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February 6, 2014

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Scottsdale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 13, 2014 – 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 February 2014 meeting, the quorum requirement is 11 committee members.

2. Approval of Draft January 9, 2014 Minutes

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transit Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transit Committee requests an exception to this limit.

4. Transit Program Manager's Report

Eileen Yazzie, the MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. Job Access Reverse Commute

Alice Chen and DeDe Gaisthea of MAG will jointly present to the Committee. On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 7.2 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) receive a sub-allocation to be utilized for a regional competitive process. MAG staff presented draft programming and policy guidelines at the January 9, 2014 Transit Committee for review and input.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the January 9, 2014 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion and possible recommendation for approval.

The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The recommended draft set of guidelines and principles for the JARC program, upon Transit Committee recommendation and Regional Council approval will be incorporated into the MAG Transit Programming Guidelines. Please refer to Attachment #1 to review the recommendations from the working groups.

6. Pinal County Transit Overview

David Maestas of the City of Maricopa and Jill Dusenberry of the City of Coolidge will jointly present to the Committee. Mr. David Maestas, Program Manager for the City of Maricopa Express Transit System (COMET) will present existing services, vision and planned service improvements. Ms. Jill Dusenberry, Coolidge Assistant City Manager, will present an overview of the development, current operation, and vision for the future of the Central Arizona Regional Transit (CART) System.

7. Quarterly Status Report on Federal Grant Activity

Ken Kessler and his staff are available for questions and comments. The City of Phoenix is the Designated Recipient (DR) for federal transit funds for the Phoenix Mesa Urbanized Area (UZA). Among other responsibilities, the City of Phoenix manages federal transit grants for the region. In support of MAG's role of coordinating regional transit planning and programming activities, the City of Phoenix will provide quarterly updates to the Transit Committee on the status of existing federal grants. Please refer to Attachment #2 for additional information.

6. For information and discussion.

7. For information and discussion.

8. 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.

9. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, March 13, 2014, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

8. For information and discussion.

9. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

January 9, 2014
Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton for Rogene Hill	*Peoria: Maher Hazine
*Buckeye: Andrea Marquez	Phoenix: Maria Hyatt
Chandler: Dan Cook for RJ Zeder	Queen Creek: Muhamed Youssef for Chris Anaradian
El Mirage: Bryce Christo for Sue McDermott	Scottsdale: Madeline Clemann, Chair
Gilbert: Leslie Bubke	Surprise: David Kohlbeck
Glendale: Matthew Dudley for Cathy Colbath	*Tempe: Robert Yabes
*Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
# Maricopa: David Maestas	Valley Metro: Ben Limmer for Wulf Grote
Maricopa County DOT: Mitch Wagner	Youngtown: Grant Anderson
Mesa: Jeff Martin for Jodi Sorrell	

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

OTHERS PRESENT

Eileen Yazzie, MAG	Dianna Evans Phoenix
Marc Pearsall, MAG	Ted Mariscal, Phoenix
Alice Chen, MAG	Jason Pagnard, B&N
DeDe Gaisthea, MAG	Jennifer Pyne, URS
Chaun Hill, MAG	
Teri Kennedy, MAG	
Jorge Luna, MAG	

1. Call to Order

The meeting was called to order at 10:04 a.m. by Chair Madeline Clemann. She welcomed everyone in attendance and announced that a quorum was present. He noted that one member was joining the meeting by teleconference; David Maestas of Maricopa. Chair Clemann asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft October 10, 2013 Meeting Minutes

Chair Clemann asked if there were any comments or corrections to the Draft October 10, 2013 meeting minutes. Hearing none, she called for a motion. Mr. Anderson moved to approve the motion, Mr. Martin seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda.

3. Call to the Audience

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

Ms. Yazzie noted that she had three items to present. She noted that back in October of 2013 the FTA released a request for comments on the National Public Transportation Safety Plan, the Public Transportation Safety Plan and other management and asset management plans. The FTA's inquiry included 123 questions directed at agencies for response. Valley Metro, City of Phoenix as the designated recipient and MAG reviewed the questions while also using APTA's responses as a guide to assist with the MAG Region feedback. The comments submitted back to the FTA highlighted flexibility in the three plans to permit each region in Arizona, namely Phoenix and Tucson, to customize its needs in lieu of a one-size-fits-all program. State of Good Repair was also emphasized as well as consistency with existing safety and operations plans instead of recreating the wheel with new plans as well as eliminating burdensome record keeping and duplicative paperwork. Ms. Yazzie then noted that the MAG Region was still awaiting the Federal FY2014 apportionments. She also reminded the Committee that a Transportation Alternatives/Safe Routes to School Program applications were previously sent out. She noted that if an agency had applied in the past for Safe Routes to School education funding for bike/ped for K through 8, the new application was available for review and the due date for submittals was February 6th.

Ms. Yazzie also advised the committee that longtime MAG transit planner Mr. Jorge Luna would be departing MAG for the new Senior Service Planner at Valley Metro. She thanked Jorge for all of his dedication and fine work over the years. She stated that she was sad to see him go but excited for him and the region as we would still continue to work with him in his new capacity at Valley Metro. Mr. David Maestas of Maricopa also echoed her thoughts in thanking Mr. Luna. Ms. Yazzie completed her report.

Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

5. Job Access Reverse Commute

Chair Clemann invited Ms. Alice Chen and Ms. DeDe Gaisthea of MAG to present on the Job Access Reverse Commute agenda item.

Ms. Chen thanked the committee and noted that the item was on the agenda for possible action. She then began her presentation by thoroughly explaining the JARC programming guidelines, with information from post audit and with feedback from FY2013 JARC process. She then introduced Ms. DeDe Gaisthea of MAG to walk the Committee through the presentation.

Ms. Gaisthea noted that she would review the MAG Certification Review and peer agencies summary (stating that not all regions had a dedicated JARC program). She summarized that from the audit, there was a genuine need to define program goals; increase collaboration; and fund the most critical/best projects. She explained that post Audit, there were three main elements that were recommended from the findings: 1) Define program goals, 2) Increase collaboration with other organizations and non-profits and 3.) Fund the most critical/best projects. She also discussed the MAG Certification Review process in November 2013 with the FHWA, and the panel noted the need and importance for further community outreach, specifically with the task of perhaps engaging people, for example, at a local laundromat, which had been successful in other communities.

Ms. Gaisthea then delved into detail on lessons learned from the Peer Review; which gave real-world examples of other projects and solutions from MAG peer agencies from around the nation. A substantial sampling of peer projects included: (Chicago) Pace I-90 Service Expansion Phase I; expansion of Routes 600 Northwest Express and 610 Prairie Stone Express; route bi-directional during peak period weekdays to serve reverse riders going to work and school; volunteer expresses; a volunteer driver program supplementing the services offered by Hanover Township's Dial-A-Bus program; volunteer drivers utilizing their own vehicles will provide the door-to-door service.

Ms. Chen also showcased additional peer agency programs, such as: local share provided with transportation development credits; Swan Island Business Association's Evening Shuttle, a last-mile shuttle, which served shift times when transit is not offered, connects to TriMet bus and MAX service. Ride to Work Program: provide reverse commute employment transportation for low-income persons who have criminal records and are residing in Cook County, IL; daily service, to be operated by a private contractor, will cover three employment shifts; individuals transported to and from five designated pick-up points in Chicago to employers located in the suburbs; concrete waiting areas at bus stops, up to 150 concrete pads and ancillary connections to accessible paths with pads located against a raised curb to facilitate "level boarding" from the pad to the buses bottom stop or provide a landing area for a wheelchair lift. Lastly, matched with Transportation Development Credits (Toll Credits) with the Community Cycling Center's Create a Commuter, where eligible participants received bicycle safety education and fully-equipped commuter bicycles.

She then discussed the Bikeshare program, where people who meet the eligibility requirements received a free membership, as well as free bike safety training, a helmet and route-planning assistance. Bike Link-on was an on demand parking system to make it easier to use transit and other mobility alternatives, www.bikelink.org. She also noted the Metropolitan Family Service's Ways to Work, was a national program operated locally that provided vital access to jobs and job-related

support services for low-income parents; and support staffing and direct program costs to provide low interest loans and financial education. They included loan sizes range up to \$8,000 with an interest rate of 8 percent.

Ms. Chen continued by explaining the International Rescue Committee Operating Project, which distributed seventeen auto loans to low-income job seekers with either low or no credit history. The program currently has a 100% repayment rate. With Ways to Work, it provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car. It supported operating costs associated with client screening and case management, and for a small loan guarantee pool. With Trip-Based Services, a special program was included in the fare policy to offer a 50% reduction in the price of bus tickets and passes to not-for-profit organizations that provide transportation assistance to low-income citizens.

In Toms River Connection, NJ, there were posted timetables and route maps at the bus stops and developed a rider's guide to Ocean Ride services; particular care was taken to ensure the information was not intimidating for new riders. The TMA paid for and produced the guide, with a JARC funded the route. The mini-travel training includes information on all Toms River Connection bus routes and designated staff is available to "walk" new customers through which routes will best serve their travel needs. In the Steps to Success program; transports participants to employment training and Ride Connection promotes travel to older adults in the workforce and provides free training. Ms. Chen further continued with additional examples: The International Rescue Committee – Mobility Management program assisted over 1,100 refugees and low-income community members in accessing public transportation for their job commutes. It had helped clients in submitting 684 job applications and securing 328 jobs. The Metra Visual Information Systems (VIS) at Non-key ADA Metra Stations; Fund the installation of electronic visual sign systems at 11 non-key ADA Metra stations. The signs will provide real time information about Metra train service in Chicago.

Ms. Chen also detailed Portland Community College's Job Link; PCC's Workforce Network (WFN) provides employment and training services for unemployed and under-employed residents. Safety Transportation Training Program; Assess and provide training to the disabled and older adults. St. Madeleine Sophie's Center – Mobility Management; and Mobility Management Training (in class and in community) for 85 adults with developmental Disabilities. Four of them became so adept at learning to use public transportation that they served as mentors to the others.

She then summarized and discussed the program's goals. To improve access for low-income persons to jobs and job-related services. Eligibility, operating; new routes; route extensions; increased frequency; modification of existing routes; additional late night and weekend fixed-route service. She noted the eligibility of non-operating services; such as transit-related aspects of bicycling such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations or other locations as identified in coordinated plan; Information , information technology (GIS, ITS, GPS etc.) and dispatch systems; promotion, marketing, and pass programs; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; travel training, travel assistance, and other forms of facilitating use of fixed-route.

She also explained the Mobility Management Projects, funding and operating perimeters. There were two years guaranteed funding for non-grand-fathered routes; one additional year for extenuating

circumstances and currently grand-fathered routes. For non-operating, two years guaranteed funding; were permitted to re-apply after two years but demonstrate its success. The funding amounts were: \$30,000 Minimum and \$200,000 Maximum funding request. 5% set-aside for non profit agencies \$90,000.

She then touched on Human Services Coordination Transportation Plan gaps analysis, coordination and outreach. They increased due diligence, contacting business or social services directly for input. They then solicited letters of support (2 minimum) from stakeholders including businesses, non-profits and/or social services. With the Participation in Transportation Ambassadors Program (TAP) and Performance Indicators, there was focus on cost/benefit, desired outcome, performance evaluation methodologies, and sustainability. Other methodology included: project readiness, meets program goals, evaluation process, presentation, no presentation, question and answer session, evaluation team. This also included a transit working group, plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee.

Ms. Chen summarized her presentation with a reminder of a Call for Projects in Spring 2014 (in the March/April time-frame). She elaborated on the need for collaboration, with a run-down of next steps, and the Transit Ad-Hoc Working Group to work on application and evaluation criteria, that would occur before the next Transit Committee meeting. She then discussed the Preliminary Call for Projects Timeline: Feb 13, 2014 - Transit Committee recommends inclusion of expanded JARC elements in MAG Programming Guidelines for Federal Transit Formula Funds; Feb 18, 2014 - Applications made available to member agencies; March 26, 2014 - MAG Regional Council approves updated Guidelines; March 31, 2014 - Applications due to MAG Offices; May 8, 2014 - Transit Committee recommends list of projects to Regional Council for approval; and June 25, 2014 - Regional Council Approves list of projects for inclusion in the FY2013-2018 Transportation Improvement Plan.

Chair Clemann thanked Ms. Chen and asked if there were any further questions or comments. First, Ms. Clemann asked that since the project was so large and the committee so vast, that the information and the slide presentation should be sent out first so that it may be digested by the committee, especially since there may be an audit, then a decision could be made later. Discussion followed. Mr. Anderson offered additional commentary and also asked that the information be disseminated before a policy approval. Ms. Chen noted that the deadline was a couple months away so that there was time for additional review. Mr. Cook and Ms. Yazzie discussed the next FY programming schedule. Ms. Sexton clarified that Avondale was required to work directly with ADOT for their applications. Ms. Chen responded in the affirmative due to the Avondale/Goodyear UZA. Ms. Hyatt requested that a working group be convened soon so that a decision could be garnered from the Transit Committee meeting in a meeting setting. Ms. Chen replied that she was planning on such a meeting by early February. Discussion followed on MAP-21. Chair Clemann asked how many participants would be interested in submitting a liaison to the working group. Ms. Chen said that she would send a meeting notice to the competitive grants working group list in order to expedite the new working group.

Chair Clemann again thanked Ms. Chen and Ms. Gaisthea for their presentation and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

6. Designing Transit Accessible Communities - Final Report

Chair Clemann invited Ms. Alice Chen to present on the Designing Transit Accessible Communities - Final Report agenda item.

Ms. Chen thanked the committee and noted that the item was previously heard at the October 2013 Transit Committee meeting, but was not approved so that members may have additional time to review the DTAC report. She noted the item was on the agenda this time for possible action.

She explained that the Designing Transit Accessible Communities study was the result of an ongoing partnership with stakeholders ranging from facilities staff, transportation planners, human services coordinators, and special needs coordinators. Numerous workshops were held in order to solicit input and dialogue between the stakeholders. She also mentioned that the study featured Case Study Locations for projects from throughout the MAG Region, as well as a development of a helpful bus stop categories chart. She noted that public surveys played a large part of the study and that a priorities list was created - In order of preference, the respondents selected the following amenities as most important for transit: 1. Shade Trees (68%), 2. Bus Schedule Information (64%), 3. Streetlights (60%), 4. Landscaping (55%), 5. Bicycle Lanes (52%), 6. Bicycle Parking (51%), 7. Curb Extensions (50%), 8. Medians (43%), 9. Decorative Pavement (41%), and 10. Art (40%).

Ms. Chen also noted that the Transit Accessibility Toolkit was a major achievement of the DTAC. It reflected issues, areas of importance, improvement considerations, planning/policy guidance and cost. Additional elements reviewed in the presentation included lighting, information signing, wayfinding, seating, shelter, landscape shading, adjacent land use, bike access, bike parking and sidewalks. She also noted that there was a new Implementation Checklist for projects and that the Draft Final Report was available for review on the MAG web site. Ms. Chen completed her report.

Chair Clemann thanked Ms. Chen for her report and asked if there were any questions or comments. Mr. Dudley suggested that the members share this document with their agency engineering and planning departments as it was a valuable tool to assist with understanding complete streets during the updating of the general plan and general transportation improvements. Additional discussion continued. Hearing no further comments, Chair Clemann called for a motion. Mr. Anderson moved to approve the motion, Mr. Martin seconded, and the motion passed unanimously. Chair Clemann proceeded to the next item on the agenda.

7. Multi-Modal Level of Service Project

Chair Clemann again invited Ms. Alice Chen to present on the Multi-Modal Level of Service (MMLOS) Project agenda item.

Ms. Chen explained that the purpose of the MMLOS featured two components. First was the What: a method for assessing how well an urban street serves the needs of all of its users: auto drivers, transit passengers, bicycle riders, and pedestrians. The second was the How: the Level Of Service (LOS) models were ideal for evaluating the benefits of “complete streets” and “context sensitive” design options because the models quantify the interactions of the modes sharing the same street right-of-way. She also discussed the pedestrian LOS Urban Street factors; Pedestrian Level of

Service Signalized Intersection factors; Bike LOS - Urban Street Segements factors; and Bike LOS - Signalized Intersection factors. She also advised of the approach which was to develop a model that relates to LOS, with Model Inputs that include 'inside the ROW' variables such as speed, frequency, reliability, etc. She also reiterated the state of practice, sample applications and examples. She showcased the goals of the study, which was to develop evaluation tool that can be made available to member agencies; create MMLOS for Pilot Area to be utilized as an example project; and lastly to educate member agency staff who are interested learning and utilizing the concept and tool. Ms. Chen summarized that part of the project included an Input Request where agencies were asked if the MMLOS tool of interest to an agency; would an agency be interested in being a candidate for the pilot location; and were there any concerns / inputs regarding the goals of the study.

Chair Clemann thanked Ms. Chen and asked if there were any questions or comments regarding the agenda item. Ms. Yazzie, Mr. Cook, Mr. Martin, and Ms. Bubke made brief comments and noted that the topic would be of great interest to the Streets Committee. Chair Clemann, Mr. Dudley and Ms. Hyatt noted that the tool would be ideal for identifying future candidate locations for bus to bus, bus to rail and BRT to rail connectivity opportunities and the creation of a LOS map for the region. Ms. Chen took note that all of the member agencies in the room would be interested it potentially being included in the candidate list and that each would be provided subsequent information on the pilot project.

Chair Clemann again thanked Ms. Chen for her presentation and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

8. Request for Future Agenda Items

Chair Clemann asked the members of the Committee if there were any issues that they would like added as future agenda items. Mr. Dudley of Glendale requested a summary update on all of the MAG transportation and transit related studies that had been commissioned over the years that may pertain to the future NexGen RTP (Proposition 500). He noted that since the regional agencies' staff had been discussing the future plan over the past year, it would be helpful to review all of the transportation and transit related studies. He added this would better inform the committee and regional agency leaders as to what tools were available in the future should the MAG Region move forward with a new RTP in the coming years.

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

9. Next Meeting Date

Chair Clemann thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, February 13, 2014 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Clemann adjourned the meeting at 11:21 a.m.

ATTACHMENT #1

Agenda Item 5

February 6, 2014

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III
DeDe Gaisthea, Transportation Planner I

Subject: MAG Transit Programming Guidelines for Job Access Reverse Commute (JARC) sub-allocated funds

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 7.2 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a sub-allocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014 Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. A draft set of guidelines and principles for the JARC program are outlined below. Changes from the draft presented to the January 9, 2014 Transit Committee are highlighted.

The recommended draft set of guidelines and principles for the JARC program, upon Transit Committee recommendation and Regional Council approval will be incorporated into the MAG Transit Programming Guidelines.

Program Goals

The JARC program goals will provide the guiding principles for applicants applying for funding, and for evaluators during the priority ranking process.

Program Goals:

To improve access for low-income persons to jobs and job-related services

Eligibility

The JARC eligible activities can be found in the FTA Circular C9050.1. ([http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)) ~~The items listed below have been included due to their identification with the program goals.~~

Operating

- ~~New routes~~
- ~~Route extensions~~
- ~~Increased frequency~~
- ~~Modification of existing route~~
- ~~Additional late night and weekend fixed-route service~~

Non-Operating

- ~~Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);~~
- ~~Information, information technology (GIS, ITS, GPS) and dispatch systems~~
- ~~Promotion, marketing, and pass programs~~
- ~~Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides~~
- ~~Travel training, travel assistance, and other forms of facilitating use of fixed-route~~

Funding Guidelines

A funding framework encourages improved grant management and optimal utilization of public resources. ~~Operating projects would be given greater funding consideration (2 years) but would also be evaluated for sustainability. Capital projects/non-operating would need to demonstrate success after two years for continuation of funding. A set-aside of 5% would help non-profit organizations compete for funds.~~

Operating

- ~~Two years~~ guaranteed funding for non-grandfathered routes
- May reapply ~~for one additional year for~~ extenuating circumstances and currently grandfathered routes. ~~Non-profit agencies are excepted from this rule.~~ with demonstration of success.

Non-Operating

- ~~Two~~ One year guaranteed funding period
- May re-apply ~~after two years~~ with demonstration of its success
-

Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.
- ~~5% set-aside for Non-Profit Agencies (~\$90,000)~~

Evaluation Criteria

The concepts below are recommended for inclusion in the application and evaluation criteria.

Target Population Served (30% weight)

- Human Services Coordination Transportation Plan
- Participation in Transportation Ambassadors Program (TAP)

Coordination and outreach (30% weight)

- Increased due diligence, contacting business or social services directly for input
- Letters of support (2 minimum) from stakeholders including businesses, non-profits and/or social

services

Performance Indicators (20% weight)

- Cost/benefit
- Desired outcome
- Performance evaluation methodologies
- Sustainability - Program/service can continue after initial two-year JARC funding for Operating Projects
- Project readiness

Meets Program Intent (20% weight)

- Meets intent of program goals and objectives
- Serves as example of a best practice

Evaluation Process/Team

The evaluation team would comprise the ad-hoc Transit working group as defined in the Programming Guidelines and the Elderly Persons and Persons with Disabilities Transportation Committee.

Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

Evaluation Process

- ~~No Presentation~~ Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

<u>Date</u>	<u>Description</u>
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
June 12, 2014	Transit Committee recommends list of projects to Regional Council for approval
July 30, 2014	Regional Council Approves list of projects for inclusion in the FY2014-2018 Transportation Improvement Plan

For information, discussion and possible recommended approval of the update to the MAG Regional Programming Guidelines for Federal Transit Formula Funds. If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov or 602-254-6300.

ATTACHMENT #2

Agenda Item 7

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF DECEMBER 31, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5307 Urbanized Area Formula Program</u>						
AZ-90-X074	2005	6/2/2006	43,319,916	40,574,062	2,745,854	Chandler (Hamilton Ave bus pullouts): Reimbursement submitted and processed. Scottsdale (Mustang Transit Center): 60% progress set for Spring 2014 with public outreach and design review at that time. Construction tentatively scheduled for Fall 2014. Estimated grant close out: 6/30/15.
AZ-90-X080	2006	4/20/2007	45,336,056	45,336,056	0	Grant is completed. Staff writing up close out. Estimated grant close out: 2/28/14
AZ-90-X088	2007	8/18/2008	42,409,809	40,156,179	2,253,630	Scottsdale (Mustang Transit Center): 60% progress set for Spring 2014 with public outreach and design review at that time. Construction tentatively scheduled for Fall 2014. Estimated grant close out: 6/30/15.
AZ-90-X096	2008	3/3/2010	47,046,732	45,709,210	1,337,522	Glendale vehicles: remaining buses have been ordered with delivery expected in August. Phoenix Bus: buses are continuing to be delivered. Phoenix North Transit Facility: North construction is complete with punch list items being completed. Estimated grant close out: 12/31/14.
AZ-90-X103	2009/2010	5/31/2011	100,409,589	63,043,115	37,366,474	Phoenix: buses are being delivered with all expected by the end of March. North project is 100% complete, but punch list items being completed. VMS - currently in the 180 day acceptance period with phase II beginning. South project has designs completed and permitting obtained. Bidding to begin in January 2014 with award anticipated in March. RPTA Bus: vehicles are at various stages between delivery and in revenue service. Estimated grant close out: 6/30/16.
AZ-90-X109	2011	4/6/2012	53,724,938	25,090,076	28,634,862	Preventive maintenance: Surprise and Peoria are utilizing other grant funds. All others have been reimbursed. Phoenix: bus delivery has started and will continue thru March. Bus shelter project is complete. RPTA: vehicles have been delivered and going thru make ready. Will be ordering one more vehicle for Tempe. Glendale DAR: vehicles have been ordered and preparing reimbursement request. Project management: utilizing previous grant funds. Avondale: Operating assistance: costs are lower than anticipated. Estimated grant close out: 6/30/16.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF DECEMBER 31, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-90-X114	2012	9/11/2013	46,536,698	35,851,033	10,685,665	Preventive maintenance: Phoenix, Tempe, RPTA continue to charge grant. METRO: complete. Scottsdale, Glendale: utilizing previous grant funds. Phoenix bus shelters: project is continuing. Avondale Operating assistance: utilizing previous grant funds. Glendale vehicles: orders have been placed with deliver scheduled in Summer 2014. Estimated grant close out: 12/31/16
5307 Program Total			378,783,738	295,759,731	83,024,007	
CMAQ/STP Transfers from FHWA						
AZ-90-X084	2006	6/21/2006	18,561,754	18,141,928	419,826	Mesa (Loop 202/Power) - Awaiting letter from Mesa to return funds to designated recipient (City of Phoenix). Funds will be reallocated thru regional process. Estimated grant close out: 12/31/15.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	15,550,423	988,320	Phoenix bus: delivery has started and expected to continue thru March. Mesa (Main/Sycamore Transit Center): awaiting letter from Mesa to return funds to designated recipient (City of Phoenix). Funds will be reallocated thru regional process. Estimated grant close out: 12/31/15.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	25,004,928	18,862,465	Phoenix bus: delivery has begun and will continue thru March. Chandler (Hamilton Street): reimbursement submitted and processed. Glendale (Bell Road/Loop 101 Park-and-ride): design is continuing while final site is being selected. Region evaluating project savings for reallocation. Estimated grant close out: 6/30/15.
AZ-95-X009	2011	4/6/2012	21,874,820	16,325,714	5,549,106	Preventive maintenance (Peoria, Scottsdale, Surprise): utilizing previous grant funds. These funds will be used in FY 2014. Phoenix bus: delivery to continue thru March. RPTA (vanpool vans): vans have been delivered with reimbursement complete. Could be ordering 2 more vehicles. METRO: Central Mesa project preliminary engineering is completed with construction 39% completed. Tempe South: postponement of project due to route design issues. Will restart in 2014. Estimated grant close out: 6/30/16.
AZ-95-X013	2009/2010	5/31/2011	23,289,315	14,313,105	8,976,210	Phoenix bus: continuing delivery thru March. METRO: Central Mesa project preliminary engineering is completed with construction 39% completed. RPTA: vehicles reimbursed and in service. Estimated grant close out: 6/30/16.
AZ-95-X015	2012	7/17/2013	20,216,220	202,621	20,013,599	Phoenix: buses are currently being delivered. METRO: Central Mesa project is 39% complete. RPTA: vehicles have been ordered and delivered. Going thru make ready and inspection process. Estimated grant close out: 6/30/16.
CMAQ/STP Transfers Total			144,348,245	89,538,719	54,809,526	

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Section 5308 Clean Fuels						
AZ-58-0003	2011	9/20/2011	3,710,235	2,539,339	1,170,896	RPTA (Scottsdale buses - hybrid electronic propulsion). Purchase order has been issued for hybrid components for 7 Scottsdale buses. Estimate grant close out: 6/30/14.
5308 Clean Fuels Total			3,710,235	2,539,339	1,170,896	
Section 5309 Bus and Bus Facilities Program						
AZ-03-0066	2012	11/15/2012	35,481,000	20,777,531	14,703,469	METRO - Central Mesa Light Rail Extension: construction is 39% complete. Estimated grant close out: 6/30/16.
AZ-03-0067	2012	9/20/2012	1,310,997	1,310,997	0	Grant is completed. Staff writing up close out. Estimated grant close out: 2/28/14
AZ-04-0004	2006	8/31/2007	7,312,615	5,660,261	1,652,354	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): construction has been slightly delayed due to coordination of traffic restrictions with Thomas Road project. Estimated grant close out: 12/31/14.
AZ-04-0005	2007	7/21/2008	3,210,240	2,352,016	858,224	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): construction has been slightly delayed due to coordination of traffic restrictions with Thomas Road project. Estimated grant close out: 6/30/14.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale (Skysong): construction has been slightly delayed due to coordination of traffic restrictions with Thomas Road project. Estimated grant close out: 6/30/14.
AZ-04-0011	2009/2010	8/11/2011	5,066,200	1,533,237	3,532,963	Phoenix: East Baseline Park-and-Ride- Design work complete, but negotiations with landowner have slowed the process. Phoenix bus: RFP expected to be released late February/early March. Tempe: Bus Replacement- Currently researching new vehicle prototypes. Scottsdale: Skysong Transit Center- construction has been slightly delayed due to coordination of traffic restrictions with Thomas Road project. Guadalupe: Working on proposal and acquiring local match. Estimated grant close out: 6/30/16.

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AZ-04-0014	2008	9/16/2010	245,000	0	245,000	Buses have been delivered with payment to vendor in process. Reimbursement excepted to be submitted by 3/31/14 Estimated grant close out: 12/31/14.
AZ-04-0015	2010	8/5/2011	2,400,000	1,467,877	932,123	Phoenix: 11th Street Pedestrian: Inspection on project completed on 12/12/13. Project is substantially complete. Completing punch list items. Estimated grant closeout: 3/31/14.
AZ-04-0019	2010	9/23/2011	2,917,700	0	2,917,700	Phoenix sent request to FTA for guidance on possible ways for Phoenix to utilize this funding. The funding is for four (4) hybrid buses. Two buses will have supercapacitor batteries and two buses will have lithium-ion batteries. Estimated grant close out: 12/31/15.
AZ-04-0022	2011	8/3/2012	6,320,000	6,320,000	0	Phoenix: North Facility Refurbishment - construction is complete with punch list items being completed. Estimated grant close out: 4/30/14.
AZ-04-0025	2010	9/20/2012	490,000	28,718	461,282	Phoenix: East Baseline Design work complete, but negotiations with landowner have slowed the process. Estimated grant close out: 6/30/14.
AZ-88-0001	2012	9/23/2013	4,064,715	0	4,064,715	RPTA: equipment installed and reimbursement submitted. METRO: Project has completed the glare study and received approval from FAA. Estimated grant close out: 12/31/15.
5309 Bus Program Total			76,674,507	46,567,278	30,107,229	
<u>Section 5309 Fixed Guideway Modernization Program</u>						
AZ-05-0201	2007	7/15/2008	2,651,005	2,651,005	-	Grant closed - 7/30/2013.
AZ-05-0202	2008	4/12/2010	3,560,398	3,267,196	293,202	Scottsdale (Scottsdale Road Park-and-ride); construction completed. Submitted reimbursement. Ensuring no further reimbursements need to be submitted. Estimated Grant Closeout: 6/30/14.
AZ-05-0203	2009/2010	5/26/2011	7,453,822	5,668,311	1,785,511	Glendale park-and-ride: design work is continuing, but final site selection has slowed project. Mesa: awaiting letter to return funds to designated recipient (City of Phoenix). Funds will be reallocated thru regional process. Estimated grant close out: 6/30/15.
AZ-05-0204	2011	4/6/2012	1,359,077	1,150,987	208,090	Phoenix: Desert Sky Transit Center - design is 60%. Estimated grant close out: 12/31/14.
AZ-05-0205	2012	4/24/2013	1,481,866	348,525	1,133,341	Preventive maintenance: funds to be given to METRO in exchange for future Section 5307 funds for RPTA. Estimated grant close out: 6/30/14.
5309 FGM Program Total			16,506,168	13,086,024	3,420,144	

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Section 5316 Job Access and Reverse Commute (JARC) Program						
AZ-37-X008	2007	8/15/2008	1,515,115	1,113,840	401,275	Phoenix: VMS upgrade: testing is completed. One issue remaining prior to 180 day acceptance beginning. Estimated grant closeout: 3/31/2014.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	1,096,145	240,187	RPTA- Rte 685/ Marketing & Promotion- marketing finalizing maps and signs; costs are still being incurred but lower than anticipated. Anticipating using up remaining funds with the next quarter's reimbursement submission. Estimated grant close out: 12/31/14.
AZ-37-X014	2011	3/9/2012	1,839,232	1,644,595	194,637	RPTA (Route 184): submitting reimbursements on a quarterly basis, but costs are lower than anticipated. CASS: Temporary Employment Services (TES) - reimbursement submitted when necessary, but costs lower than anticipated. Glendale: Rte 59- Reimbursement submitted and processed. Estimated Grant Closeout: 6/30/15.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	3,297,073	776,515	RPTA My Stop: project is on-going with bus stop changes occurring. RPTA Rte 72: Reimbursement submitted on a quarterly basis. RPTA Rte 685: reimbursements submitted on a quarterly basis, but costs much lower anticipated. Glendale Gus 1&2/Rte 60: reimbursements submitted on a quarterly basis. Multi-year funding. Estimated grant close out: 12/31/15.
AZ-37-X018	2012	4/24/2013	1,856,800	1,252,284	604,516	CASS - Temporary Employment Services (TES): utilizing prior grant funds. Glendale (Route 60): utilizing prior grant funds. RPTA: Mobility Management (Get Transit Smart):utilizing prior grant funds; Route 251- submitted reimbursement. Route 571 - service began in July 2013. Submitting reimbursements when necessary. Estimate grant close out: 6/30/16.
5316 Program Total			10,621,067	8,403,937	2,217,130	
Section 5317 New Freedom Program						
AZ-57-X001	2006	6/13/2008	1,052,690	994,209	58,482	Phoenix: funds being utilized. Estimated grant closeout date 12/31/14.
AZ-57-X008	2008	8/19/2009	451,217	369,116	82,101	RPTA: Remaining funds reallocated to EV Paratransit program. Estimated grant closeout: 6/30/14.

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AZ-57-X009	2008/2009	7/28/2010	1,078,889	1,016,111	62,778	Phoenix: senior cab: utilizing previous grant funds. Estimated grant close out: 12/31/14.
AZ-57-X012	2009/2010	6/3/2011	1,820,502	1,236,547	583,955	Glendale: Taxi Voucher, BAG IT, GUS3: Projects are on track. Submitting reimbursements when necessary. RPTA (mobility management and NW Valley DAP): utilizing previous grant funds, but projects are on track. Estimated grant closeout: 6/30/14.
AZ-57-X013	2011	2/17/2012	877,892	660,933	216,960	Glendale: Taxi voucher project - RFP still in process. Phoenix: Senior/ADA Cab Programs - utilizing previous grant funds. RPTA Fare Collection: software installed and testing complete. RPTA Volunteer Driver: Reimbursements submitted when needed. Estimated grant close out: 6/30/15.
AZ-57-X016	2012	6/19/2013	1,141,706	349,967	791,739	Admin: utilizing previous grant funds. Glendale: bus enhancement: bus shelter work has begun with final stages nearing completion for solar work. Taxi Voucher Program: utilizing prior grant funds. NAU: reimbursement submitted and processed. Benevolla: program started in July, Peoria: program is beginning in July 2013. RPTA: Personal Securement Loops: next order to be placed in the spring. Travel training & cab coupon programs: utilizing previous grant funds. Estimated grant close out: 12/31/16.
5317 Program Total			6,422,896	4,626,882	1,796,014	
Section 5339 Alternatives Analysis Program						
AZ-39-0005	2011	6/21/2012	1,000,000	486,651	513,349	South Central Corridor Study: Work is continuing. Estimated grant close out: 9/30/14
5339 Program Total			1,000,000	486,651	513,349	
ARRA						
AZ-96-X002 (5307 Urbanized Area)	2009	8/21/2009	66,074,735	66,074,735	0	All projects complete. Grant closed: 9/23/13.
ARRA Program Total			66,074,735	66,074,735	0	
TOTAL			704,141,591	527,083,296	177,058,295	