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June 2, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, June 10, 2010, 1:30 p.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

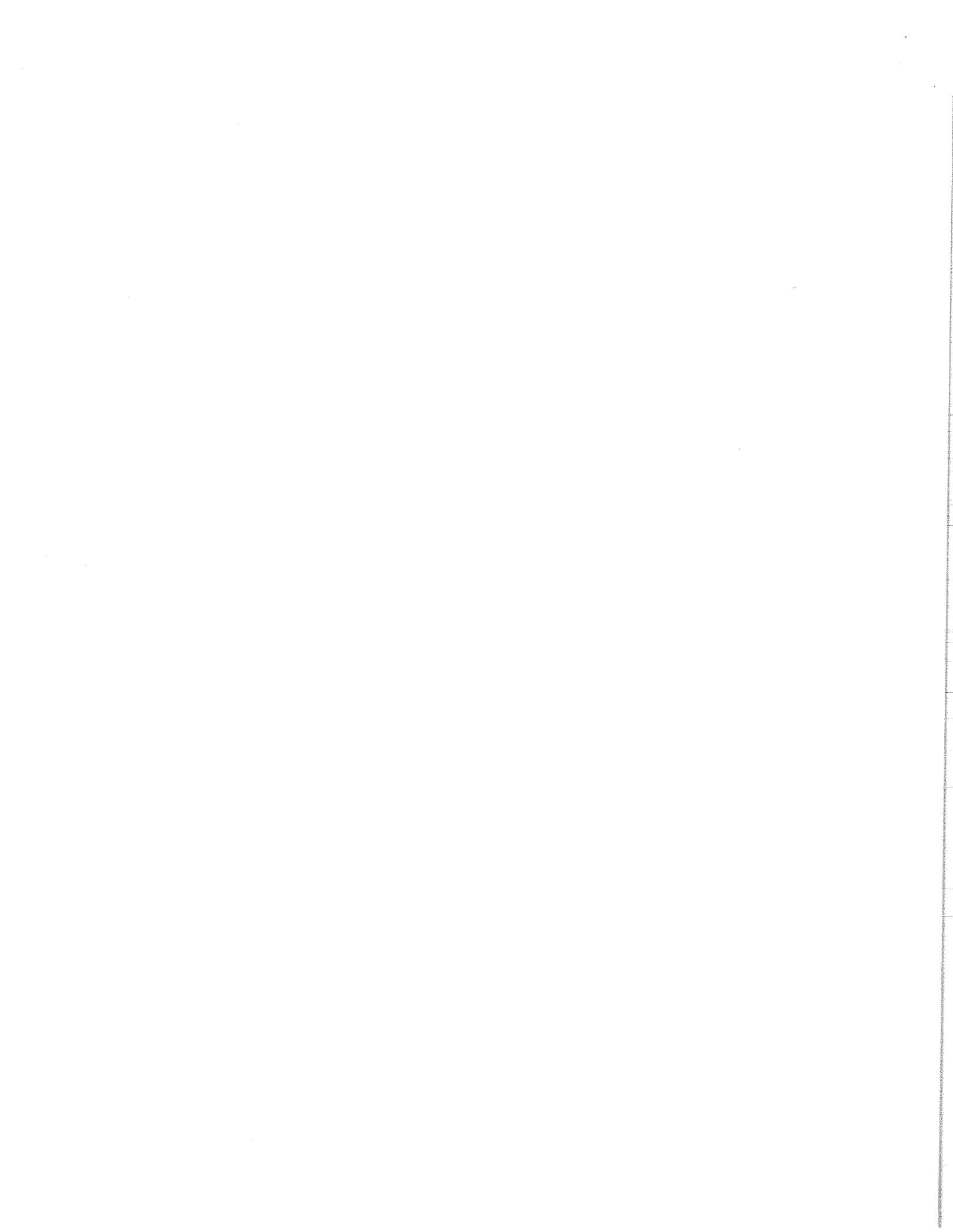
A meeting of the MAG Transit Committee will be held at the time and place noted above. Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage. Committee members or their proxies 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 Kevin Wallace at (602) 254-6300 if you have any questions or need additional information.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation



TENTATIVE AGENDA

1. Call to Order
2. Approval of Draft May 13, 2010 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. Federal Fiscal Year 2010 Program of Projects for 5307 & 5309 FTA Funds

On May 13, 2010, the Federal Transit Administration (FTA) published the FY2010 Apportionments, Allocations, and Program Information. The FFY 2010 apportionment for 5307 Urbanized Area are \$49,837,007 for the Phoenix-Mesa UZA, and \$1,000,309 for the Avondale UZA. The total amount of projects programmed for 2010 in the current 2008-2012 MAG TIP with 5307 funds for the Phoenix-Mesa UZA is \$49,575,696 and \$1,049,778 for the Avondale UZA. The FFY2010 apportionment for 5309 Fixed Guideway Modernization (FGM) is \$3,648,847 for the Phoenix-Mesa UZA. The total amount of projects programmed for 2010 in the current 2008-2012 MAG TIP with 5309-FGM funds for the Phoenix-Mesa UZA is \$4,185,473. Adjustments will need to be made

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the May 13, 2010 meeting.
3. For information and discussion.
4. For information and discussion.
5. For information and discussion and possible action to recommend approval to amend and modify the FY 2008-2012 MAG TIP for projects to be funded with 5307 and 5309-FGM federal funds in 2010 for the 2010 Program of Projects.

for each of the type of funds, which will affect projects programmed in the DRAFT 2011-2015 MAG TIP. Additionally, there is a 2010 Regionwide Preventative Maintenance project that needs to be modified. It is suggested to program the preventative maintenance regional funds according to current preventative maintenance allocations to operators. The information for this agenda item was not available at the time of mailout. Additional information will be e-mailed out to committee members prior to the meeting, and will be available at the committee meeting.

6. Programming the Transit Component of the DRAFT 2011-2015 MAG TIP

On March 11, 2010, the MAG Transit Committee recommended approval of the FY2008-2012 amendments and modifications to the MAG TIP, and to approve the Listing of Transit Projects for inclusion in the DRAFT FY2011-2015 MAG TIP. While MAG staff has continued to work on the development of the DRAFT FY2011-2015 MAG TIP, it was found that the projected revenue streams for 5307 Urbanized Area for the Phoenix UZA for 2011-2015 are lower than anticipated by a total of about \$15 million over the 5 year period. Additionally, the Congestion Mitigation Air Quality (CMAQ) funding projections for Rail Transit projects have been confirmed and modifications to the Rail Transit projects in 2011-2015 are requested to be modified to meet funding projections and project schedules. To meet the fiscal constraint requirement of the MAG TIP, the transit projects programmed in 2011-2015 with 5307, 5309, and CMAQ fund need to be revised. The information for this agenda item was not available at the time of mailout. Additional information will be e-mailed out to committee members prior to the meeting, and will be available at the committee meeting.

6. For information and discussion and possible action to recommend approval for the project changes to the transit listing of projects for inclusion in the DRAFT FY 2011-2015 MAG TIP.

7. Transit Federal Funding Grant Opportunities

The Federal Transit Administration (FTA) and the U.S. Department of Transportation have recently announced several federal competitive grant opportunities for transit projects. Two of the grant opportunities are due to the FTA in mid-June 2010: 1) Clean Fuels Grant & Bus and Bus Facilities through Clean Fuels, 2) Bus and Bus Facilities, and are required to be submitted through the City of Phoenix, designated grant recipient. Projects which have been submitted will be made available for review and discussion. The project list will be distributed at the meeting.

8. Update on the Tempe South High Capacity Transit Alternatives Analysis

The MAG Regional Transportation Plan identifies a future 57-mile high capacity transit network. As part of this future system, the Tempe South corridor is identified as a two-mile extension along Rural Road, south of the existing 20-mile light rail line. Since August 2007, Valley Metro Rail (METRO) has been leading an Alternatives Analysis (AA) process to evaluate the implementation of high capacity transit along this corridor. Two major components of the AA process are to identify the appropriate transit technology and alignment within the corridor area. Staff from METRO will provide an update on the progress to date for this study. Please refer to attachment one in the agenda packet.

9. Overview of Federal Transit Administration Process

In its role as the Designated Recipient for Federal Transit Administration (FTA) grant funds, the City of Phoenix manages the FTA grant application process. The City of Phoenix works closely with MAG to prepare and submit the grant applications for FTA projects included in the Transportation Improvement Program (TIP). City of Phoenix staff will present an overview of the FTA grant application process to provide an

7. For information, discussion and possible action.

8. For information and discussion.

9. For information and discussion.

understanding of this process for the Transit Committee.

10. Sustainable Transportation and Land Use Integration Study

The FY 2011 MAG Unified Planning Work Program (UPWP) includes a study to identify sustainable transportation and land use strategies along transit corridors identified in the Commuter Rail System Study and the Regional Transit Framework Study. The study will provide "best practice" recommendations in the following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; (2) development patterns and densities necessary to support high capacity transit service options; and (3) economic viability of implementing alternative land use scenarios along the targeted transit corridors.

MAG staff is currently finalizing a Request for Proposals (RFP) to procure consulting services for this study. Input is sought from the Transit Committee on the general content of the proposed scope of work.

11. 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.

12. Next Meeting Date

The next regular Transit Committee meeting will be scheduled Thursday, July 8, 2010 at 1:30 p.m. in the MAG Office, Saguaro Room.

10. For information and discussion.

11. For information and discussion.

12. For information.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

May 13, 2010

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton	*Paradise Valley: William Mead
ADOT: Mike Normand	Peoria: David Moody for Maher Hazine
Avondale: Rogene Hill	*Queen Creek: Wendy Kaserman
#Buckeye: Andrea Marquez	Scottsdale: Theresa Huish
*Chandler: RJ Zeder	*Surprise: Michael Celaya
El Mirage: Pat Dennis	Tempe: Jyme Sue McLaren
Gilbert: Ken Maruyama for Tami Ryall	#Tolleson: Chris Hagen
Glendale: Cathy Colbath, Chair	Valley Metro Rail: Jim Mathien for Wulf Grote
Goodyear: Cato Esquivel	Regional Public Transportation Authority: Bryan Jungwirth for Carol Ketcherside
Maricopa County: Mitch Wagner	
Mesa: Mike James	

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

OTHERS PRESENT

Kevin Wallace, MAG	Jeff Martin, Mesa
Marc Pearsall, MAG	Jorie Bresnahan, Phoenix
Alice Chen, MAG	Stephanie Child, Phoenix
Maureen DeCindis, MAG	Kini Knudson, Phoenix
Steve Tate, MAG	Jorge Luna, Phoenix
Eileen Yazzie, MAG	Lauri Wingenroth, Phoenix
Kristen Sexton, Avondale	Bob Antila, RPTA
Jenna Goad, Glendale	Jim Swanson, Surprise

1. Call to Order

The meeting was called to order at 1:33p.m. by Chair Debbie Cotton of the City of Phoenix. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced two members of the Transit Committee, Committee members Ms. Andrea Marquez of the Town of Buckeye and Ms. Chris Hagen of the City of Tolleson who were participating via teleconference. Chair Cotton proceeded to the next item on the agenda.

2. Approval of Draft April 8, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the April 8, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve the draft minutes as amended. Mr. Dave Moody of the City of Peoria moved to approve the minutes. Mr. Mike Normand of ADOT seconded and the motion passed unanimously.

3. Call to the Audience

Chair Cotton 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 Cotton introduced Mr. Kevin Wallace of MAG for the Transit Program Manager's Report agenda item. Mr. Wallace explained that there were a few items to report. The first was the Transit Committee would receive an update on the Tempe South Alternatives Analysis from Wulf Grote at the June meeting as well as an update on the federal transit administration grant process from the City of Phoenix.

Mr. Wallace noted that as the MAG Region was developing the TIP Program a few months ago, member agencies requested to have transit program policy discussions during the transit programming process this fall. One candidate topic would be a regional policy regarding structured parking. Mr. Wallace added that MAG would form a working group on the transit programming process to discuss this and other policy issues in the August time frame.

Mr. Wallace discussed that MAG was still waiting on the FY10 Federal funding apportionments for the Program of Projects and noted that when MAG receives this report, it would be brought to the Committee for review. He also explained Senate Bill 1063 was signed by Governor Brewer on April 28, 2010, and that it was now state law. He explained that the SB 1063 pertained to, defined and clarified transit planning roles and responsibilities for the various MAG region agencies.

Mr. Wallace also explained that the Sustainable Transportation & Land Use Integration Study would be ready for FY11. The study's purpose was to review changing land use along transit, high capacity and commuter rail corridors established in the MAG Regional Transit Framework Study and MAG System Commuter Rail Studies. He noted that the study could look into the possible improvements that could be implemented to increase the efficiency of transit use in those corridors. He added that MAG would have an open meeting to discuss description and scope of work elements, with open input from various member agencies on what elements could be a part of the study.

Mr. Wallace closed with a reminder that there was a current information request out to member agencies for transportation revenue and expenditure data. He explained that some of the agencies had returned this info to MAG, but requested that all agencies should return this information as soon as possible as it was an important step the region needed to take in demonstrating financial constraint to our federal agencies for our TIP and plans.

Chair Cotton asked if there were any questions for Mr. Wallace. Mr. Mike James of the City of Mesa requested a clarification and elaboration on the parking structure issue. Mr. Wallace explained that the goal of the working group this Fall would be to begin discussions on regional parking structure policy, as well as a number of other policies and issues, in context of the TIP programming procedures and how the region prioritized projects. He noted that MAG staff was researching peer region parking structure policies and would have a summary available for the working group in the future.

Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

5. Project Change Requests to the FY 2008-20 12 MAG Transportation Improvement Program

Mr. Wallace introduced Ms. Alice Chen of MAG to explain Project Change Requests to the FY 2008-20 12 MAG Transportation Improvement Program.

Ms. Chen explained that the item was on the agenda for information, discussion and action and referred to the attachment-handout that included a list of ten Project Change Requests items. She noted that the first two items were City Of Phoenix projects that were not moving forward at this time, so those funds were allocated to two preventative maintenance items. She explained that the Valley Metro Rail project items were not eligible for CMAQ operating funds as those funds could only be used for startup service, that the Goodyear bus purchase was deleted due to lack of local operating funds, and that RPTA/Valley Metro would be reimbursed for only five buses in its fleet, with the funding remainder allocated to preventative maintenance. She noted that this project change request was time sensitive due to the ending fiscal year.

Chair Cotton asked if there were any questions for Ms. Chen.

Ms. Jyme Sue McLaren of the City of Tempe asked if the deferred Valley Metro Rail project was deleted, would the obligation for those operating funds be returned to the local jurisdiction that operated rail. She also asked if those funds were allocated to another grant elsewhere, and inquired if the cities that operated light rail were eligible for those deferred \$300,000 in CMAQ funds.

Ms. Chen responded that the operating funds for CMAQ were very specialized, and that they could be allocated only for startup service, not general operating service. She noted that since those funds could only be used for startup service, the leftover \$300,000 in CMAQ funds would be distributed to the line item underneath the deleted item in the report, as this was an existing CMAQ project identified for additional TVMs (ticket vending machines) and fare validation systems.

Ms. Eileen Yazzie added that since Valley Metro Rail did previously begin service in December 2008, those leftover CMAQ operating funds could not be used for operations or late night services. She suggested that each rail operating city agency might contact Valley Metro Rail and inquire further on the existing payment agreements between those entities.

Hearing no further questions or comments for Ms. Chen or Ms. Yazzie, Chair Cotton called for a motion to approve the action item. Mr. Moody of the City of Peoria motioned to approve Project Change Requests to the FY 2008-2012 MAG Transportation Improvement Program action item. Ms. Rogene Hill of the City of Avondale seconded and the motion passed unanimously.

Chair Cotton thanked Ms. Chen for her presentation and proceeded to the next item on the agenda.

6. Transit Federal Funding Grant Opportunities

Ms. Eileen Yazzie of MAG referred the committee members to their agenda packets and to a two page chart that identified transit federal funding grant opportunities. She explained that she would review the four recent grant opportunities for the benefit of the Transit Committee as these recent grants had become available within the past month.

She mentioned that the first grant was 'Clean Fuels', the second was 'Discretionary Bus & Bus Facilities/State of Good Repair', the third grant was 'Transit Investments for Greenhouse Gas and Energy Reduction' under the auspices of the TIGGER Grant program and the final and fourth grant was the 'Transportation Investments Generating Economic Recover', also known as TIGER II. All of these grants were funded with discretionary dollars and apportioned funds were not used, and Ms. Yazzie added that the FTA administered the first three grants and the fourth grant, TIGER II was managed directly by the DOT.

Ms. Yazzie explained in great detail the criteria and eligible activities for each grant application. The Clean Fuels Grant, and \$81 million grant, would include the following elements: Purchase/lease clean fuel buses; construction or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; and projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions buses that exhibit reductions to existing clean fuel

or hybrid technology. She explained that the project must be ready to implement and that the FTA Deadline was June 14, 2010. She noted that the applications must be submitted to the FTA by the designated grant recipient, City of Phoenix, and that Phoenix needed to receive the applicants' submittal applications by May 31, 2010 in order to review and process them.

Mr. Yazzie referenced the chart and discussed the Discretionary Bus & Bus Facilities/State of Good Repair grant. Eligible activities for this grant included capital projects such as purchase, replacement, or rehabilitation of, buses and vans and related equipment; replacement or modernization of bus maintenance and revenue service (passenger) facilities; and the development and implementation of transit asset management systems. She explained that the project must be ready to implement and that the FTA Deadline was June 18, 2010. However, she noted that the applications must be submitted to the FTA by the designated grant recipient, City of Phoenix, and that Phoenix must receive the applicants' submittal applications by June 4, 2010.

Mr. Yazzie discussed the Transit Investment for Greenhouse Gas & Energy Reduction, also known more commonly as the TIGGER grant. Eligible activities and criteria for this grant specify that the project must assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system. She noted that the applications should be submitted by an eligible city, operator or member agency directly to the FTA by August 11, 2010.

Mr. Yazzie explained the details of the final grant opportunity, the 'Transportation Investments Generating Economic Recover', also known as TIGER II. She discussed that it was very similar to the original TIGER grant of 2009 as it was administered through the ARRA/Stimulus program. She noted that qualifying activities included highway or bridge projects under Title 23, public transportation projects under Title 53, 49, passenger and freight rail projects and port infrastructure investments.

She added that the two-phased applications can be submitted by an eligible city or member agency directly to the Department of Transportation, with the pre-application due by July 16, 2010 and the final application due on August 23, 2010.

Ms. Yazzie referred the committee members to the presentation chart and explained that currently, transit projects submitted for discretionary grants are not ranked or prioritized from this region. The 'Clean Fuels' and 'Bus Grants' both feature evaluation criteria that is heavily focused on the need for planning and prioritization at the local/regional level. She noted that the FTA has strongly encouraged the MAG region to prioritize transit projects, specifically within the grant applications, in order for MAG Region projects to have more competitive opportunities at securing federal funding.

Ms. Yazzie explained that since June 10th would be the next Transit Committee meeting, and in light of the pending FTA and DOT deadlines for some of these grant applications prior to Jun 10th, there may not be time within the next month for the committee to establish any sort of regional ranking or prioritization methodology. She did however suggest that beyond these pressing deadlines at a future meeting, such a regional ranking or prioritization methodology discussion could occur.

Ms. Yazzie noted that this item was on the agenda for information and discussion and that she would invite any comments, questions or discussions from the committee.

Ms. Rogene Hill of the City of Avondale inquired for clarification on regional ranking or prioritization within the TIGER II since it was indeed a USDOT administered grant.

Ms. Yazzie replied that MAG had continued and valuable dialogue with both USDOT's FHWA (Federal Highway Administration) and FTA (Federal Transit Administration) to assist MAG with the intermodal planning and certification reviews. The USDOT recommended, although it was not required in TIGER II, that regional ranking and prioritization of local projects would help in the MAG regions' potential of acquiring funding. Ms. Yazzie noted that in the previous TIGER I application round, the MAG Region did not receive any federal funds.

Mr. Bryan Jungwirth of RPTA/Valley Metro added an observation regarding the TIGER and TIGGER funding grants in that some agencies initially refrained from applying for various grant opportunities because it there was hope that the City of Phoenix would receive funds. He also added that it was assumed that ADOT and other agencies had planned to apply for those same grants, only to not receive anything in the last round. Mr. Jungwirth inquired as to whether MAG is looking to prioritize these grant applicants, would they be a more multi-modal aspect.

Ms. Yazzie responded that in relation to TIGER, the application would indeed be a multi-modal request, and if the Transit Committee wished to look more closely into the transit individually, those recommendations could be forwarded to the MAG Transportation Review Committee and they would decide whether to include other modes. She added that in regards to the TIGGER grant, it was only an FTA application and the evaluation criteria does not specify the need for regional prioritization of projects, although that emphasis would not hurt the MAG Region's applications.

Mr. Bryan Jungwirth replied with an example of a hypothetical scenario for clarification. He mentioned that a TIGER grant that would move through the MAG process, including a prioritization of the project, he wondered how would MAG get the entire region to agree on that application.

Ms. Yazzie replied that since the pending time line was so limited, that there may not be prudent time for the region to tackle all of the issues at once and establish a prioritization ranking criteria, however she noted that there was the upcoming June 10th Transit Committee meeting where the members could take action for recommendation on any of the grant applications.

Mr. Mike James of the City of Mesa asked if the funding minimum/maximum listings for the grant applications referred to the State of Arizona as a whole, or did they refer to the MAG Region, or both. He also inquired about the minimum/maximum funding limits for planning and design for TIGER II. He mentioned that the region was currently performing a lot of planning and environmental clearance and would those tasks be eligible for TIGER II funds.

Ms. Yazzie explained that the funding totals are for the Region, not the state. She added that TIGER II funds apply only to projects that are 'ready to go' and already within an approved TIP or RTP, and both include their required associated local funding. The Phoenix SkyTrain

and the Mesa light rail extension are both in the TIP and thus were eligible projects. Discussion followed.

Mr. David Moody of the City of Peoria inquired as to whether MAG staff could present the different applications to the Transit Committee at the June meeting so that we could review them and possible rank eligible candidate projects.

Ms. Yazzie mentioned that she could coordinate with the designated grant recipient Phoenix in acquiring these applications for the June meeting and the committee could discuss any possible action.

Ms. Hill explained that it makes sense for the committee to rank the first three FTA grant application series, but that it does not seem appropriate to rank the USDOT TIGER II application as it may unnecessarily put restraints on the ability of various projects from moving forward as the time deadline was limited.

Ms. Jyme Sue McLaren of the City of Tempe asked for clarification on discretionary grant applications. Did the discussions apply to only these four applications mentioned in today's presentation, or did they also apply to New Starts and Small Starts discretionary applications as well.

Ms. Yazzie responded that this only applied to the four applications mentioned in today's presentation. However, in the future when it came to other discretionary grant applications in the future, it was assumed that the prioritizing and ranking would align with our RTP and TIP. She noted that as reported in the Transit Manager's Report, this fall 2010, MAG will be looking more closely into transit programming and the involvement of the Transit Committee in those ongoing decision making processes.

Chair Cotton commented that HUD had a new sustainable communities grant and that a criteria within that grant was an emphasis on a regional approach and how important 'regionalism' is from a federal perspective.

Ms. McLaren explained that she was familiar with the HUD grant and that the language within the sustainable grant refers specifically to regional issues, thus precluding individual cities from applying for the grant, but encouraging a regional response.

Chair Cotton further added that during the MAG certification review, the federal agencies were directing a greater emphasis on consolidation of regional approaches, with more special attention given to land use planning, work place housing and affordable housing in efforts to secure regional funding. She mentioned that she hoped that the Transit Committee could work together on a prioritization plan in the near future. Ms. McLaren replied that she believed that this grant application was indeed on the MAG Regional Council agenda in May for consideration.

Chair Cotton thanked McLaren for her summary and asked if there were any further questions or comments for Ms. Yazzie. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

7. Quarterly Status Report on Federal Grant Activity

Mr. Wallace thanked the City of Phoenix staff, specifically Ms. Stephanie Child and Mr. Ken Kessler for their graciousness in assisting MAG staff and the Transit Committee on understanding the complexities of the federal grant process. He discussed that in regards to the agenda item, from today forward on a quarterly basis, there will be a presentation update on the status on the federal grants to the Transit Committee. This was being initiated in the spirit of transparency, which was discussed at the first Transit Committee meeting in January 2010. He mentioned that Ms. Child was here to provide a brief overview to the committee, and that Mr. Kessler would be here in June for a follow-up agenda item pertaining to the management and monitoring of federal grants. He summarized that as the committee moves forward, there was emphasis on the importance for the region to focus on finalizing the grants and getting them closed out, as this was a primary imperative for the federal government.

Ms. Stephanie Child of City of Phoenix was introduced to the committee members and presented an overview of the Federal Grant Activity. She referred the Committee members to their packets and attachment three, the City of Phoenix' FTA Grant Status Report as of March 31, 2010. Ms. Child discussed and explained in depth the components of the status report, specifically the grant number and lines, funding year, award date, status and funding award amounts, funds expended and funds remaining.

Chair Cotton asked if there were any questions or comments for Ms. Child in regards to her presentation.

Mr. Jungwirth of RPTA/Valley Metro thanked Ms. Childs for her excellent summary report. He requested if the City of Phoenix could provide an additional breakout level of detail within each of the grant, similar to the format that was previously used by City of Phoenix in 2004, in order to see how each project was moving along within each grant line item. Ms. Child replied that City of Phoenix was willing to work with the Committee on the format of the quarterly reports so that it was more transparent and detailed.

Ms. Hill of City of Avondale asked if this grant summary was pertaining to only the Phoenix UZA(UrbaniZed Area). Ms. Child replied that it applied to the entire region, including Avondale-Goodyear UZA. Ms Child added that within the ARRA section of the report, the Avondale-Goodyear UZA was listed on page 4 under AZ96-X002, with the highway transfer grant. Ms. Hill clarified that the Avondale-Goodyear small UZA received an annual allocation and that was the item she was searching for. Ms Child replied that the operating assistance amount was listed on page 1 under AZ90-X096, and part of the \$12,590,000 was allocated for the Avondale-Goodyear small UZA. Ms. Hill thanked Ms. Child for the clarification.

Mr. Wallace commented that this was an excellent report and that it was important for the Transit Committee to be aware of this information and encouraged the committee members to review the summary report so that the discussion could be continued at the June meeting. He requested that the report feature a breakout section specifically for the Avondale-Goodyear small UZA, as well as clarifying and summarizing all of the projects within a few pages.

Chair Cotton thanked Ms. Child for her presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

8. MAG Complete Streets Guide

Ms. Maureen Dicindis of MAG presented an update on the MAG Complete Streets Guide. She explained that this was a voluntary tool, not a mandatory one, to be used by member agencies. She added that the guide was on the MAG website and was soliciting comments and input from the committee member. She mentioned that there were four components of the guide; 1.) Complete Street Guide, 2.) MAG Complete Streets Planning Process, 3.) MAG Plan, and 4.) Implementation.

Ms. Dicindis explained that Complete Streets is characterized as safe, comfortable and convenient for all users, with facilities offering a full range of travel choices appropriate to the context. In addition, she added that Complete Streets connect to a network that offers mobility choices; facilities that support and contribute to a healthy, active lifestyle, to quality of life for drivers, transit users, pedestrians, bicyclists, older people, children, people with disabilities, and people with assisted mobility devices (including baby strollers).

Ms. Dicindis discussed that Complete Streets result from transportation agencies changing their orientation from building streets primarily for cars. She noted that instead, the policies would ensure transportation agencies routinely design and operate the entire right of way to enable safe access for all users. She highlighted the benefits of facilities for all users, namely economic (access and mode choice), cost savings, safety healthy communities (more biking and walking), easing congestion (through transportation choice), safe routes to school and air quality improvements.

Ms. Dicindis noted that the Complete Streets guide was initiated from a Federal effort. Specifically, she presented a quote from US Transportation Secretary Ray LaHood, an avid cyclist, from a recent speech he had given which underscored the goals of the Complete Streets plan: "The upcoming reauthorization of DOT's Surface Transportation Programs provides an opportunity for us to feature bicycling as part of a new American mobility within livable communities. As I said today in testimony before the House Energy and Commerce Committee, this includes fostering communities where bicyclists feel both safe and welcome on the roadways. Bike friendly development also has the potential to contribute significantly to the revitalization of downtown districts and offer an alternative to sprawl and automobile-focused commuting." said Mr. LaHood.

Ms. Dicindis explained that the Complete Streets Act of 2009 was not yet a bill, but that it would direct state DOTs and MPOs to adopt such policies as explained earlier, within two years of enactment of the bill and apply the policies to upcoming federally funded transportation projects. Non compliance could result in a smaller percentage of State's STP funds. She added that what MAG was trying to achieve was consistent regional standards for complete streets, prototype and baseline of expectations, and planning guidance.

Ms. Dicindis summarized that the draft plan for the Complete Streets guide provided the following detail: definitions, prototypes, local examples of best practices, Green Streets, Healthy Communities, new ideas and innovations, intersections, performance measures, performance outcome measures, potential inventory measures, planning processes, and best practices.

Chair Cotton asked if there were any questions or comments for Ms. Dicindis in regards to her presentation.

Ms. McLaren inquired if there was any opportunity to use the criteria not just for transit exclusively, but also for roadway projects as well. Ms. Dicindis replied that it would be encouraging and that it would need to be a MAG decision, unless the USDOT required he multi-modal criteria beforehand. She added that the MAG Bike-Ped Committee is looking into applying the Complete Streets policies to the TIP. Ms. McLaren added that it seemed that the most appropriate location to apply the Complete Streets policies would be roads, especially in regards to prioritizing projects on a regional level.

Chair Cotton thanked Ms. Dicindis for her presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

9. Request for Future Agenda Items

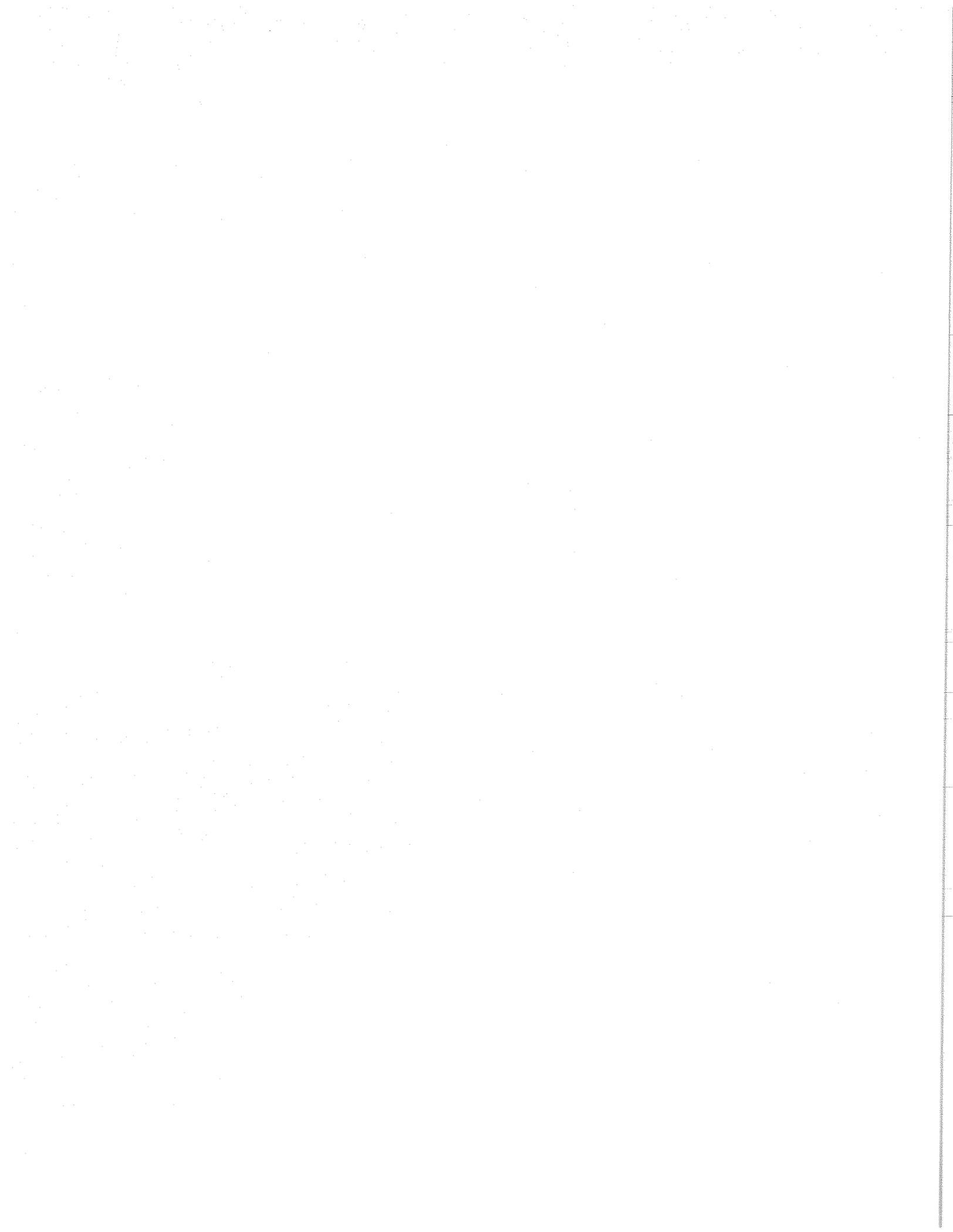
Chair Cotton asked the members of the Transit Committee if there were any issues that they would like added as future agenda items. Mr. Wallace mentioned that the City of Phoenix would provide additional information on the grant reporting process. Chair Cotton also added that two letters were received, one from the USDOT on May 6th and one from the FTA on May 7th, reminding the region of the importance of the DBE (Disadvantaged Business Enterprise) component in all ARRA and transit projects. She cited that the FTA had recently withdrawn \$70 million from a peer region due to a lack of DBE within that project, underscoring the value in ensuring DBE representation in all scopes and contracts.

Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Cotton thanked those present for attending the MAG Transit Committee meeting. She announced that the next meeting of the MAG Transit Committee would be held on Thursday June 10, 2010 at 1:30 pm in the MAG Saguaro Room. There being no further business, Chair Cotton adjourned the meeting at 2:28 p.m.

ATTACHMENT ONE



TEMPE SOUTH HIGH CAPACITY TRANSIT STUDY BRIEFING TO THE MAG TRANSIT COMMITTEE

Wulf Grote, Director, Project Development, METRO
June 10, 2010

The purpose of the study is to evaluate high capacity transit improvements in the Tempe South Corridor Study Area shown in Figure 1. Two projects in the study area were included in the Regional Transportation Plan (RTP) as part of the 57 miles of high capacity transit plan that would be funded by Proposition 400, which included a voter-approved half-cent sales tax. They include: 1) a two-mile High Capacity Transit connection centered on Rural Road; and 2) a bus rapid transit (BRT) project along Scottsdale/Rural Roads connecting Scottsdale, Tempe, and Chandler. Both would connect with the 20-mile LRT Starter Line which began operating in late 2008.

Alternatives Considered

Since its initiation in late 2007, the Tempe South corridor study has evaluated a range of transit technologies (e.g., BRT, commuter rail, light rail transit [LRT], and modern streetcar) as well as several major north-south corridors including: 1) the Union Pacific Railroad—Tempe Branch; 2) Mill Avenue/Kyrene Road; 3) Rural Road; and 4) McClintock Drive. A two-tiered alternatives development process was used to evaluate alternatives. The first phase, or Tier 1, included a conceptual level evaluation that analyzed the advantages and disadvantages of the initial long list of potential alternatives to address the transportation needs of the corridor. The initial alternatives were subject to a “fatal flaw” screening at the Tier 1 phase; the most feasible alternatives were identified and retained for further analysis in the second phase, or Tier 2, of the analysis. The Tier 2 evaluation criteria were more quantitative in nature and considered factors such as ridership potential, capital costs, land use and economic development impacts, traffic issues, major environmental factors, conceptual engineering, and community goals and desires. The study began with a total of 11 transit options using the previously mentioned range of technologies and alignment routes within the study area. As a result of the alternatives analysis process and considerable public/stakeholder input throughout project development, two high capacity transit alternatives are being further evaluated: 1) Mill Avenue Modern Streetcar and 2) Rural Road BRT. Recommendations for the Tempe South corridor study will include both a Locally Preferred Alternative (LPA) that defines a specific route and transit mode for the project moving forward for federal funding consideration, and recommendations to advance other projects when additional funding becomes available.

Federal funding will be sought through the Federal Transit Administration’s (FTA) Section 5309 discretionary grant program. Specifically, funding will be sought from the Small Starts portion of the program for capital projects costing less than \$250 million and seeking less than \$75 million in funds.

Changes in Federal Evaluation and Recent Study Activities

METRO has continued to evaluate the streetcar project relative to FTA Small Starts criteria. Whereas, the federal eligibility criteria for Small Starts funding for the past several years focused almost solely on cost effectiveness of a project, the recent federal policy shift to support projects that enhance community livability is likely to enhance the project's potential for eligibility. Tasks undertaken to support demonstration of eligibility are summarized in Table 1.

Table 1: Recent Activities to Support Small Starts Funding Eligibility

Activity	Description
Transportation Model	<p>Develop small area model—Purpose to help identify and quantify riders and markets for streetcar not generally included in regional travel demand models. Examples include shorter neighborhood-oriented transit trips and trips using bicycles or walking which now may use the streetcar.</p> <p>Combine regional and small area model tools—to propose how streetcar operations could work with other transit services in the corridor.</p> <p>Regional model testing—to determine ridership changes due to varying assumptions such as distance riders walk to and from stations; average streetcar speeds; and transfer opportunities between streetcar and other corridor transit services.</p> <p>Special events—Determine impact of special events on daily ridership.</p> <p>Assess Land Use Assumptions in regional model—Working with MAG to adjust projections in the model to more accurately reflect anticipated projects expected to be built by 2015. Also includes identification of opportunity sites for redevelopment.</p>
Cost Benefit Analysis	<p>Quantified costs and benefits of a rail investment on 2 alignment options: 1) Mill Avenue—Rio Salado Parkway to Southern Avenue; and 2) Mill Avenue/Apache Boulevard—Mill from Rio Salado to Apache, and Apache from Mill to Dorsey/Apache LRT Starter Line Station. A stakeholder workshop was held in mid-January to identify upcoming plans, projects, and possible land use impacts. Early results show a positive return on investment for the Mill Avenue modern streetcar. Majority of expected benefits would result from community economic development effects that are produced to the added density, livability, and attractiveness of the neighborhoods near the route.</p>
Project Funding	<p>Although consensus is to advance both Mill Avenue Streetcar and Rural Road BRT, recent changes to regional transportation funding have deferred capital and operating funding for the Tempe/Chandler segment of Rural Road BRT beyond 2026. However, capital funding for modern streetcar still remains for the initial phase from Rio Salado/Mill to Southern/Mill. Project cost is approximately \$160 million (year of expenditure dollars) - which includes regional and federal funding (including \$75 million from the Small Starts program). Process to secure federal funding is competitive and, therefore, uncertain. Operations funding, a Tempe expense, will be approximately \$3 million annually, and cost would be offset by fare revenue and restructuring of underlying redundant bus service.</p>
Ash Avenue Alignment	<p>Staff has been requested to evaluate the potential to operate modern streetcar on Ash, instead of Mill, between Rio Salado and University. Ash Avenue parallels and is one block west of Mill. This option has been presented to Tempe city staff and the Community Working Group and will be presented to the community as a potential alignment option in planned public meetings. Over the summer, additional technical analysis will occur and will consider issues such as cost, ridership, cost/benefit analysis, land use and economic development impacts, neighborhood access, construction impacts and parking impacts. The results of the analysis will be presented to the community later this year.</p>

Project Schedule

- May 2010 – City Council passed Resolution No. 2010.59 reaffirming their commitment to advance both Mill Avenue streetcar and Rural BRT to position both projects for greatest opportunity for future funding, but recognizes that the region has deferred Rural BRT until after 2026. The resolution directs the City Manager to continue to ensure that City staff works to carry out the Council's direction to commitment to the modern streetcar project.
- June 2010 – public meetings on recently completed technical analysis and introduction of Ash Avenue alignment options; additional stakeholder outreach.
- August/September 2010 – additional community and stakeholder meetings on Tempe South Corridor Study recommendations including LPA.
- August/September 2010 – Study recommendations including LPA considered by Tempe Transportation Commission, City Council Transportation Committee and City Council.
- Fall/Winter 2010 - regional board actions on LPA and study recommendations.
- January 2011 - FTA request to enter Small Starts Project Development.
- July 2011 - FTA approval to enter Small Starts Project Development.
- 2017 (FY 2016) – Operations.

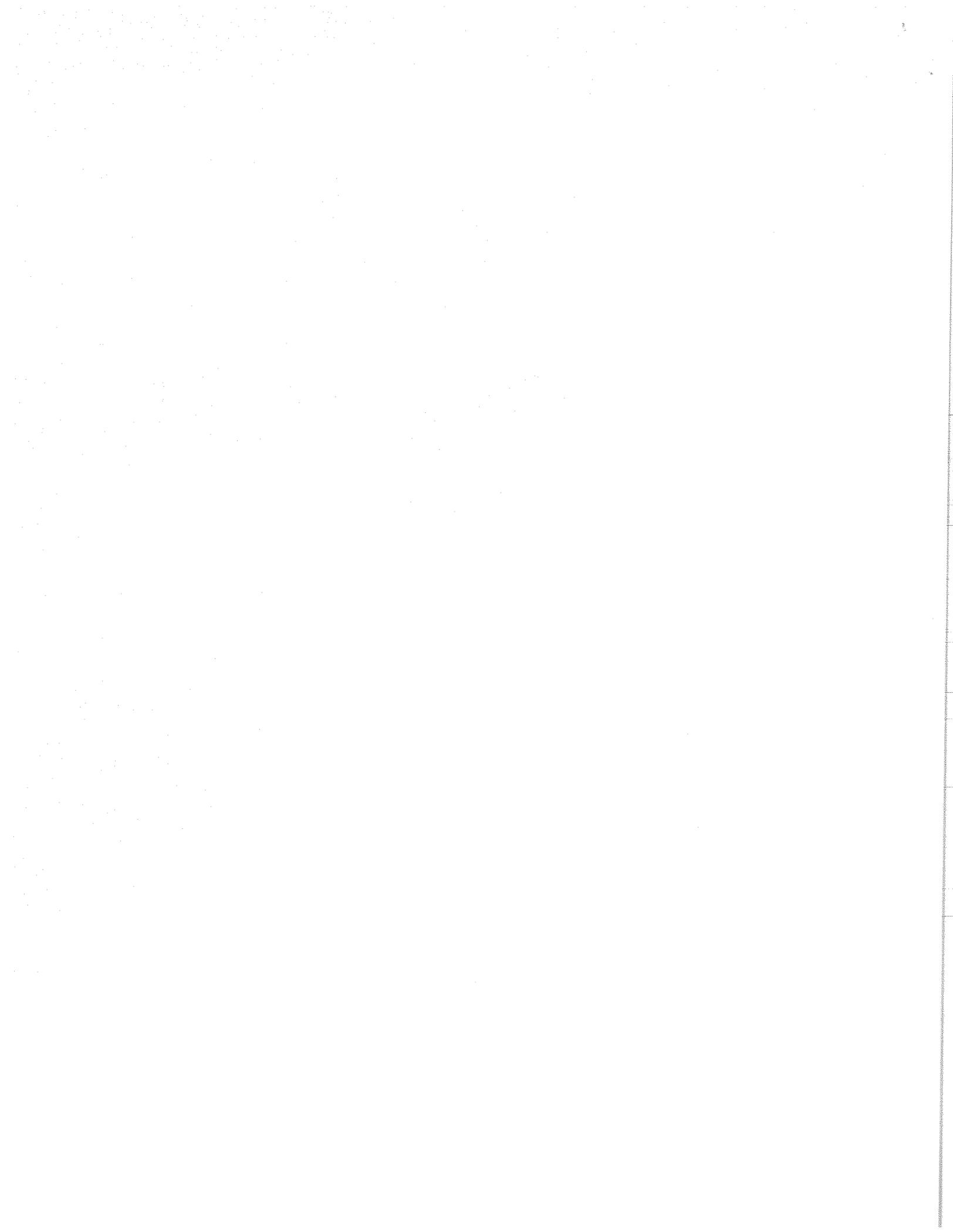


Figure 1: Tempe South Study Area

