



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

January 6, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, January 14, 2010, 1:30 p.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

The first 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.

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TENTATIVE AGENDA

1. Call to Order

COMMITTEE ACTION REQUESTED

2. 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.

2. For information and discussion.

3. Transit Program Manager's Report

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

3. For information and discussion.

4. Transit Committee Roles and Responsibilities

On September 30, 2009, the MAG Regional Council approved the formation of a new Transit Committee at MAG. MAG staff will provide an overview of the anticipated roles and responsibilities for the new Committee.

4. For information and discussion.

5. Programming the Transit Component of the 2011-2015 Transportation Improvement Program

The MAG Transit Committee will be tasked with programming federal transit funds for the upcoming 2011-2015 MAG Transportation Improvement Program (TIP). It is recognized that 2010 will be a transition year of transit programming project responsibilities. In the past, the Regional Public Transportation Authority (RPTA) has mainly led the programming of transit projects in the TIP. Beginning in 2010 with the 2011-2015 TIP, MAG will take the lead in programming projects

5. For information and discussion.

while working cooperatively with MAG member agencies and transit operators, RPTA, and Valley Metro Rail (METRO).

There are three objectives for programming the 2011 – 2015 TIP: 1) establish/concur with the programming priorities/guidelines/criteria for federal funded projects in 2009-2015, 2) program any remaining balances of federal funds, and 3) recommend approval of the Draft project listing for 2009-2015. Please refer to Attachment One for additional materials.

6. Proposed Federal Economic Stimulus Legislation

In December 2009, the U. S. House of Representatives passed H.R. 2847 which identifies \$155 billion to fund a variety of programmatic areas in a bill similar to ARRA. As it relates to transportation issues, some spending provisions of this legislation have deadlines that are faster than those with the ARRA. A significant difference in H.R. 2847 compared to ARRA are the use-it-or-lose-it deadlines. The new legislation has provisions that fifty percent of identified funding (for both highway and transit) need to be under contract within ninety days of apportionment. Also, one year after apportionment any remaining identified funding that is not under contract will be lost. It is important to note that this legislation is still emerging and is subject to amendments as it goes to the Senate.

The legislation in its current form would allocate \$27.5 billion to Highway Infrastructure Investment which is nearly identical to ARRA. For Transit Capital Assistance there is currently \$6.15 billion identified which is approximately \$750 million less than the ARRA. An additional transportation provision in H.R. 2847 currently includes \$8 billion nationally for high speed rail. Final allocations to states and regions are currently unidentified and subject to pending enacted legislation. In anticipation that a second round of stimulus legislation will be passed, staff is recommending that projects be identified that

6. For information and discussion.

can meet this short timeline. The MAG Transit Committee will be tasked with recommending projects and priorities for ARRA II or new federal transit funds allocated to the region. Please see Attachment Two for a December 21, 2009, memorandum on this issue, and a list of the prioritization guidelines that the Regional Public Transportation Authority (RPTA) is using for Unspent or Redistributed ARRA funds.

7. Discretionary Bus and Urban Circulator Livability Programs

The Federal Transit Administration (FTA) recently announced the availability of two national 5309 Discretionary Livability Programs grants for award to jurisdictions and agencies with proposed projects that support federal transportation, environmental protection and housing investments. The two programs total \$280 million dollars in funding with \$150 million allocated toward a Bus Livability Program and \$130 million allocated toward an Urban Circulator Program. Both programs have federal submission deadlines of **February 8, 2010**. Proposals for the Bus Livability Program, which must be submitted through the regional designated grant recipient (City of Phoenix) will require additional lead time and will be due to the City on **January 27, 2010**. Please see Attachment Three for further information about these grant programs.

8. Regional Transit Framework Study

In cooperation with MAG member agencies, the Regional Public Transportation Authority, (RPTA) and Valley Metro Rail (METRO), MAG has developed a Regional Transit Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision-makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit

7. For information and discussion.

8. For information and discussion.

needs for year 2050. The Transportation Review Committee, MAG Management Committee, and MAG Regional Council received briefings on the study process in September 2008. MAG staff will provide a brief overview of the study process, with action by the Transit Committee anticipated at the February meeting. Please refer to Attachment Four for additional materials.

9. Request for Future Agenda Items

Topics or issues of interest that the Transit Committee would like to have considered for discussion at a future meeting will be requested.

10. Next Meeting Date

The next regular Transit Committee meeting will be scheduled Thursday, February 11, 2010 at 1:30 p.m. in the MAG Office, Saguaro Room.

9. For information and discussion.

10. For information.

ATTACHMENT ONE



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E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

January 6, 2010

TO: MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: PROGRAMMING THE DRAFT 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM

The MAG Transit Committee will be tasked with programming federal transit funds for the upcoming 2011-2015 MAG Transportation Improvement Program (TIP). It is recognized that 2010 will be a transition year of transit programming project responsibilities. In the past, RPTA has mainly led the programming of projects, and beginning in 2010 with the 2011-2015 TIP, MAG, through the MAG Committee process, will take the lead in programming projects while working cooperatively with MAG member agencies and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Surprise, City of Glendale, City of Tempe, and the City of Peoria.

There are three objectives for programming the 2011 – 2015 TIP: 1) establish/concur with the programming priorities/guidelines/criteria for federal funded projects in 2009-2015, 2) program any remaining balances of federal funds, and 3) recommend approval of the Draft project listing for 2009-2015. The MAG Transit Committee will need to make recommendations regarding the above mentioned by the February 2010 Transit Committee meeting to meet the deadlines of the development of the 2011-2015 TIP.

The Transit Committee will work cooperatively with MAG member agencies and the transit operators to program all federal transit funds, including 5307, 5309, Rail & Fixed Guideway, CMAQ, and any new federal transit funds that are authorized in the future. In 2003, MAG approved the Regional Transportation Plan (RTP) that outlined the transit priorities and projects in the region funded with half cent transportation sales tax, and federal funds. The Transit Life Cycle Program (TLCP) was created to maintain the fiscal balance of the project expenditures and revenues as outlined by the priorities and projects in the RTP. The TLCP as a financial document is approved annually by the RPTA Board and integrated into the MAG RTP as it is updated and appropriate. It is noted that METRO is the main agency that programs the Light Rail portion of the TLCP, which is first approved by the METRO Board before being integrated into the TLCP. MAG and transit operators will cooperatively develop priorities and guidelines for programming transit projects in the region.

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Table 1 annotates the federal funds and the responsible programming agency.

Table 1	
Type of Federal Fund	Programming Agency
5307	MAG (cooperatively with transit operators)
5309 - New Starts	Discretionary Earmarks – Agencies apply on own
5309 - Rail & Fixed Guideway	MAG (cooperatively with transit operators)
5309 - 5318	Discretionary Earmarks - Agencies apply on own
5310	ADOT - Regional Coordination at MAG through the MAG Elderly & Persons w/ Disabilities Transportation Committee
5311	ADOT
5316	City of Phoenix
5317	City of Phoenix
Congestion Mitigation and Air Quality (CMAQ)	MAG (cooperatively with transit operators)

5307, 5309 – Rail & Fixed Guideway, and CMAQ Funds

As stated earlier in this memorandum, the MAG Transit Committee shall establish priorities and/or guidelines in programming the Federal 5307, 5309 – Rail & Fixed Guideway, and CMAQ funds while working cooperatively with all transit operators. The TLCP relies on both Regional half-cent sales tax, 5307, and 5309 funds and is programmed based on the priorities and projects established by the RTP. The TLCP just recently went through an update, and projects and funding priorities were based on four criteria 1) Equity, 2) Performance, 3) Budget, and 4) Voter/Taxpayer Satisfaction.

After completing the TLCP update, there are many projects that were originally identified to use 5307 and 5309 funds that are no longer part of the TLCP. The main reasons behind these changes are due to: 1) deletion and deferment of bus purchases since local transit operating budget are being reduced, 2) deletion and deferment of transit centers and park-and-rides since local transit operating budgets are being reduced, and 3) a decrease in funding needs for park-and-rides and transit center due to ARRA transit funding.

Due to these factors there are unprogrammed balances of 5307 and 5309 funds in 2009 – 2015 for the Phoenix UZA as it relates to programming the Draft 2011-2015 TIP. To balance these funds, MAG will need to program projects that are identified through the TIP and TLCP that are currently projected to be funded with regional half-cent sales tax, as they are regional priorities. These regional projects can be reprogrammed with 5307 and 5309 funds as schedules and eligibility allow. (The Appendix explains eligibility guidelines for 5307 and 5309 Rail & Fixed Guideways)

Please review Table 2 below that outlines the unprogrammed balances of 5307 and 5309, and also lists the regional projects that are projected to be funded with regional half-cent sales tax.

At the time of the mailout of the January 2010 MAG Transit Committee agenda the unprogrammed balances were known for 2009 -2013 as shown in Table 2. An updated memorandum will be sent to MAG Transit Committee members once the numbers are finalized for 2014 and 2015.

The balances of unprogrammed 5307, 5309, and eligible regional projects are as follows:

Federal Fiscal Year	5307			5309 - Rail & Fixed Guideway			Regional Projects
	Apportioned 5307 Funds	Programmed 5307 Funds	Balance of 5307 Funds to be Programmed	Apportioned 5309 Funds	Programmed 5309 Funds	Balance of 5309 Funds to be Programmed	Eligible Regional Projects - PTF funded (total costs)
2009	\$48,567,702	\$26,717,242	\$21,850,460	\$3,804,975	\$2,442,799	\$1,362,176	\$ 4,280,000
2010*	\$50,753,249	\$37,694,386	\$13,058,863	\$4,185,473	\$81,418	\$4,104,055	\$ 14,411,752
2011*	\$53,037,145	\$38,820,315	\$14,216,830	\$4,604,020	\$1,580,446	\$3,023,574	\$ 14,442,152
2012*	\$55,423,816	\$48,029,042	\$7,394,774	\$5,064,422	\$2,459,762	\$2,604,660	\$ 23,402,579
2013*	\$57,917,888	\$32,716,011	\$25,201,877	\$5,570,864	\$0	\$5,570,864	\$ 10,965,650
TOTAL	\$265,699,800	\$183,976,996	\$81,722,804	\$23,229,754	\$6,564,425	\$16,665,329	\$ 67,502,133

* The apportionments are projections

Undocumented Needs

There are two eligible 5307 programs, ADA operating costs and related projects, and Preventative Maintenance needs that are not sufficiently reflected in Table 2.

Ten percent of the 5307 Federal funds can be used for ADA Complementary Paratransit Service, which includes operations. The total amount of 5307 funds allocated to the MAG region in 2009 is \$48,567,702, which means that up to \$4,856,770 can be programmed for ADA related projects.

The preventative maintenance budgets for transit operators in the region total over \$25 million for FY2009. There are six projects totaling \$9.7 million in the MAG TIP for 2008 that support preventative maintenance and is funded with \$7.7 million of 5307 federal funds at the required 80% federal level. There are no funding limits of 5307 funds for preventative maintenance, but they do need to be federal eligible. The benefit of funding preventative maintenance costs is that reduces the local transit operators costs to operations and preventative maintenance, which will have a positive impact on their budgets.

MAG is currently working with transit operators in the region to gather further details regarding ADA operating budgets, and ADA and non-ADA preventative maintenance needs.

Programming the 2011-2015 TIP and Balances of 5307 & 5309 Funds

In the past, RPTA has used the below prioritization guidelines to program projects. The MAG Transit Committee will need to review, concur, suggest changes, etc. to program the 2011-2015 TIP and balances of 5307 & 5309 funds.

1. Provide Services and Improvements Required by Law.
 - 1.1 Purchase dial-a-ride fleet for service expansion required by ADA
 - 1.2 Upgrade facilities to comply with environmental laws.

2. Provide Replacement Equipment and Facilities for Existing Service.
 - 2.1 Purchase replacement revenue fleet or parts.
 - 2.2 Provide essential service support.*
 - 2.3 Maintain existing operating and passenger facilities.
 - 2.4 Purchase revenue fleet to replace contractor owned vehicles.
 - 2.5 Capitalize cost of contracting for existing service.
 - 2.6 Support service costs.*

3. Expand Service.
 - 3.1 Purchase revenue fleet for regional service expansion.
 - 3.2 Purchase revenue fleet for local service expansion.
 - 3.3 Provide essential service support.*
 - 3.4 Construct regional park-and-rides.

4. Passenger Enhancements.
 - 4.1 Provide bus stop improvements.
 - 4.2 Construct transit centers.

5. Other Desired Support Services.
 - 5.1 Capitalize cost of contracting for service expansion.
 - 5.2 Other support purchases.

* In 2002, VMOS, which was a staff run working group that lead to the development of the formal committee Valley Metro Operations and Capital Committee (VMOCC), froze the funding for preventative maintenance/associated capital maintenance at approximately \$5.6 million. The freeze includes a small increase year-over-year for inflation of 2%, which results in programming \$6,446,073 in 2009, and \$6,574,992 in 2010 for preventative maintenance/associated capital maintenance. Preventative maintenance/associated capital maintenance is represented in the priorities above as 2.2, 2.6, and 3.3.

The reasoning behind this decision was that the VMOCC did not want the transit operators to rely on federal funds for operations, and if the region would provide all funding for preventative maintenance/associated capital maintenance, there would most likely be a small amount remaining to be programmed for other lower priorities like 3.4 – Construct regional park and rides and 4.2 – Construct transit centers.

As a reminder, an updated memorandum will be sent to MAG Transit Committee members prior to the meeting once the numbers are finalized for 2014 and 2015. If there are any questions or more information is needed, please contact myself at (602) 254-6300 or eyazzie@mag.maricopa.gov.

Appendix

5307 Eligible Funding Opportunities (UZA over 200,000 – Phoenix UZA)

- Bus & Bus Related Activities: replacement, overhaul and rebuilding, expansion, purchase and installation of service and support equipment, construction of maintenance facilities, rehab of facilities, construction of other bus facilities, support equipment, etc. No operating expenses.
- Fixed Guideway Systems: rolling stock, track, passenger stations, signals and communications, system extension or new system construction, etc. No operating expenses.
- Vehicle-Related Equipment to Comply with the Americans with Disabilities Act (ADA): Lifts, ramps for vehicles, call systems, variable passenger information, etc.
- Facilities Project to Comply with ADA: Lifts and ramps at a station, passenger elevators, accessible passenger ticketing elements, ADA –related features of the vehicle maintenance facilities, etc.
- Mobility Management
- Acquisition and Reconstruction of Associated Capital Maintenance Items
- Preventative Maintenance
- Transit Oriented Development
- Joint Development Projects
- Technology Introduction
- Projects to Comply with the Clean Air Act (CAA)
- ADA Complementary Paratransit Service - Recipients operating fixed-route systems may use up to 10 percent of their annual formula apportionment, at the 80/20 Federal/local share ratio, to pay for complementary paratransit services in accordance with section 223 of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12143), including both fixed route and demand responsive service.
- Leasing Capital Assets
- Capital Cost of Contracting
- Education and Training
- Design and Art in Public Transportation
- Transit Enhancements
- Rail Trackage Agreements
- Crime Prevention and Security Projects
- Project Administration

5307 Eligible Funding Opportunities (UZA under 200,000 – Avondale UZA) – Same as above, except operating assistance can be funded.

- Operating Assistance

5309 Rail & Fixed Guideway – These funds are federal formula funds based on the rail and fixed guideways that have been in operation for at least seven years. The funds allocated to the MAG region are calculated based on the number of bus miles traveled on High Occupancy Vehicle (HOV) lanes. The use and eligibility of these funds are to be associated with the buses and park and ride lots associated with the HOV lanes in the region. The miles associated with the region’s Light Rail line are not calculated into this formula at this time; they will be included in the calculation in 2016.

- Capital projects aimed at improving the existing facility including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operations support equipment including computer hardware and software, system extensions, and preventative maintenance.

ATTACHMENT TWO



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E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

December 21, 2009

TO: Members of the MAG Regional Council
Members of the MAG Transportation Policy Committee
Members of the MAG Management Committee
Members of the MAG Transportation Review Committee
Members of the MAG Transit Committee

FROM: Nathan Pryor, Senior Policy Planner

SUBJECT: POTENTIAL PROVISIONS OF THE FEDERAL JOBS BILL (H.R. 2847)

Preceding and since passage of the American Recovery and Reinvestment Act, the Maricopa Association of Governments (MAG) staff has been working with member agencies to identify projects that can be supported with ARRA funds. Last week, the House of Representatives quickly introduced and passed H.R. 2847 which identifies \$75 billion to fund a variety of programmatic areas in a bill similar to ARRA with the intent of addressing the ongoing economic recession. As it relates to transportation issues, some spending provisions of this legislation have deadlines that are faster than what we saw with the ARRA. It is important to note that this legislation is still emerging and is subject to amendments as it goes to the Senate.

A significant difference in H.R. 2847 compared to ARRA are the use-it-or-lose-it deadlines. The new legislation has provisions that fifty percent of transportation projects (both highway and transit) need to be under contract within shorter time frames than ARRA obligations deadlines. It is expected that the MAG Transportation Review Committee and MAG Transit Committee will have early roles in providing recommendations to the MAG Management Committee, Transportation Policy Committee and Regional Council in how the region prepares for H.R. 2847 guidelines and funding.

The legislation in its current form would allocate \$27.5 billion to Highway Infrastructure Investment which is nearly identical to ARRA. For Transit Capital Assistance there is currently \$6.15 billion identified which is approximately \$750 million less than the ARRA. An additional transportation provision in H.R. 2847 currently include \$8 billion nationally for high speed rail. Final allocations to states and regions are currently unidentified and subject to pending enacted legislation.

MAG staff will continue to monitor this important legislation as it moves through Congress and bring regular updates to the MAG membership. If you have any questions, please contact Nathan Pryor at npryor@mag.maricopa.gov or (602) 254-6300.

c: MAG Intergovernmental Representatives

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Transit Capital Project Prioritization Guidelines

Unspent or Redistributed ARRA Funds

- 1 Provide Services and Improvements Required by Law**
 - 1.1 Upgrade facilities and fleet to comply with applicable laws
- 2 Provide Equipment and Facilities for Existing Service**
 - 2.0 Current ARRA projects that require additional funds without changes to scope
 - 2.1 Operating assistance – bus and rail operations
 - 2.2 ADA operating assistance
 - 2.3 Preventive maintenance costs
 - 2.4 Maintain existing operating facilities
 - 2.5 Maintain existing passenger facilities
 - 2.6 Construct regional park-and-rides to support existing services
 - 2.7 Construct transit centers to support existing services
- 3 Passenger Enhancements**
 - 3.1 Provide bus stop improvements for existing bus stops (no NEPA issues)
 - 3.2 Provide enhancements to existing passenger facilities
- 4 Provide Equipment and Facilities for Expansion of Service**
 - 4.1 Expand existing operating facilities
 - 4.2 Construct new operating facilities
 - 4.3 Construct regional park-and-rides for service expansion
 - 4.4 Construct BRT capital improvements
 - 4.5 Construct transit centers for service expansion
- 5 Other Desired Support Services**
 - 5.1 Purchase replacement fleet
 - 5.2 Purchase fleet for service expansion
 - 5.5 Other support costs and enhancements

ATTACHMENT THREE



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E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

January 6, 2010

TO: Members of the Transit Committee

FROM: Alice Chen, Transportation Planner

SUBJECT: DISCRETIONARY BUS AND URBAN CIRCULATOR LIVABILITY PROGRAMS

The Federal Transit Administration (FTA) recent announced the availability of two national 5309 Discretionary Livability Programs grants. The grants are awarded to agencies and jurisdictions for the purpose of supporting the Partnership for Livability initiative, which is a partnership between U.S. Department of Transportation, Department of Housing and Development, and U.S. Environmental Protection Agency. The stated partnership purpose is to better coordinate federal transportation environmental protection, and housing investments.

The two programs total \$280 million dollars in funding with \$150 million allocated toward a Bus Livability Program and \$130 million allocated toward a Urban Circulator Program.

Bus Livability Program

Statutory Language: Capital projects to replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities. Operating expenses and preventive maintenance are not eligible. Examples of eligible use of funds include:

- Purchase and rehabilitation of buses and vans;
- Bus related equipment including ITS, fare equipment and communication devices;
- Construction and rehabilitation of bus-related facilities including administrative, maintenance, transfer, and intermodal facilities;
- Facilities consistent with FTA's Joint Development policy and transit oriented development.

Public agencies, private non-profit organizations, and private providers engaged in public transportation may submit proposals for the grant, however, all applications must be consolidated through the direct recipients (City of Phoenix for the MAG region) under the Section 5307 Urbanized Area Formula program. Proposals may include projects implemented by either the direct recipient or the sponsoring agency. Applications have a federal deadline of **February 8, 2010**. Since the grants must be consolidated through the City of Phoenix, it is requested that proposals be submitted to Ken Kessler: kenneth.kessler@phoenix.gov by January 27, 2010 to allow time for processing and changes as necessary.

There are no funding limitations for any single grant. Funding will be available for up to 80% of the project cost and will require a 20% local match which has been identified as available for prompt

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project implementation. Deferred local share is not allowed. Funds may not be used to reimburse projects that have incurred previous expenses and cannot supplant other FTA funds obligated in grants.

Similar to American Recovery and Reinvestment Act (ARRA) funds, project **readiness** is a critical component of the evaluation criteria. An eligible project must be ready to implement such that any required environmental work has been initiated and construction or and implementation plans such as initial design of facilities are ready. The proposed project must begin upon the acceptance of the grant and be completed within a reasonable period of time.

For further eligibility, evaluation criteria, and application guidance, please read the Federal Register at: <http://www.gpo.gov/fdsys/pkg/FR-2009-12-08/pdf/E9-29242.pdf>.

Urban Circulator Livability Program

Approximately \$130 million nationally in unallocated 5309 New Starts/Small Starts funds are made available under this program. New Starts program is the federal government's primary financial resource for supporting locally-planned, implemented, and operated transit "guideway" capital investments. Projects must be based on the results of an alternative analysis and preliminary engineering and must meet one of the following guideway criteria:

- Be a fixed guideway for at least 50% of the project length in the peak period and/or
- Be a corridor-based bus project with the following minimum elements:
 - Substantial Transit Stations;
 - Signal Priority/Pre-emption (for bus/LRT) Low Floor / Level Boarding Vehicles;
 - Special Branding of Service;
 - Frequent Service - 10 min peak/15 min off peak;
 - Service offered at least 14 hours per day.

Eligible applicants include public bodies and agencies, including states municipalities and other political subdivisions of states. Funding will be available for up to 80% of the net project capital cost **not to exceed \$25 million** and will require a **20% local match**. Funds may not be used to reimburse projects that have incurred previous expenses and cannot supplant other FTA funds obligated in grants and **projects must begin construction within 18 months of grant award**.

Applications, including any supplemental information, must be submitted by **February 8, 2010**. Proposals may be submitted electronically through the www.grants.gov website or via email at urbancirculator@dot.gov. For further eligibility, evaluation criteria, and application guidance, please read the Federal Register at: <http://edocket.access.gpo.gov/2009/pdf/E9-29245.pdf>.

If there are any questions or you need more information, please contact me at achen@mag.maricopa.gov or (602) 254-6300.

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January 6, 2010

TO: Members of the Transit Committee

FROM: Kevin Wallace, Transit Program Manager

SUBJECT: REGIONAL TRANSIT FRAMEWORK STUDY

MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with MAG member agencies, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RTPA), MAG has developed a Regional Transit Framework. The Framework identifies regional transit needs beyond what is currently funded through the Regional Transportation Plan (RTP). The study also helps establish a regional transit vision for 2050, with more detailed project descriptions for year 2030. Copies of the Final Report and Executive Summary are enclosed. Additional study background is available at www.bqaz.org.

The Regional Transit Framework identifies high leverage transit investments that are more competitive with other travel options. This approach is more "market based" than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as BqAZ. In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

Key Elements

Public and Agency Involvement. The Framework was discussed at over 50 public and agency coordination meetings. The study process included seven focus group meetings to gauge people's perceptions and attitudes toward transit. Two focus group meetings were held with transit riders, two with transit non-riders, and three with representatives of the disability community. Participants identified barriers to using transit, including substantial wait times, inadequate hours and frequency of operation, and inadequate route coverage. Current riders want more routes, greater frequency, and longer service hours.

Peer Regions Review. To understand how transit services in the MAG region compare to other transit systems, six peer regions were reviewed, including Atlanta, Dallas, Denver, Salt Lake City, San Diego, and Seattle. The peer regions process included a review of population and development patterns, transit services operated, and overall investments in transit. Representatives of five of the peer regions provided a combined briefing to the MAG Transportation Policy Committee, Valley Metro/RPTA Board, and Valley Metro Rail Board on November 19, 2008. The peer review panel provided several observations,

A Voluntary Association of Local Governments in Maricopa County

including the following: 1) the reliability and level of service trumps geographic coverage for attracting riders; 2) the region should focus on transit market demand, as serving areas with high demand potential is important for attracting choice riders; 3) the region should commit to strengthening the relationship of land use to transit ridership and pursue local/regional policies that support transit; and 4) the current transit system is a collection of transit routes and services, and future efforts should focus on developing a regional transit system.

Evaluation of Needs. To provide a balanced approach for measuring the relative potential for alternative transit investments, the study process established specific transit performance standards and indicators. The performance standards and indicators were used to identify potential transit markets and to analyze alternative transit services. The evaluation of needs also involved an analysis of existing and future (2030) transit services and deficiencies. This analysis revealed that the transit system does not currently provide a comprehensive and cohesive system that allows transit riders to efficiently travel from one part of the region to another. Further, the analysis indicated that the RTP will expand fixed route service to cover a wider area, but planned service span and headway improvements are minimal.

Development and Analysis of Study Alternatives. Three transit modeling scenarios were developed to meet the goals of the Regional Transit Framework. The scenarios include a lower-cost option (Basic Mobility) with minimal enhancements beyond what is already funded in the RTP, a scenario that would elevate transit investments to a level comparable to the peer region average (Enhanced Mobility), and a transit scenario that would elevate transit investments to a level comparable to the Seattle region (Transit Choice). Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity.

Requested Action (January)

The Regional Transit Framework is being presented to the MAG Transit Committee in January for information and discussion.

Upcoming Action (February)

It is anticipated that the study will be presented at the February Transit Committee meeting for the following actions:

1. Accept the findings of the Regional Transit Framework Study as the public transportation framework for the MAG region.
2. Accept the enclosed Illustrative Corridors Map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan.
3. Recommend future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process:

- Establish a Regional Transit Foundation: Conduct a study to establish a regional transit vision and priorities for planning, programming and operating regional transit services and infrastructure investments. This effort would serve as the basis for transforming the current regional transit system from a collection of services and programs to a market based, regional transit system that more efficiently addresses the needs of the region.
- Regional Transit Implementation Plan: Develop a detailed regional transit service implementation plan, based on a transit mobility scenario identified in this report or a combination of the mobility scenarios.
- Regional Transit Revenue Opportunities: Conduct a comprehensive analysis of potential revenue sources.
- Multimodal Transit Connections Study: Identify potential service and infrastructure needs necessary to support intercity transit service connections.
- Regional Park-and-Ride Opportunities Study: Identify potential site locations for future park-and-ride facilities identified in the Regional Transit Framework. The study would also assist in refining capital and operations costs.
- Regional Operations and Maintenance Facilities Study: Assess existing and future needs and opportunities for regional operations and maintenance facilities. The study would include facilities to support all modes of public transit in the region and would identify potential opportunities for combining modes at facilities to take advantage of economies of scale.
- Corridor Studies: Conduct detailed corridor studies for high-capacity transit alternatives identified in the Framework or in other studies. The studies would identify local feasibility of corridor investments.
- Alternative Land Use Scenarios/Transit Oriented Development: Conduct a study to evaluate the impacts of alternative land use scenarios along designated regional transit corridors.

If you have any questions or comments please contact me at by telephone at (602) 254-6300 or by email at kwallace@mag.maricopa.gov.

