifically used only to offset operating costs for operators. Ms Chen did offer that the language could be modified that once an agency had used all of their PM, then that would trigger the ability to use other funds. Mr. Lucero said that he just wanted to ensure that the spirit and guideline of each funding source should be adhered to and used appropriately for that purpose, in order to prevent funding sources from being drained for other programs. Ms. Chen concurred. Mr. Stuart Kent and Ms Yazzie clarified that this issue effects operators only. Further discussion continued.

Chair Hyatt inquired with the member agencies if there was any interest in using the 5307 formula funds for Complimentary ADA after PM funds were exhausted. After at length discussion that included input from Phoenix, Peoria, Tempe, Glendale, and MAG staff, it was decided that the revised, clarifying language for section 400.4 would be as follows: Transit Operators that have exhausted all expenses related to Preventive Maintenance may choose to utilize the balance of the agency's allocation for Operating Assistance for Complementary ADA Service. This option does not change the agency's allocation or the regional allocation formula for PM. Martin Lucero moved to approve the motion, Vice Chair Sexton seconded and the motion passed unanimously.

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.

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 presented on the agenda item. She advised that the Project Changes-Amendment and Administrative Modification to the FY2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan was on the agenda for information, discussion, and recommended approval. She noted that she did not have a formal presentation and directed the members to review the attachment #2.

She explained that there were a variety of main items that were bundled together for approval. The first was the City of Glendale had completed the initial cost estimates related to the North of Union Hills Dr. and West of 101L Park-and-Ride and transit center. They had requested an additional \$129,059 in funding for design and a decrease of the same amount from construction related activities, and the total project cost remains unchanged.

Ms. Chen then explained that the second and third items were related to Peoria, and that in lieu of Preventive Maintenance, that the work be changed to Complimentary ADA para-transit service where the dollar amounts do not change. She then explained that the next few items were related to Surprise and were funds that were about to expire at the end of the federal fiscal year. They must be reprogrammed or lost to the region. Discussion and explanation continued on the details of reprogramming of the project. She then mentioned the last item regarding an interest to the FTA. She explained that the program states that any vehicle that has mileage under 500,000 miles, that asset could still be sold on the open market. If the federal nets a sale amount above \$5001, it must be reported but could be reinvested in the region and recognized as federal interest. In the last fiscal year, the region has reported over \$1.1 million in federal interest and the proceeds from Valley Metro/RPTA would be utilized towards the purchase of the 700 Mgh wireless project and a variety of other areas for the FFY15 POP.

Ms. Chen concluded her presentation and advised that the item was on the agenda 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. Chair Hyatt thanked Ms. Chen and asked if there were any questions or comments regarding the agenda item.

Hearing none, she called for the motion. Stuart Kent moved to approve the motion, Grant Anderson seconded and the motion passed unanimously.

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. Scottsdale/Rural LINK Project Update

Chair Hyatt then invited Mr. Abhishek Dayal of Valley Metro/RPTA will provide an update on the Scottsdale/Rural LINK project. He began by referring to his presentation and the memo #3 for additional information. He explained that the item was on the agenda for information only and was a followup to the previous presentation he gave in January.

Mr. Dayal began by noting that transit operations and capital improvements in the Scottsdale Road\Rural Road corridor had been identified through a project definition study originally initiated to define elements for the implementation of Valley Metro LINK service in the corridor. He added that 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.

He continued by summarizing that capital improvements, as part of this project, would 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). He explained that the Scottsdale/Rural LINK was a good long term solution. He noted that Scottsdale and Tempe accepted a staff recommendation to pursue interim service improvements in the corridor utilizing available funding, with service improvement options that included increase weekday base frequency from 20 minutes to 10 minutes (between TTC and Camelback Road), and select trips to Thunderbird PNR (2 hours of service at 20 minute headways trips).

Mr. Dayal then referred to capital improvement needs, which included an available budget of \$20.2 million, with an estimated cost of capital needs of \$8.7 million. He then noted that the fleet needs included 11 buses at \$6,050,000, with a scheduled fleet procurement plan to utilize the Valley Metro contract with Gillig. He briefly reviewed the potential schedule with varying dates: place order: April 2015; fleet delivery: September 2016; in service availability: October 2016 and a plan to use existing fleet (spares) to provide additional service between Camelback Road and TTC by April 2016.

He also explained the passenger stop needs, which included enhanced passenger comfort and access. The needs also called for replacing non-standardized shelters in corridor (Scottsdale Road Design Standard) at eleven locations, with all locations to include new SRDS shelters, and right of way(row) potentially required at 6 locations. Two art shelters would be stored in the interim, along with additional coordination required with Tempe and Paradise Valley.

Mr. Dayal also highlighted some additional assumptions for passenger stop needs. Valley Metro would complete categorical exclusions for bus stop improvements, and would set up bus stop coordination meetings with other jurisdictions. The City of Scottsdale would store or re-install art shelters and it would be responsible for land acquisition, bus stop designer, and construction contractor. He stated that the total estimated capital needs cost was \$8,197,000. He completed his presentation by explaining the next steps / action items, with a note on initiation of fleet procurement in April 2015 through to a contract with Clever Devices for TSP expansion in January 2016.

Chair Hyatt thanked Mr. Dayal and asked if there were any questions or comments regarding the agenda item. Ms. Sorrell of Mesa inquired as to clarification of on the spare buses for the service plan. She wanted to know what the existing spare fleet size was for Camelback Road to Tempe service. He replied that it was six buses and confirmed that it would be a bridge fleet until the new fleet arrived in September, approximately six months. She asked what kind of effect would it have on the spare ratio for the rest of the East Valley's fleet. Mr. Dayal replied that Valley Metro was working within the Short Range Transit Program and that it was helping to determine that the spare ratio would most likely be sufficient to bridge the gap for those six months.

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.

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 returned to present the item on 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. She explained that she did not have a presentation and that the conceptual changes had been documented in the four-page memo. She walked the committee through only the items the items in the memo that were in red (text changes or in need of discussion or clarification.)

She added that the Program of Projects (POP) was required by Federal Transit Administration (FTA) to provide an annual listing of Transit Projects funded by the Section 5307 program. By federal legislation, it was also required to be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. She noted that as it was stated in the MAG Public Participation Plan, the MAG Transportation Improvement Program (TIP) process was 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 was not yet finalized.

She began by explaining the first change would be the Laveen / 59th Avenue Park and Ride. It would be deferred until FY2016 and would flex the item over to the highway program because the facility would serve populations near the Loop 202 freeway, which would include a large construction

program of its own. This would save transit dollars for the Valley. The next item was the Associated Transit Improvements item which was updated to match MAP-21 language. The following item was the City of Phoenix bus purchase plan, which would replace 40 foot vehicles with new articulated buses. The next change was for Surprise Dial A Ride. When the TIP was approved in January 2014, the region was not certain that City of Surprise would be operating transit. So the region's bus fleet previously set aside for Surprise operations was no longer needed as Surprise now contracted with Discount Cab for their para-transit service, however, the regional bus fleet will be available in the future should Surprise choose to operate their own fleet. The following item was for Tempe fixed route for Preventive Maintenance program and for Tempe bus purchases, the city would be buying standard length 40 foot buses instead of articulated buses. For Scottsdale Road's BRT project, there would be eleven buses purchased for the Scottsdale/Rural bus service enhancements.

Ms. Chen then elaborated on the next item on the list, there are things that the region could do in order to meet federal requirements, such as ADA compliance at bus stops throughout the region. Some of the bus stops in the MAG Region are not up to ADA standards, so one of the new ideas for the study is to perform an inventory of all of the elements of each bus stop and then plan for a schedule that would enable those improvements to be funded in the long-term. Valley Metro and MAG would work on this inventory as co-lead agencies.

The next item she outlined was a transit communication upgrade, a \$27 million expenditure which was previously discussed earlier in the meeting. Chair Hyatt inquired on the ADA bus stop inventory, and explained that Phoenix staff had just completed their own comprehensive inventory of their system facilities. Ms. Chen replied that the City of Phoenix standards were the ones that the region was collectively trying to reach, so Phoenix staff has been involved in helping to assemble the inventory checklist. Ms. Riley of Chandler added that her community was currently working on their bus stops improvements and wanted to ensure that Valley Metro was working with Chandler as to not contravene the progress that Chandler had already made. Ms. Chen replied that Chandler and the others cities would be receiving information from Valley Metro, looking for assistance in helping compile a list of everything (components, standards, best practices, etc) that is currently in the field today. The time-line for the inventory was looking towards a implementation in fiscal year 2016, with completion sometime in summer 2016.

Ms. Dayal then noted that two areas of the inventory would be ADA compliance, as well as ADA accessibility. This would permit a more holistic view of the area around the bus stop to ensure that passengers and users could actually utilize the sidewalks, curb-cuts, pad, etc are as user friendly as possible. Since Phoenix' standards were above the minimum Federal Standard, the region would look to match that, as well as emphasizing a priority that Phoenix had been pursuing, which was shade/canopy at and around the bus stops. Available right of way for construction and improvements was also an issue effecting bus stop ADA issues. Ms. Myers of Gilbert asked how this inventory would effect Phase 3 of the current Transit Standards and Performance Measures if it did at all. Mr. Dayal replied that the inventory would not conflict with the TSPM study guidelines. Discussion followed on the bus stop warrants program and the federal 'Prowag' issued since 2010.

Ms. Chen then walked through the Preventive Maintenance elements of the document. (Pages 2-4) She explained JARC apportionment as previously approved by MAG Regional Council in 2014. A variety of bus routes in Phoenix, Avondale, Tempe, TLCP projects, federal interest for PM , and administrative items were discussed.

Ms. Chen completed her presentation and explained that the while the item was not in need of action today, they did not expect anything to change in the coming month. Chair Hyatt thanked Ms. Chen and asked if there were any questions or comments regarding the agenda item. After discussion, it was agreed that a revised motion would reflect the ability of the committee to open the item for changes at the May meeting, should any arise in the next four weeks in regards to the JARC component. After further input, Chair Hyatt called for the motion.

Chair Hyatt, Mr. Lucero and MAG staff advised that the new motion would read as follows: 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. Should any additional financial or project modifications occur in the interim, then those proposed changes would be provided back to the Transit Committee for additional review and discussion at a subsequent meeting. Martin Lucero moved to approve the motion, Debbie Albert seconded and the motion passed unanimously.

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.

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. Ms. Debbie Albert and Martin Lucero inquired as to when the committee could begin to discuss the JARC programming process, as noted by Alice Chen in the previous cycle, especially since we were already one year into that two year cycle. Additionally, Chair Hyatt responded to Ms. Kristin Myers of Gilbert's previous request that Arizona Department of Transportation present an update on the Tucson-Phoenix Passenger Rail Study. She added that they would present in the June/July time-frame. Hearing no further comments, Chair Hyatt proceeded to the next item on the agenda.

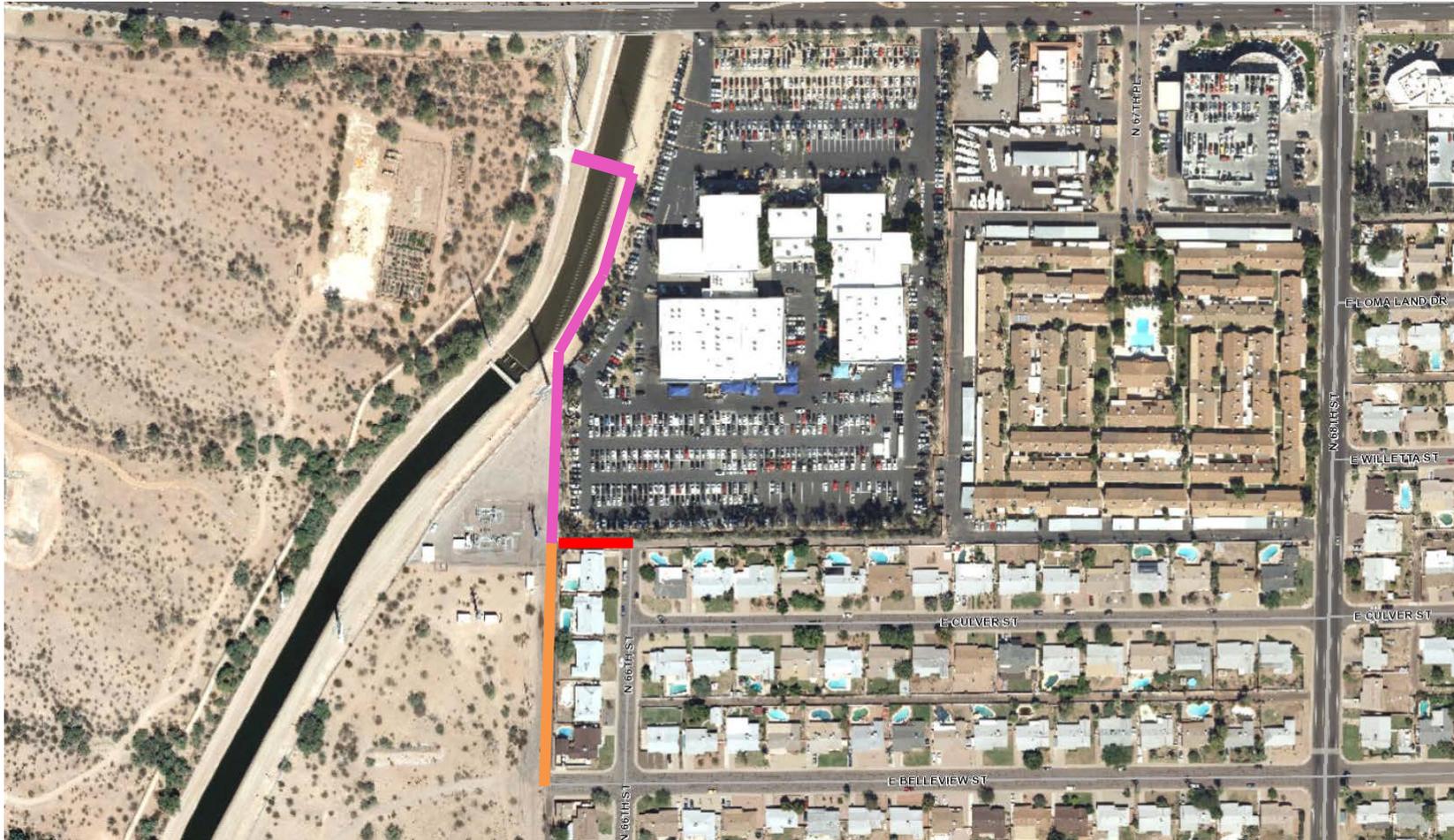
10. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, May 14, 2015 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Hyatt adjourned the meeting at 2:04 p.m.

ATTACHMENT #1

Agenda Item 5

City of Scottsdale Crosscut Canal Bridge and Path



- Pink = Bridge and path from original scope
- Red = Alley connection from original scope, no longer being used
- Orange = New alley connection in updated scope

ATTACHMENT #2

Agenda Item 6

May 7, 2015

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: 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

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.

In order to allow the City of Phoenix, the regional Designated Recipient, enough time to submit the grants to the FTA for approval by the 2015 Federal Fiscal Year, projects must be approved in the MAG TIP for inclusion in the State Transportation Improvement Program at the June 24, 2015 MAG Regional Council Meeting. As of May 7, 2015, the full year apportionment from the FTA and the annual State Transportation Program apportionment from the Arizona Department of Transportation are not yet finalized. The prior year/FY2014 funding levels are utilized as guidelines in this draft.

The FY 2015 draft POP was recommended for approval by the MAG Transit Committee on April 9, 2015 with the provision that any additional financial or project modifications occur in the interim, then those proposed changes would be provided back to the Transit Committee for additional review and discussion. The following updates have been made since the April 8, 2015 MAG Transit Committee approval.

- Laveen Park-and-Ride total estimated design costs have decreased from \$405,968/\$93,202 to \$220,000/\$55,000 Federal/Regional (PHX14-107T/PHX13-909T). Note: Partial funding is in an existing grant.
- Laveen Park-and-Ride estimated construction costs have decreased from \$2,951,760/\$737,940 to \$2,800,710/\$169,290 Federal/Regional (PHX15-101T). Note: This is based on a preliminary cost estimate. This amount may be adjusted based on actual costs, if needed.
- Laveen Park-and-Ride Right-of-Way costs is deleted (PHX14-108T)

MAG staff is recommending approval of the FY2015 draft POP with the following provisions:

- 1) If final apportionment is above the currently programmed levels, funds will be utilized to “move-up” future TLCP replacement bus purchase projects at maximum allowable federal match;
- 2) The balance of funds that cannot be programmed at the maximum allowable federal match for TLCP buses will be programmed to Preventive Maintenance/Complementary ADA, per the approved methodology.

Please contact Alice Chen at achen@azmag.gov or 602-254-6300 if you have any questions.

**ATTACHMENT
#3A + 3B**

Agenda Item 7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2015

SUBJECT:

FY 2015 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix-Mesa Urbanized Area

SUMMARY:

On March 15, 2013, Governor Brewer approved the City of Phoenix Public Transit Department as the Designated Recipient for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix-Mesa Urbanized Area (UZA). This program provides funding for capital assistance awards for agencies and public bodies that provide transportation services for older adults and people who have a disability. MAG prepares the Section 5310 priority listing of applications for the Phoenix-Mesa UZA which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA. The purpose of this item is to recommend approval of 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 to the City of Phoenix Public Transit Department, and amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan when final FTA apportionments becomes available.

MAG staff, in collaboration with the City of Phoenix Public Transit Department staff, provided technical assistance to potential applicants prior to the application due date on March 13, 2015. The City of Phoenix Public Transit Department in collaboration with MAG conducted an initial review of applications submitted. One application was submitted past the deadline and not accepted. On March 25, 2015, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee received the eligible applications for review. On April 21 and 22, 2015, the MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee met to hear presentations and interview the Section 5310 applicants.

On April 22, 2015, the MAG Elderly and Persons with Disabilities Transportation Program Committee developed the priority listing for recommendation when final FTA apportionment become available. The following review methodology was utilized by the MAG Elderly and Persons with Disabilities Transportation Program Committee; applicant's evaluation was based on criteria outlined in the Section 5310 Program and Handbook, participation in regional coordination efforts as federally required, applicants' presentation interviews, and the availability of funding. The MAG Elderly and Persons with Disabilities Ad Hoc Committee determined one application ineligible due to the FTA requirement of supporting projects when public transportation is insufficient, unavailable, or inappropriate. This year's Section 5310 priority listing for the Phoenix-Mesa UZA includes 22 project requests for vans, five mobility management projects, and 13 New Freedom eligible projects.

PUBLIC INPUT:

Public comment was solicited through public notices in the *Arizona Republic* and the MAG website in March 2015. No public comment has been received. An opportunity for input was also offered at

the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee meeting on March 25, 2015. No comments were received.

PROS & CONS:

PROS: MAG advises the City of Phoenix Public Transit Department for the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program. Forwarding this priority listing assists the City of Phoenix Public Transit Department in awarding capital transportation equipment and operating for the most vulnerable population in the MAG region, older adults and people with disabilities. Awards are made on a competitive basis with a regional emphasis.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The City of Phoenix Public Transit Department will procure accessible and non-accessible passenger vans, ancillary equipment, and fund mobility management and New Freedom eligible projects with these funds. The FTA provides 80 percent of the award cost, and the applicant provides a 20 percent match for capital and mobility management projects. New Freedom eligible projects are a 50 percent award cost and the applicant provides a 50 percent match. The FTA provides Americans with Disabilities Act (ADA) compliant vehicles a 85 percent award cost with a 15 percent match and ADA vehicle-related equipment and facilities a 90 percent award cost with a ten percent match. The available funding amount includes approximately \$2.9 million in FTA apportionment for the Phoenix-Mesa UZA, minus the eight percent administration fee. All awards meet requirements and inspection standards of federal laws and regulations including ADA.

POLICY: Under MAP-21 the City of Phoenix Public Transit Department as the Designated Recipient receives FTA 5310 Enhanced Mobility of Seniors and Individuals With Disabilities Program fund apportionments for the Phoenix-Mesa UZA from the U.S. Department of Transportation, Federal Transit Administration. MAP-21 requires 55 percent of Section 5310 funding for traditional capital projects including mobility management projects. The remaining 45 percent for New Freedom eligible projects including administrative fees. MAG prepares the Section 5310 priority listing of applications for the Phoenix-Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA coordinated through the MAG Elderly Individuals and Individuals with Disabilities Ad Hoc Committee. The Section 5310 priority listing will also be included in the listing of projects in the FY 2014 program of projects, and amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan when final FTA apportionments becomes available.

ACTION NEEDED:

Recommend approval of 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 to be forwarded to the City of Phoenix Public Transit Department, with amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On April 22, 2015, the MAG Elderly and Persons with Disabilities Transportation Ad Hoc Committee developed a priority listing for the FY 2015 Section 5310 Phoenix-Mesa UZA applicants to be forwarded for funding through the MAG Committee process when final FTA apportionments becomes available.

MEMBERS ATTENDING:

Matt Dudley, City of Glendale, Chair
Abhishek Dayal, Valley Metro
Janeen Gaskin, City of Surprise
Edward Jones, City of Mesa
Wendy Miller, City of Phoenix
Kristin Meyers, Town of Gilbert
Christina Plante, City of Goodyear

Ann Marie Riley, City of Chandler, Vice Chair
Kristen Sexton, City of Avondale
Robert Yabes, City of Tempe
Jeff Tourdot, Maricopa County
Cydney DeModica, Arizona Department of
Transportation, Ex Officio

*Neither present nor represented by proxy
- Attended by Audioconference+ - Attended
by Videoconference

OTHERS PRESENT

Amy St. Peter, MAG
DeDe Gaisthea, MAG

Rachel Brito, MAG

CONTACT PERSON:

DeDe Gaisthea, MAG, (602) 254-6300

FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

5310 Mobility Management and Capital Request (FTA 55% required)					
Priority	Applicant	Project Request	Location	Population and Project Description	Federal Request
1	Chandler Gilbert Arc	Mobility Manager Position	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Provides services to people with disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.	\$36,000
2	Terros	Mobility Manager Position	Regionwide	Provides services to people with disabilities including adults who have serious mental illness and may have substance abuse issues. Coordination includes these agencies: Lifewell, Crisis Response Network, EMPACT, and Partners in Recovery.	\$10,800
3	Foothills Caring Corps	Mobility Manager Position	Cave Creek, Carefree, North Phoenix, North Scottsdale	Provides transportation for older adults and people with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$36,000
4	Marc Community Resources	Mobility Manager Position	Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Provides transportation to educational, therapeutic, rehabilitation and social services people with disabilities including behavioral health challenges.	\$36,000
5	Northwest Valley Connect	Mobility Manager Position	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides mobility and transportation options for older adults and people with disabilities. Partnerships include Sun Health and Benevilla.	\$28,800
6	One Step Beyond	(2) Minivans with Ramp; (1) Minivan no ramp	Avondale, Glendale, Litchfield Park, Peoria, Phoenix, Surprise, Sun City, Anthem, Wickenburg, Morristown	Provides transportation services to people with disabilities to job training, education, socialization and community independence programs.	\$84,600
7	United Cerebral Palsy (UCP)	(1) Minivan with Ramp; (2) Cutaway Vans	North Central Phoenix, Paradise Valley, Glendale, Peoria	Provides comprehensive services to people with disabilities and their families with therapy. Provides transportation services to life skills programs, independent living services, educational based programs, and social outlets.	\$136,000
8	Chandler Gilbert Arc	(2) Cutaway Vans	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Provides services to people with disabilities who need transportation to supervised day programs, employment training, medical and therapy appointments, and social-recreational events.	\$103,700
9	The Centers for Habilitation (TCH)	(2) Cutaway Vans	Chandler, Tempe, Mesa, Phoenix	Provides transportation services to people with disabilities to and from various medical facilities and social activities.	\$103,700
10	Benevilla	(1) Passenger Van	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides assistance to the older adults and people with disabilities. Volunteers provide transportation to the grocery store, doctor visits, and meal delivery.	\$22,400
11	Southern Arizona Association for Visually Impaired (SAAVI)	(1) Passenger Van	Regionwide	Provides services of education, rehabilitation, and social needs to people with disabilities including the blind and visually since 1966. Services 2,000 individual each year.	\$22,400
12	Gompers	(2) Cutaway Vans	Avondale, Glendale, Goodyear, Litchfield Park, Peoria, Phoenix, Surprise, Sun City	Provides services to people with disabilities through special education, day training for adults, and employment service programs. Provides clients with safe and reliable transportation services from home to programs.	\$103,700
13	Marc Community Resources	(2) Cutaway Vans	Chandler, Gilbert, Mesa, Tempe, North Phoenix, San Tan Valley	Provides transportation to educational, therapeutic, rehabilitation and social services people with disabilities including behavioral health challenges.	\$103,700
14	Terros	(1) Minivan with Ramp; (1) Minivan no Ramp	Regionwide	Provides services to people with disabilities including adults who have serious mental illness and may have substance abuse issues. Coordination includes these agencies: Lifewell, Crisis Response Network, EMPACT, and Partners in Recovery.	\$52,300

FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

Priority	Applicant	Project Request	Location	Population and Project Description	Federal Request
15	Valley Center for the Deaf	(1) Cutaway Van	Regionwide	Provides supportive programs to people with disabilities including deaf, hard of hearing, and deaf and blind in Maricopa County. Collaborating with Neighbors Helping Neighbors providing transportation services.	\$51,850
16	Arizona Recreation Center for the Handicapped	(1) Cutaway Van	Regionwide	Provides services to people with disabilities to enhance and maintain the quality of life by providing transportation services to recreation, wellness, education, and socialization programs.	\$51,850
17	Lifewell	(2) Passenger Vans	Regionwide	Provides services to people with disabilities to residential, rehabilitation services, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities for daily living.	\$44,800
18	Developmental Enrichment Center	(1) Cutaway Van; (1) Minivan with ramp; (1) Replacement wheelchair lift	Northwest Phoenix area	A faith-based nonprofit providing services to people with disabilities in the Northwest Phoenix area. Offers day treatments and training for adults and children.	\$89,286
19	Civitan	(1) Cutaway Van; (1) Minivan no Ramp	Phoenix, Surprise, Buckeye, Maricopa, Mesa, Chandler and Anthem	Mobility Enhancement Program provides people with disabilities access to affordable and reliable transportation to program services.	\$71,850
20	Valley Life	(2) Passenger Vans	Regionwide	Provides transportation services to people with disabilities for medical, dental, dialysis, surgery appointments from their group homes, and day program areas to their respective destinations.	\$44,800
21	Foothills Caring Corps	(1) Cutaway Van; (1) Minivan no Ramp	Cave Creek, Carefree, North Phoenix, North Scottsdale	Provides transportation to older adults and people with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$71,850
22	Horizon Human Services	(2) Passenger Vans	Mesa, Phoenix, Tempe	Provides services to people with disabilities in day treatment programs, and group homes. Provides trip to medical appointments, social activities, and shopping.	\$44,800
23	SMMHC INC. dba Mountain Health & Wellness	(2) Minivan no Ramp	Maricopa and Pinal Counties	Provides transportation services to people with disabilities to psychiatric and medical services and programming who would not have access to medically necessary treatments.	\$40,000
24	Northwest Valley Connect	(1) Minivan with Ramp	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides mobility and transportation options for older adults and people with disabilities. Partnerships include Sun Health and Benevilla.	\$32,300
25	UMOM	(2) Cutaway Van	Maricopa County	Provides emergency shelter to older adults and people with disabilities residing at the Watkins Emergency Shelter.	\$103,700
26	Hacienda Healthcare	(2) Minivans with ramp	Regionwide	Provides transportation services to people with disabilities and ventilator dependent individuals who require respiratory therapists during transport.	\$64,600
27	Northwest Valley Connect	Routing Software (1)	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides mobility and transportation options for older adults and people with disabilities. Partnerships include Sun Health and Benevilla.	\$48,000
Total Traditional					\$1,639,786
New Freedom Eligible Project and Administration (45%)					
28	NAU	Senior Companion Program- Volunteer Reimbursement for mileage, administration, and indirect costs	Chandler, Fountain Hills, Gilbert, Glendale, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, and Tempe	Provides older adults an opportunity to serve as a volunteer for the Senior Companions program. Volunteers provide transportation services for medical and nonmedical trips to clients in partnering agencies.	\$43,710

FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

Priority	Applicant	Project Request	Location	Population and Project Description	Federal Request
29	City of Scottsdale	Contract for Neighborhood Trolley services	Scottsdale	Provides neighborhood trolley service to older adults and people with disabilities to the Granite Reef Senior Center, Vista del Camino, and Paiute	\$125,000
30	Foothills Caring Corp.	Vehicle maintenance supplies, trip subsidies, volunteer training and mileage	Cave Creek, Carefree, North Phoenix, North Scottsdale	Provides transportation for older adults and people with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings.	\$42,050
31	Benevilla	Volunteer Home Services Program-Volunteer mileage reimbursement and indirect cost.	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides assistance to the older adults and people with disabilities who cannot drive themselves. Volunteers provide transportation to the grocery store, doctor visits, and meal delivery.	\$39,590
32	City of Phoenix	ADA Accessible Bus Stop Improvements	Phoenix	Provides services specifically designed and planned for serving older adults and people with disabilities.	\$180,000
33	Northwest Valley Connect	Ride Connect-Mileage reimbursement for volunteer driver program, fuel, oil, maintenance, warranties, registration, insurance for vehicles	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides mobility and transportation options for older adults and people with disabilities. Partnerships include Sun Health and Benevilla.	\$8,990
34	Northwest Valley Connect	Taxi Connect-Request to pay for subsidy rides only	Surprise, Sun City, Sun City West, El Mirage, Youngtown, Glendale, and Peoria	Provides mobility and transportation options for older adults and people with disabilities. Partnerships include Sun Health and Benevilla.	\$3,000
35	City of Tolleson	Salary for Community Service driver, ERE fringes, fuel/maintenance/supplies	Tolleson	Transportation services to the older adults and people with disabilities to the Senior Center and medical appointments.	\$27,390
36	RPTA/ Valley Metro	Northwest Valley Dial-A-Ride-Contract service in El Mirage, Peoria, Sun Cities, Surprise, Youngtown, and County	El Mirage, Peoria, Sun Cities, Surprise, Youngtown, and County	Paratransit services to older adults and people with disabilities for trips to essential life-sustaining services.	\$296,090
37	City of Glendale	Taxi Voucher Program-salaries, fringe benefits, voucher program expenses	Glendale	Provides services to older adults to dialysis, chemotherapy, and rehabilitation services.	\$31,250
38	RPTA/ Valley Metro	East Valley Ride Choice-Taxi subsidy service in Chandler, Gilbert, Mesa, and Tempe	Regionwide	Paratransit services to people with disabilities and older adults for trips to essential life-sustaining services.	\$125,000
39	City of Peoria	Mobile Data Terminals (7)	Peoria	Provides curb-to-curb transportation service to the older adults and people with disabilities.	\$67,026
40	RPTA/ Valley Metro	ADA travel securement loops and travel training	Regionwide	Provide services for travel training and provides securement loops for people with disabilities.	\$39,118
Total New Freedom					\$1,028,214
	City of Phoenix	Program Administration Funds	Regionwide	Regional administrative planning funding.	\$232,000
2015 Section 5310 Total Funded					\$2,900,000
Unfunded due to availability of funding or Ineligible					
Ineligible	City of Scottsdale	Taxi Voucher Program	Duplicate funding request for services in place		\$375,000

Estimated Available Priority List
Recommendation

2015 Estimated Apportionment	\$2,900,000	
2015 8% Administration	\$232,000	\$232,000
Required 55%	\$1,595,000	\$1,639,786

FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Recommended Priority Listing-MAG Region

Priority	Applicant	Project Request	Location	Population and Project Description	Federal Request
	New Freedom	\$1,073,000	\$1,028,214		
Total		\$2,900,000	\$2,900,000		

ATTACHMENT #4

Agenda Item 8

Figure 1: Tempe Streetcar Locally Preferred Alternative – 2.6 miles (2010)

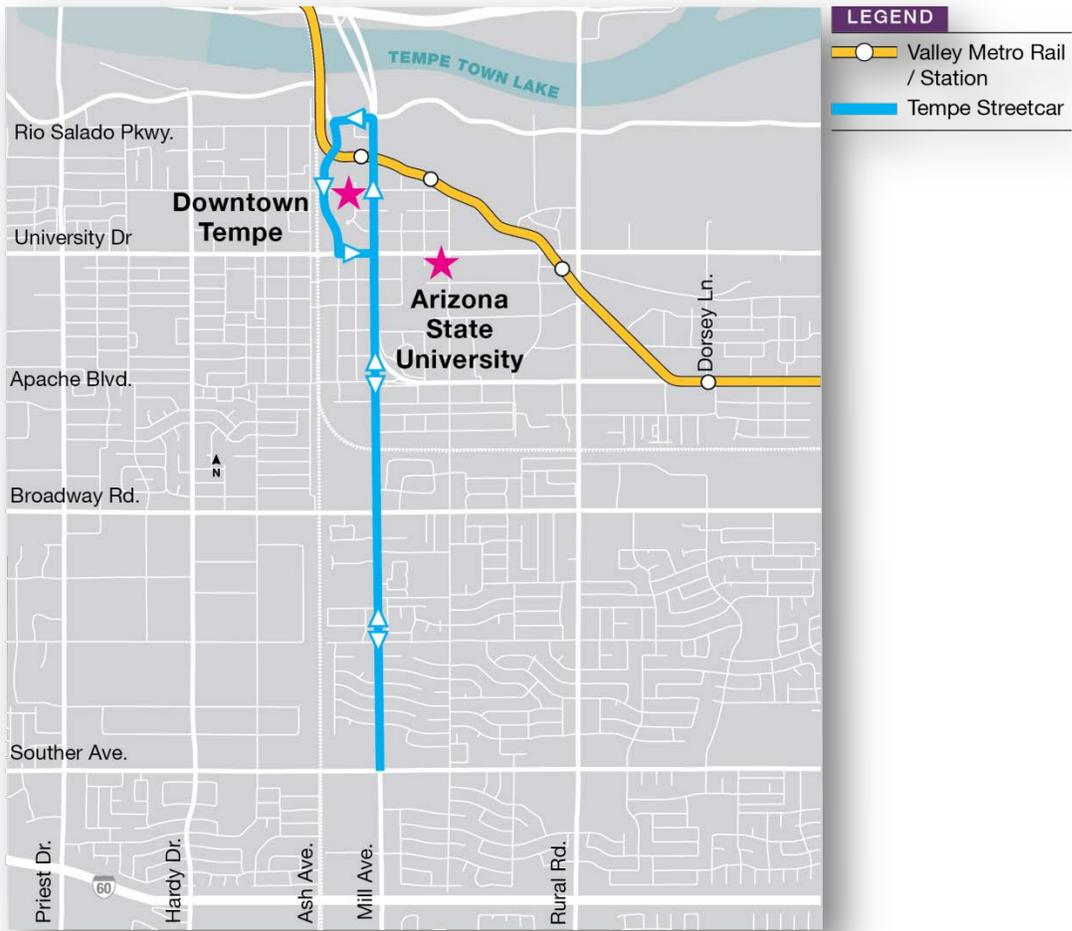


Figure 2: Revised Tempe Streetcar Locally Preferred Alternative – 3 miles



Source	FY14 TLCP (Original 2010 LPA)*	Current Estimate (new LPA)*
FTA Small Starts	\$58 million	\$75 million
Federal CMAQ	\$32 million	\$32 million
Regional PTF	\$47 million	\$47 million
New Regional/Local	\$0 million	\$23 million
Total	\$137 million	\$177 million

*All Costs are in year of expenditure

**ATTACHMENT
#5A + 5B**

Agenda Item 9

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

DATE:

May 7, 2015

SUBJECT:

\$32.4 Million Loan from the Transit Life Cycle Program to the Gilbert Road Extension Rail Project/Arterial Life Cycle Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides a flexible funding source for transportation projects and programs that help improve air quality and reduce congestion. The MAG region transfers annually approximately \$16.4 million in CMAQ funds from their Federal Highway Administration Sub-allocation of funding to be programmed for projects related to the expansion of the regional light rail system. In Fiscal Year (FY) 2012, the MAG region transferred additional highway close-out funds for the transit program, in addition to the regular transfer. Due to scope modifications and changes in project development schedules, currently, there is \$38.96 million in unobligated transit CMAQ funds. The Federal Transit Administration (FTA) has expressed its concern to the City of Phoenix and MAG with regard to the region's unobligated funds. MAG staff is coordinating with City of Phoenix, the Designated Recipient and Valley Metro, to address FTA's concerns.

The table below provides a summary of funding that is programmed but not yet obligated through FY 2014.

Apportionment Year	Project	Program	Type	Status	Amount
2012	Scottsdale Rd/Rural Rd LINK	Bus Transit / TLCP	Close-out	Unobligated	\$9,194,857
2013	Tempe South/Mill Ave	Rail Transit / TLCP	Regular Transfer	Unobligated	\$12,308,358
2014	Capitol/I-10 West	Rail Transit/ TLCP	Regular Transfer	Unobligated	\$16,456,512
Total Unobligated (FY 2012-2014)					\$37,959,727

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan (RTP). In 2012, the City of Mesa conducted an analysis of their ALCP projects and determined that sixteen were either not needed or no longer feasible. As a result, the ALCP funding programmed for these projects was reallocated towards the extension of light rail along Mesa Main Street from Mesa Drive to Gilbert Rd LRT (Gilbert Road Extension). The project is ready to begin the design phase. A design contractor and construction manager-at-risk are expected to be hired by fall 2015. The project is expected to begin construction in fall 2016.

MAG is proposing a loan of \$32.4 million in unobligated CMAQ funds from projects that currently are experiencing delays or scope modifications to the Mesa Main Street from Mesa Drive to Gilbert Rd

LRT, Gilbert Road Extension. The balance of unobligated funds will be utilized to move forward with design and preliminary engineering for the Mill Avenue/Tempe South and Capitol/I-10 West projects. The TLCP program would be repaid in FY 2019-2024. The proposed programming changes would not cause undue delay to any projects in the TLCP program.

Please refer to attached Tables.

Table 1 summarizes the current and proposed changes by apportionment year

Table 2 summarizes the current and proposed changes by project and year

Table 3 detailed TIP listings will be mailed out prior to the TC meeting

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This loan would allow the region to obligate \$32.4 million in funds that would otherwise not be eligible to be put into a grant for reimbursement at this time.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The recommended approval would allow funds which are currently allocated to the Transit Life Cycle Program to be utilized for a Arterial Life Cycle Project. This would be a no interest loan. The TIP would be modified to reflect the programming changes for projects in the currently adopted TIP years. The listings for projects outside the currently adopted TIP years would be included in future TIP development cycles.

POLICY: None

ACTION NEEDED:

For information, discussion, and recommend approval of a \$32.4 Million Loan from the Transit Life Cycle Program to the Gilbert Road Extension Rail Project/Arterial Life Cycle Program, to be repaid in Fiscal Years 2019 through 2024, and approval of amendments to the FY 2014-2018 MAG Transportation Improvement Program, Draft 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSONS:

Alice Chen and Teri Kennedy (602) 254-6300.

Table 1: Summary of Current and Proposed Changes by Apportionment Year

\$32.4 Million TLCP Loan to Gilbert Road Extension

Apportionment Year	Currently Programed				Proposed Changes		
	Project	Program	Type	Amount	Project	Program	Amount
2012	Scottsdale LINK	Bus Transit	Close-out	\$9,194,857	Crosscut Canal	Bus Transit	\$445,407
					Gilbert Rd Extension	ALCP	\$8,749,450
Total 2012				\$9,194,857			\$9,194,857
2013	Tempe South/Mill Ave	TLCP	Regular Transfer	\$12,308,358	Tempe South/Mill Ave	TLCP	3,657,808
					Gilbert Rd Extension	ALCP	8,650,550
Total 2013				\$12,308,358			\$12,308,358
2014	Capitol/I-10 West	TLCP	Regular Transfer	\$16,456,512	Capitol/I-10 West	TLCP	\$1,456,512
					Gilbert Rd Extension	ALCP	\$15,000,000
Total 2014				\$16,456,512			\$16,456,512
2015	Capitol/I-10 West	TLCP	Regular Transfer	\$3,965,867	Capitol/I-10 West	TLCP	\$8,205,962
2015	Tempe South/Mill Ave	TLCP	Regular Transfer	\$12,490,645	Tempe South/Mill Ave	TLCP	\$8,250,550
Total 2015				\$16,456,512			\$16,456,512
2016	Capitol/I-10 West	TLCP	Regular Transfer	\$10,771,840	Capitol/I-10 West	TLCP	\$7,971,130
					Laveen PNR	Bus Transit	\$2,800,710
Total 2016				\$10,771,840			\$10,771,840
2017	Capitol/I-10 West	TLCP	Regular Transfer	\$16,456,512	Tempe South/Mill Ave	TLCP	\$6,084,672
					TLCP Bus "Repayment"	Bus Transit	\$5,948,740
					Capitol/I-10 West	TLCP	\$4,423,100
Total 2017				\$16,456,512			\$16,456,512
2018	Capitol/I-10 West	TLCP	Regular Transfer	\$16,456,512	Tempe South/Mill Ave	TLCP	6,805,973
					Capitol/I-10 West	TLCP	9,650,539
Total 2018				\$16,456,512			\$16,456,512
2019-2024	Gilbert Rd Extension	ALCP	Repayment	(\$32,400,000)	Capitol/I-10 West	TLCP	\$32,400,000

**ATTACHMENT
#6A, 6B, 6C**

Agenda Item 10

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 7, 2015

SUBJECT:

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

SUMMARY:

This agenda item is the third of three MAG Committee steps in approving a Major Amendment to the MAG Regional Transportation Plan (RTP). The first MAG Committee request was to initiate the RTP Major Amendment Process and request outside consultation as required by state statute. The second MAG Committee request (addressed under this agenda item) is to approve the amendment to the RTP for air quality conformity analysis. The third and final MAG Committee step is Spring of 2015 for final approval when the air quality conformity analysis is complete, expected in June 2015.

On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments.

On September 12, 2014, the State Transportation Board recommended approval, on September 18, 2014, the Regional Public Transportation Authority recommended approval, and on September 25, 2014, the Maricopa County Board of Supervisors recommended approval of the proposed major amendment. With this recommended approval, the air quality conformity analysis process and technical modifications to the RTP can move forward. As noted above, the air quality analysis is complete in June 2015, so this document begins the MAG Committee process for final approval.

The changes to the RTP for the proposed major amendment are documented in the attachment as noted with highlighted text and an updated map. For more information, please access the South Central LPA Report here: <http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here: http://www.valleymetro.org/projects_and_planning/project_detail/south_central

PUBLIC INPUT:

At the November 5, 2014, MAG Management Committee meeting, a citizen commented that light rail should have been built as an elevated system because at-grade rail construction is very detrimental and disruptive to small businesses along the route.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

On November 12, 2014, the Transportation Policy Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

- Councilmember Jack Sellers, Chandler, Chair
- Mayor Jerry Weiers, Glendale, Vice Chair
- Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation
- * Mr. Jed Billings, FNF Construction
- * Mayor Bob Barrett, Peoria
- # Councilmember Ben Cooper, Gilbert
- Mayor John Giles, Mesa
- Mr. Charles Huellmantel, Huellmantel and Affiliates
- * Supervisor Clint Hickman, Maricopa County
- * Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.

- * Mayor W. J. "Jim" Lane, Scottsdale
- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Mayor Georgia Lord, Goodyear
- # Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- # Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mayor Greg Stanton, Phoenix
- * Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On November 5, 2014, MAG Management Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

- Christopher Brady, Mesa, Chair
- Darryl Crossman, Litchfield Park, Vice Chair
- Matt Busby for George Hoffman, Apache Junction

- David Fitzhugh, Avondale
- Roger Klingler for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek

Rich Dlugas, Chandler
 Dr. Spencer Isom, El Mirage
 Jess Knudson for Charles Montoya,
 Florence
 Alfonso Rodriguez for Phil Dorchester,
 Fort McDowell Yavapai Nation
 Ken Buchanan, Fountain Hills
 # Ernest Rubi, Gila Bend
 * Tina Notah, Gila River Indian Community
 Patrick Banger, Gilbert
 Brent Stoddard for Brenda S. Fischer,
 Glendale
 Brian Dalke, Goodyear
 * Rosemary Arellano, Guadalupe
 # Gregory Rose, City of Maricopa
 * Jim Bacon, Paradise Valley
 Carl Swenson, Peoria

Thomas J. Remes for Ed Zuercher,
 Phoenix
 # Greg Stanley, Pinal County
 # Tracy Corman for John Kross, Queen
 Creek
 * Bryan Meyers, Salt River Pima-Maricopa
 Indian Community
 Brad Lundahl for Fritz Behring, Scottsdale
 Bob Wingenroth, Surprise
 Andrew Ching, Tempe
 Reyes Medrano, Tolleson
 # Joshua Wright, Wickenburg
 Jeanne Blackman, Youngtown
 Dallas Hammett, ADOT
 Clem Ligocki for Tom Manos,
 Maricopa County
 John Farry for Steve Banta,
 Valley Metro/RPTA

* Those members neither present nor represented by proxy.
 # Participated by telephone conference call. + Participated by videoconference call.

On October 23, 2014, the Transportation Review Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
 ADOT: Kwi-Sung Kang for Floyd Roehrlich
 Buckeye: Scott Lowe
 * Cave Creek: Ian Cordwell
 Chandler: Dan Cook
 El Mirage: Chris Hauser for Jorge Gastelum
 Fountain Hills: Randy Harrel
 Gila Bend: Ernie Rubi
 * Gila River Indian Community: Tim Oliver
 Gilbert: Kristin Myers for Leah Hubbard
 Glendale: Debbie Albert
 Goodyear: Cato Esquivel
 Litchfield Park: Woody Scoutten
 * Maricopa (City): Paul Jepson

Maricopa County: Lynne Hilliard for John Hauskins
 Mesa: Jeff Martin for Scott Butler
 * Paradise Valley: Jim Shano
 Peoria: Andrew Granger
 Phoenix: Ray Dovalina for Rick Naimark
 Queen Creek: Mohamed Youssef
 Scottsdale: Todd Taylor for Paul Basha
 Surprise: Mike Gent
 Tempe: Shelly Seyler
 Valley Metro: John Farry
 # Wickenburg: Vince Lorefice
 Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Maria Deeb, Mesa
 * ITS Committee: Catherine Hollow, Tempe
 FHWA: Ed Stillings

* Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
 * Transportation Safety Committee: Renate Ehm, Mesa

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

On August 27, 2014, the MAG Regional Council unanimously approved (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from

- * Lt. Governor Stephen Roe Lewis,
Gila River Indian Community
- * Mayor Georgia Lord, Goodyear
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich

- * Mayor Tom Rankin, Florence
- Mayor Greg Stanton, Phoenix
- Ms. Karin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- * Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On August 6, 2014, the MAG Management Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Christopher Brady, Mesa , Chair
- Rick Buss, Gila Bend, Vice Chair
- # Matt Busby for George Hoffman,
Apache Junction
- * David Fitzhugh, Avondale
- # George Diaz for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer,
Glendale
- Brian Dalke, Goodyear

- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Louis Andersen for Greg Stanley, Pinal Co.
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
- * Fritz Behring, Scottsdale
- Michael Celaya for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Floyd Roerich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa Co.
- Wulf Grote for Steve Barta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

On July 31, 2014, the Transportation Review Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing

LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- ADOT: Brent Cain for Floyd Roehrich
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Mike Mah for Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Bob Darr for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- * Maricopa (City): Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Dan Nissen for Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Paul Basha
- # Surprise: Mike Gent for Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Dana Owsiany, Phoenix
- * ITS Committee: Catherine Hollow, Tempe
- FHWA: Tomas Deitering for Ed Stillings
- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, Mesa

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

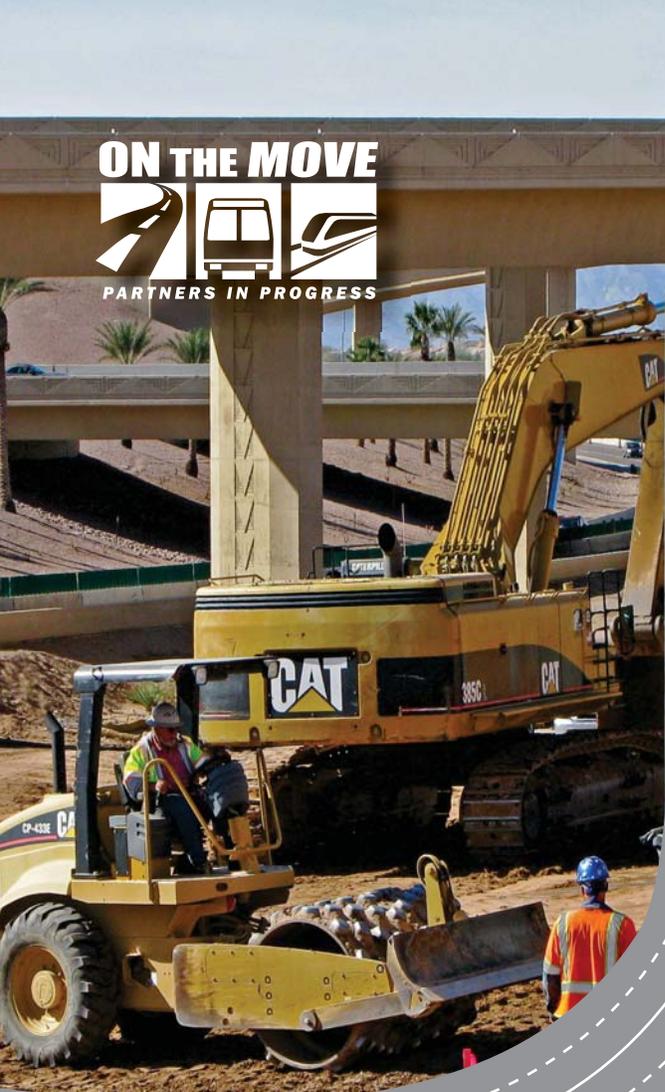
On July 10, 2014, the Transit Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

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

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

CONTACT PERSON: Marc Pearsall, (602) 254-6300



2035 REGIONAL TRANSPORTATION PLAN (RTP)

JANUARY 2014

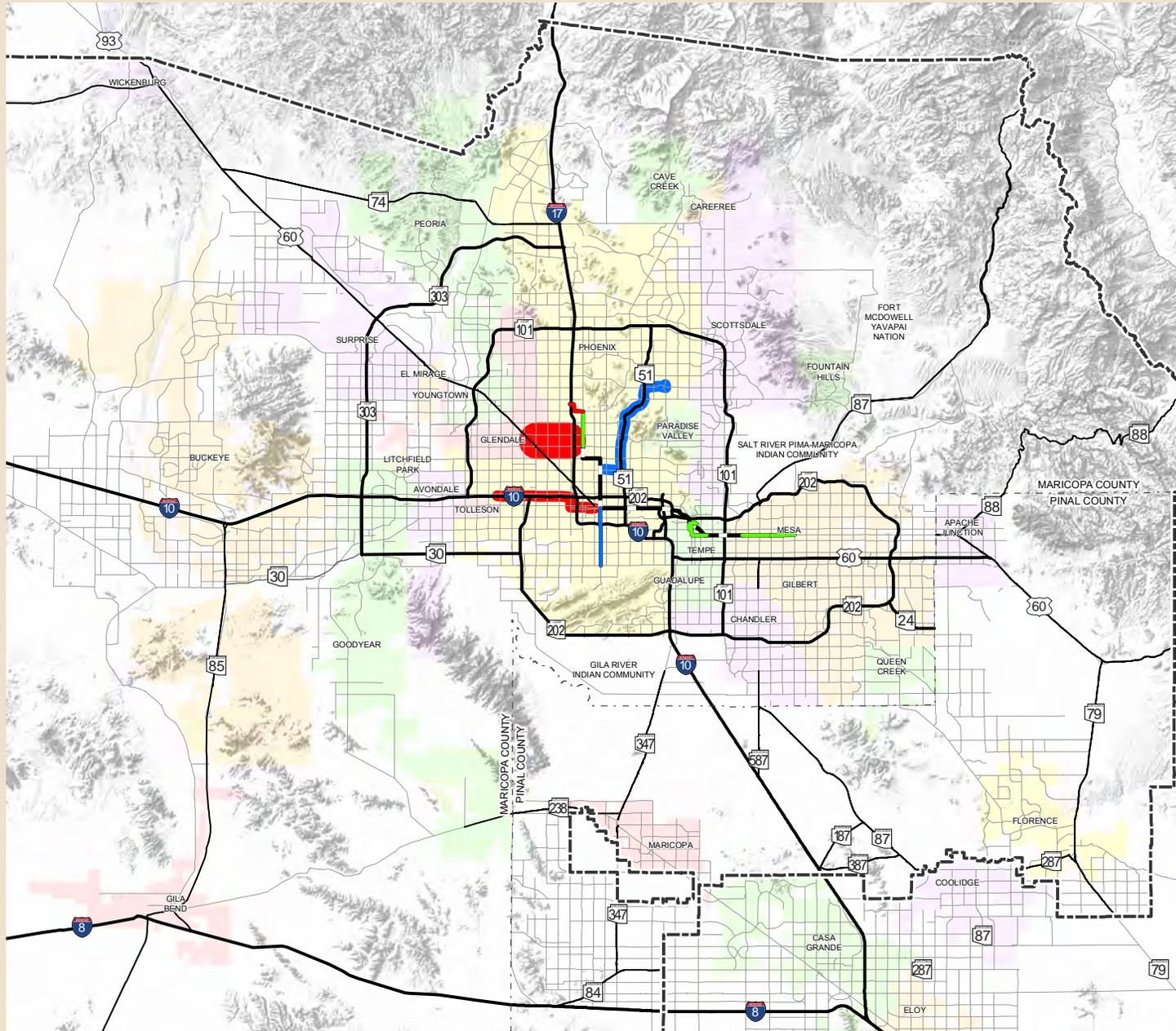


2035 Regional Transportation Plan

Fig. 10-9



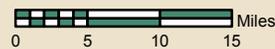
Regional Light Rail Transit (LRT)/ High Capacity Transit Extensions (FY 2014 - FY 2035)



- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)
- Completed Minimum Operating Segment
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

throughout the RTP planning period. Figure 10-8 indicates how services will be phased in over the planning period.

- LINK Service - In addition to the two current LINK routes, there is one additional route planned to open on Scottsdale/Rural Road by FY 2015, which will be funded using regional funds. Figure 10-8 includes this route.

Planned Paratransit Services

Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Dial-A-Ride - It is anticipated that dial-a-ride (DAR) service covered by the Americans with Disabilities Act (ADA) will grow commensurate to the number of fixed route bus miles expanded on per year.
- Vanpools - The future of the regional vanpool program is expected to grow due to its level of convenience and ease of customization to meet user's needs. Regional sources fund the purchase of the van only, while the operations support for this program comes from local funds, including passenger fares.

Planned High Capacity Transit

High Capacity Transit (HCT) falls into two categories, HCT/All Day and HCT/Peak Period. HCT/All Day typically operates two-way service, seven days a week, and operates in an exclusive guideway. HCT/Peak Period provides higher speed, high volume commuter or regional access. This service typically operates Monday through Friday during the morning and evening time periods. A detailed listing of the timing and cost of planned high capacity service and capital improvements is provided in Appendix D.

- HCT/All Day –Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating solely in an exclusive guideway. Passenger access is available at stations located approximately every half-mile to one mile.
- *Light Rail Transit/High Capacity Transit:* The RTP includes a ~~59.7~~ **65.1**-mile HCT system, which incorporates the Minimum Operating Segment (MOS) and ~~eight~~ **nine** future extensions. The amount identified in the RTP from all funding sources for LRT/HCT expenditures during the planning period totals ~~\$6.4~~ **7** billion (YOE \$'s). Of this total,

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

\$3.3 billion will be regionally funded and \$3.18 billion will be funded from local sources. Proposition 400 half-cent sales tax funding will not be used for operating expenses on any part of the LRT/HCT system. Operating funds, which include farebox receipts, will come from participating jurisdictions.

It should also be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of federal transit funds may provide approximately one-half of the funding, with local sources providing the remaining half. An exception is Phase I of the Northwest Extension, which will not be covered by any federal funding. It is anticipated that a small amount of half-cent funds will be applied to these two segments for certain support infrastructure elements.

In addition, provisions are made to fund regional LRT/HCT support infrastructure. Table 10-2 lists the HCT extensions and attributes. Figure 10-9 indicates how services will be phased in over the 22-year planning period.

**TABLE 10-2
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Extension Route Name, Location	Technology	Length	Year Open
Central Mesa (to Mesa Dr.), Mesa	LRT	3.1	2016
Northwest Phase I, Phoenix	LRT	3.2	2016
Northwest Phase II, Phoenix	LRT	1.7	2026
Tempe Streetcar, Tempe	Street Car	3.0	2018
West Phoenix / Central Glendale, Phoenix and Glendale	TBD*	5.0	2026
Capitol / I-10 West, Phoenix	LRT	11.0	2023
Northeast, Phoenix	TBD*	12.0	2032
Central Mesa (to Gilbert Rd.), Mesa	LRT	1.9	2017
South Central, Phoenix	LRT	5	2035

*TBD – To be determined

- *SkyTrain (Stage One-A)*: The SkyTrain (Stage One) 1.7 mile segment from the LRT station at 44th St. to Airport Terminal 4 opened in April 2013. Stage One-A, which continues from Terminal 4 to Terminal 3 for 0.7 miles with a short walkway to Terminal 2, will open in early 2015. In the future, SkyTrain (Stage Two) will extend the SkyTrain an additional 1.8 miles to the Rental Car Center. On April 22, 2009, the MAG Regional Council approved inclusion of Stage Two as an illustrative project in the RTP. The total estimated project cost of \$1.6 billion is paid for with airport revenues and passenger fees (no local tax dollars).

- Infrastructure - The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT/HCT extensions. This includes infrastructure for the rail, right of way purchase, park and rides, ITS equipment, etc.

Funding and Expenditure Summary

Table 10-3 has been prepared to provide a summary of the funding picture for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. Sources include farebox receipts, and uses cover both operating and capital costs. The balance between funds available and expenditures indicates that the transit element can be accomplished with reasonably available funding sources over the planning period.

Funding Sources

Regional funding sources for transit in terms of YOE \$'s are shown in Table 10-3 for the period FY 2014-2035. These sources include the half-cent sales tax (\$4.5 billion); federal transit funds (~~\$2.9~~ **3.0 billion**) and federal Congestion and Air Quality Mitigation funds (\$416 million); bond proceeds (\$225 million); local/other funding sources, including farebox receipts, (~~\$9.3~~ **10.1 billion**); and an estimated cash balance of \$68 million in regional funds at the beginning of FY 2014. Debt service expenses totaling \$381 million are deducted from these sources. This yields a net total of ~~\$17.1~~ **17.9 billion** (YOE \$'s) for use on transit services and projects. These revenue sources have been major funding elements for transportation facilities in the MAG area for decades and are considered to be reasonably available to the region throughout the planning period.

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Local funding contributions to transit services in the region have been significant in the past and, as noted above, are anticipated to continue to play an important funding role in the future. Based on the "MAG Transit Services Inventory Report, February 2013", it was determined that approximately \$247 million in local funding was directed to transit services during 2012. Taking into account population growth over the planning period, this level of participation was projected into the future, resulting in an estimated total of \$6.6 billion in potential funding from this source.

Program Expenditures

Table 10-3 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total ~~\$17.1~~ **17.9 billion**. This includes \$10.8 billion for bus capital and operating (including vanpool, dial-a-ride, and support services); and ~~\$5.7~~ **6.6 billion** for high capacity transit/light rail transit capital and operating.

TABLE 10-3: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2937.8 2997.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7780.7 7840.7
Local / Other		
Fixed Route Bus Fares	4675.4 1691.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAf	299.1	
Local Funds	6602.4 7416.4	
Total Local/Other Funds		9273.7 10103.7
Total Funding		17054.4 17884.4
EXPENDITURES (Year of Expenditure \$'s in Millions)		
		Totals
Regionally Funded Projects		
<i>Capital</i>		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3063.4 3123.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4979.5 5039.5
<i>Operating</i>		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,840.7
Locally / Other Funded Projects		
<i>Capital</i>		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6 1655.6	
Total Capital		1858.3 2672.3
<i>Operating Costs</i>		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1836.2 1852.2	
Planning, Programming and Other Support	176.8	
Total Operating		7193.4 7209.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9448.4 9978.4
Total Expenditures		17054.4 17944.4

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

Appendix D
Regional Transit Projects

**TABLE D-3
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING**

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
<u>LRT/HCT Segments</u>			
	CP/EV	810,885	Group 1
	Northwest Phase I	67,743	Group 1
	Northwest Phase II	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Capitol / I-10 West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Road Extension	40,808	Group 1
	West Phoenix / Central Glendale	48,645	Group 3
	South Central	16,000	Group 3
		1,280,386	
Total		1,296,386	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

**TABLE D-4
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL**

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>LRT/HCT Segments</u>			
	Northwest Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908 146,000	Group 1
	West Phoenix / Central Glendale	411,692	Group 2,3
	Northwest Phase II	115,651 234,600	Group 2
	Capitol / I-10 West	895,920	Group 1,2
	Northeast Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
	South Central Extension	680,000	Group 3
		2,899,008	
Sub-total		3,738,050	
<u>LRT Systemwide Support</u>			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		273,402	Group 1,2,3
		3,172,410	
TOTAL		4,011,451	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

* Plan Groups:

- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses.

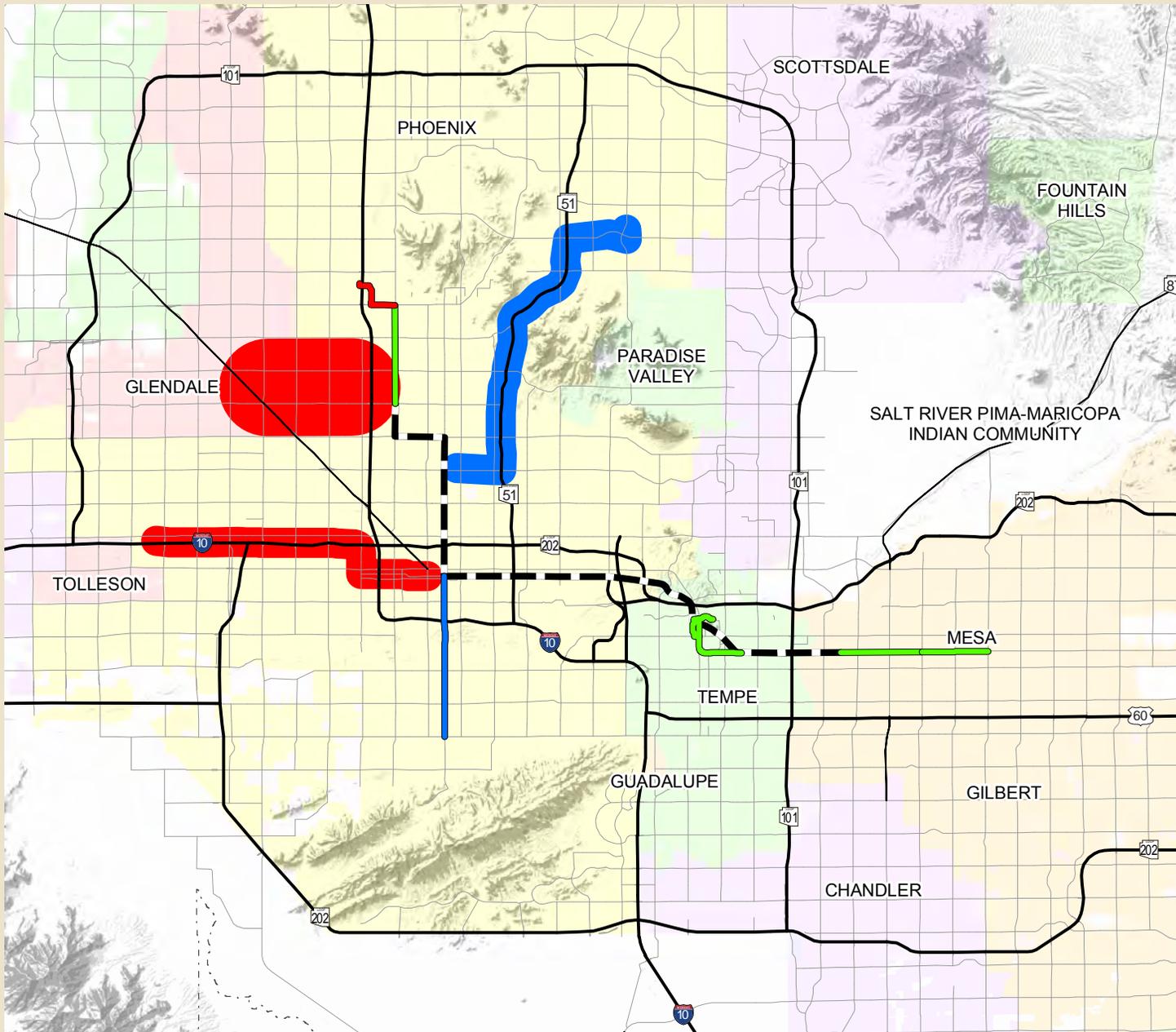
2035 Regional Transportation Plan

Fig. 10-9



Regional Light Rail Transit (LRT)/ High Capacity Transit Extensions (FY 2014 - FY 2035)

- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)
- Completed Minimum Operating Segment
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

ATTACHMENT #7

Agenda Item 11

May 7, 2015

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Job Access and Reverse Commute Reimbursement

The Job Access Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Under MAP-21, the stand-alone program was repealed and became an eligible activity under the Federal Transit Administration's Section 5307 program. The MAG region currently allows up to approximately \$1.8 million a year to be programmed for JARC eligible activities.

On March 18, 2014, the MAG Regional Council approved the programming guidelines and principles for the MAG sub-allocated JARC Federal Transit Administration funds. On August 19, 2014, the MAG Regional Council approved the funding of JARC eligible projects for Fiscal Years (FY) 2014 and 2015 with the provision that the program guidelines and policy be updated for FY 2016 and beyond.

The MAG Transit Committee is the technical committee tasked with updating JARC programming guidelines and policies. To facilitate the effort, it is critical that member agencies that have outstanding JARC funds submit all eligible invoices for expenses **incurred through June 30, 2015**, to the City of Phoenix Public Transit Department **for reimbursement by July 8, 2015**.

Please contact Stephanie Child at stephanie.child@phoenix.gov for any reimbursement related questions and Alice Chen at achen@azmag.gov with all other JARC related questions.