

October 7, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 14, 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.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft August 12, 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. Recommendation to Reappoint Chair and Vice Chair Transit Committee Positions

The MAG Committee Operating Policies and Procedures specify that Chair and Vice Chair positions for technical committees have one-year terms, with possible reappointment to serve up to one additional term, by consent of the respective committee.

At the meeting, members will be requested to either: (1) recommend reappointment of the current chair and vice chair to serve a second one-year term, or 2) have the vice chair ascend to the chair position and have a new vice chair appointed by the Regional Council Executive Committee. Should the Committee choose the second option, letters of interest for the vice chair position would be due by Monday, November 1, 2010.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the August 12, 2010 meeting.

3. For information and discussion.

4. For information and discussion.

5. Possible action to recommend either: (1) to reappoint of the current chair and vice chair to serve a second one-year term, or (2) to request that the vice chair ascend to the chair position and have a new vice chair appointed by the Regional Council Executive Committee.

6. Update on Transit Operations Research and Data Collection

MAG staff is currently collecting information from peer regions and local transit operators to support the development of transit prioritization guidelines. To this end, MAG staff met with an informal working group of transit operators on September 21, 2010. The group is intended to provide MAG with region wide data for transit operations, ADA service, and preventive maintenance expenses. At September 21 meeting, the group discussed ADA transit service funding and tracking, transit data inputs to the National Transit Database, preventative maintenance expenditures, budgetary concerns, and impacts of funding sources. The group is expected to meet approximately twice a year to refine and update transit operating costs and assumptions. The next meeting will likely occur in Spring 2011.

7. Project Change Request to the Federal Fiscal Year 2009 and 2010 Program of Projects

On June 22, 2010 the Transit Committee approved the FY2009 and FY2010 Program of Projects, and Regional Council took action on these changes on June 30, 2010. It is requested that the earmark/high priority projects that were identified in the FY 2010 federal register be included in the FY2011-2015 MAG TIP. Please see Attachment One for more information.

8. Programming 5307 and 5309 - Fixed Rail and Guideway Modernization Funds in FY2010 and 2011

On June 22, 2010 the Transit Committee approved the FY2010 Program of Projects, and the Regional Council took action on these changes on June 30, 2010. Since then, the Executive Committee took action on September 13, 2010 to remove \$1,517,999 of FY2010 5309 Fixed Rail and Guideway Modernization (FGM) federal transit funds from two Mesa park

6. For information and discussion.

7. For information, discussion and possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2009 & FY2010 Program of Projects.

8. Information, discussion, and possibly:
1) recommend the amount of total preventative maintenance programmed in FY2011,
2) recommend a preventative maintenance distribution methodology for 5307 funds,
3) recommend a preventative maintenance distribution methodology for 5309 funds, and have the methodologies reviewed and updated annually to coincide with the latest National Transit Database information, and modify/amend the FY2011-2015 MAG TIP appropriately.

and ride construction projects. It is suggested to program these funds for preventative maintenance since all other eligible regional priorities from the TLCP are funded in the 2011-2015 TIP. A distribution for preventative maintenance for eligible 5309 activities is needed. Additionally, the MAG Regional Council took action on July 28, 2010 to approve the FY2011-2015 MAG TIP. . .and that the programming of preventive maintenance be reviewed for potential amendments/ administrative modifications no later than December 2010. To ensure that the deadline is met, it is suggested to focus on making amendments/ administrative modifications to preventative maintenance for FY2011. Please see Attachment Two for more detailed information.

9. Transit Prioritization Guidelines for Federal Funds

Currently, the region does not have an approved set of transit prioritization guidelines for programming federal funds. As MAG sets the priorities for the transit element of the Regional Transportation Plan (RTP) and the Regional Transportation Planning Authority (RPTA) is tasked to manage the life cycle for the transit element, known as the Transit Life Cycle Program (TLCP). There is a disconnect in the programming process, which has resulted in about \$30 million of 5307 federal funds in FY2011-2015 MAG Transportation Improvement Program (TIP) that were programmed to preventative maintenance as a placeholder since the region did not have prioritization guidelines in place to apply in programming the funds. Looking specifically at the later years of the TIP, 2012 - 2015, this amounts to almost \$18 million. MAG staff has used the framework of previous prioritization guidelines and has created different scenarios that emphasize: transit customers and existing service, transit customers and expansion of service, passenger enhancements, 'Building the

9. Information and discussion.

Plan:’ funding unfunded projects in the RTP, and other support services. These are emphasis areas are not exhaustive. Please see Attachment Three for additional information.

10. Tempe South Locally Preferred Alternative (LPA)

The MAG Regional Transportation Plan (RTP) identifies future high capacity transit improvements along Rural Road in the City of Tempe. Specifically, the RTP includes two transit projects within the Tempe South study area: 1) a 2-mile high capacity/light rail transit improvement extending south from downtown Tempe; and 2) a Bus Rapid Transit (BRT) corridor on Scottsdale/Rural Road extending from north Scottsdale to Chandler.

In August 2007, Valley Metro Rail (METRO) initiated a federally sponsored Alternatives Analysis in the Tempe South corridor. Both the 2-mile high capacity/light rail transit project and the BRT projects were analyzed as part of this study, but only the BRT segment south from downtown Tempe was evaluated.

The AA process culminates in the creation of a Locally Preferred Alternative (LPA), which defines the transit technology and alignments. METRO staff has proposed a modern streetcar along Mill Avenue for the LPA. The study also confirmed the importance of the Rural Road BRT project, between the Tempe Transit Center and the Chandler Fashion Center.

The Tempe South LPA will be further refined and considered for adoption by the Tempe City Council on October 21, 2010. The METRO Board will consider the LPA for acceptance on November 17, 2010, with final action by the MAG Regional Council in December. Information to further define the study process and the LPA recommendations will be provided prior to the Transit Committee meeting on October 14, 2010.

10. For information, discussion, and recommendation to approve a Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe.

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 Tuesday, November 9, 2010 at 1:30 p.m. in the MAG Office, Saguaro Room.

11. For information and discussion.

12. For information.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

August 12, 2010

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

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Kevin Wallace, MAG	Kristen Sexton, Avondale
Marc Pearsall, MAG	Jenna Goad, Glendale
Alice Chen, MAG	Holly Hassett, Hexagon
DeDe Gaisthea, MAG	Jorie Bresnahan, Phoenix
Micah Henry, MAG	Stephanie Child, Phoenix
Jorge Luna, MAG	Stephanie Shipp, HDR
Eileen Yazzie, MAG	Lauren Neu, Strand
	Kevin Woudenberg, Pulice Const.
	Jennifer Pyne, URS
	Kammy Horne, URS

1. Call to Order

The meeting was called to order at 1:34p.m. by Chair Debbie Cotton. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced three members of the Transit Committee, Ms. Pat Dennis, Ms. Chris Hagen and Ms. Andrea Marquez who were participating via teleconference. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft July 10, 2010 and Draft July 22, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the Draft July 10, 2010 and Draft July 22, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve both draft meeting minutes. Ms. Rogene Hill moved to approve the motion. Mr. Wulf Grote 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 from MAG to provide the Transit Program Manager's Report.

Mr. Wallace mentioned that there were three items in his report. He explained that the economic downturn had effected Proposition 400 funds. The year end report showed a decrease to \$300 million from a projected \$315 million, with \$99 million allocated to transit. He informed the Committee that the ADOT Risk Analysis Panel was convening in September to update the Proposition 400 forecasting.

Mr. Wallace then noted that the TIP amendments were approved by Regional Council in July, and thanked the Transit Committee members for their assistance with that effort.

Mr. Wallace also summarized MAG Region air quality issues, noting that there was a recent Environmental Protection Agency (EPA) decision on PM-10 Exceptional Events. He mentioned that MAG Staff would be briefing the Transportation Review Committee (TRC) later in the month of August. He explained that the EPA's decision was significant, as it was related to the TIP, the RTP, industry, jobs and that the decision would impact Federal highway (FHWA) funds for the region.

Chair Cotton thanked Mr. Wallace for his report and asked if there were any further questions or comments. Hearing no further comments, proceeded to the next item on the agenda.

5. Passenger Rail Planning Update

Chair Cotton introduced Mr. Marc Pearsall of MAG to report on current passenger rail planning activities, including projects at the Arizona Department of Transportation (ADOT) and the Western High Speed Rail Alliance.

Mr. Pearsall explained that on July 28, 2010, the MAG Regional Council approved a resolution supporting the expansion of Amtrak passenger service into the metropolitan Phoenix region as part of the National Intercity Rail Network. The Arizona Department of Transportation (ADOT) had forwarded this resolution along with other regional letters of support to Amtrak and the Federal Railroad Administration (FRA) in an effort to show regional unified support for improved passenger rail amongst Arizona municipalities.

Next Mr. Pearsall discussed a table showing the most populous metropolitan areas and cities in the U.S. lacking Amtrak service. Phoenix, which lost its Amtrak service in June 1996 was listed first, with a metro population of 4,281,899. Las Vegas, Nevada, which lost its Amtrak service in 1997 was second, followed by Columbus, Ohio and Nashville, Tennessee. He noted that Phoenix lost its service when Union Pacific downgraded the through-route line west of Phoenix to freight storage only, the downgrade relegating Phoenix to the largest city in North America without intercity passenger rail service. Mr. Pearsall displayed the current national intercity Amtrak service map and further noted that the map clearly showed a lack of basic passenger rail service in the Inter-mountain West (Rocky Mountain) region. He also noted that Amtrak had recently informed ADOT that they would prefer to return to the Valley in the future, but that the financial cost was something Amtrak could not cover without state and regional support.

Mr. Pearsall mentioned that the three MAG Commuter Rail Studies had been accepted by the MAG Regional Council on May 26, 2010. He noted those studies, as well as the MAG Regional Council approved resolution, would assist with ADOT's Phoenix-Tucson Rail Alternatives Analysis(AA)/Environmental Impact Statement (EIS) studywork, which was expected to commence in late September 2010. He referred to a map of the Union Pacific Railroad's downgraded Wellton Branch and explained that ADOT had submitted for a grant to study the possibility of reopening the dormant branch for the purpose of operating Amtrak on the line through Phoenix, and that the grant was due to be awarded in fall 2010. He also acknowledged that ADOT and Building A Quality Arizona's (BQAZ) new Arizona State Rail Plan Final Draft was available for public review on the bqaz.gov website, and that MAG had been an active partner in preparation of that document. The State Rail Plan was a crucial federal requirement in ADOT's continued pursuit of federal expenditures for passenger rail.

Mr. Pearsall summarized that ADOT was working with the US Department of Transportation to garner their support in officially recognizing the western corridors as potential future High Speed Rail (HSR) corridors. He noted that this action would allow for the solicitation of FRA funding grants to proceed with HSR corridor feasibility studies in the Western Region. Mr. Pearsall closed by informing the members that the Western High Speed Rail Alliance'

conference, entitled 'The Rail Ahead', was scheduled to take place in Las Vegas, Nevada during October 13-15, 2010. He noted that further information was available on the website at www.whsra.com.

Chair Cotton mentioned that in addition to the Regional Council's resolution supporting the return of Amtrak, other letters of support for improved passenger rail in the MAG Region had been recently issued by a variety of transit advocacy groups. She noted that those groups included the Arizona Transit Association (AzTA), Friends of Transit, Southwest Rail Corridor Coalition, and Arizona Rail Passenger Association, amongst others.

Chair Cotton thanked Mr. Pearsall for his 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.

6. State of Good Repair Initiative Grant Application

Chair Cotton introduced Ms. Alice Chen from MAG to present an update on the Federal Transit Authority's (FTA) transit Federal Funding Grant Opportunities.

Ms. Chen explained the results of Federal Transit Administration (FTA)'s State of Good Repair Initiative Grant, which made available \$775 million in funding to be used towards improving and maintaining buses and bus facilities. The Notice of Funds Availability (NOFA) was made available in May 2010, with a due date of mid-June 2010. Five applications from the MAG Region had been previously submitted with six local/regional operators participating. She noted that the projects had been presented to the members of Transit Committee at the June 10, 2010 meeting, but were not ranked or prioritized. Ms. Chen noted the FTA requested that each Metropolitan Planning Organization (MPO) rate projects based on the objective criteria set forth in the NOFA, and then she provided an overview of the process for developing the final ratings that were provided to FTA.

Ms. Chen mentioned the details of the State of Good Repair Bus and Bus Facilities Initiative and its evaluation criteria. She acknowledged the components required that planning and prioritization was done at the local/regional level, the project was ready to implement and that there was technical, legal, and financial capacity to implement the particular project. Ms. Chen noted that the State of Good Repair (SGR) criteria showed: a demonstration of need, availability of full funding regardless of grant award, was consistent with the goals of the FTA, and was consistent with goals of the NOFA. She added that the scoring system featured four categories paired with point values: Very Highly Recommended(4), Highly Recommended (3), Recommended (2), and Low Recommendation(1), based upon a template provided by the FTA.

Ms. Chen also explained that for the State of Good Repair Bus and Bus Facilities Initiative, the six evaluation criteria consisted of: age of asset to be replaced or rehabilitated relative to its useful life, demonstrated backlog of deferred maintenance, consistent with fleet management plan, demonstrated positive impact on air quality, supports emerging technologies, and conforms to spare ratio guidelines. She then detailed the State of Good Repair Bus and Bus Facilities Initiative grant and its four 'bus facilities' evaluation criteria

which included: the age of asset to be replaced or rehabilitated relative to its useful life, demonstrated backlog of deferred maintenance, the support of emerging technologies, and compliance with “green Building” certification. Ms. Chen then summarized the Final Rating chart that detailed the federal funding amounts requested by City of Phoenix, Glendale/RPTA, Mesa, Tempe and Scottsdale.

Chair Cotton thanked Ms. Chen for her presentation and asked if there were any questions or comments.

Mr. Jeff Martin inquired as to the reason why cities that did not own buses had submitted applications. He asked why the applications weren’t instead submitted through RPTA since they own the buses. Ms. Chen clarified that it was a city decision to submit, but that the cities had indeed processed the applications through the RPTA. She explained that the cities and jurisdictions were listed on the applications as local and regional supporters as well as stakeholders for each project.

Chair Cotton thanked Ms. Chen 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.

7. Transit Programming for FY2011

Chair Cotton introduced Ms. Eileen Yazzie from MAG to present an update on Transit Programming for FY2011.

Ms. Yazzie indicated that she had no formal presentation and invited Committee members to refer to their agenda packets. She also introduced and welcomed MAG’s newest employee, Mr. Jorge Luna, who was joining the Transportation Planning staff.

Ms. Yazzie then proceeded with an overview of Transit Programming for FY2011 and elaborated that through the MAG Committee process, MAG programmed federal funds for transit projects while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region. She noted that Fiscal year (FY) 2010 was a transition year for transit programming. She mentioned that in the past, programming was led by RPTA, using prioritized guidelines, and in 2009, the responsibility shifted to MAG.

She explained that FY 2011 would continue the transition process by focusing on a variety of issues: MAG’s need to develop and formalize regional transit programming guidelines/priorities/evaluation criteria for federal funds, gathering information on operations, maintenance, and ADA budgets finalizing the FY 2011 Transit Program of Projects, submitting federal grants to the Federal Transit Administration (FTA), updating and tracking the status of transit projects and transit service changes, and initiating how to integrate Transportation Life Cycle Program (TLCP) ‘Material Changes’ to the Regional Transportation Plan (RTP) through the MAG Committee process. She explained that there was not yet a formal process in place for transit programming, but that the Committee was charged with making recommendations on creating that process in the near future.

She also acknowledged that a recent request and motion from Mr. Dave Meinhart at Transportation Review Committee was the primary driver behind the stipulation that the MAG Region reevaluate the programming of Preventative Maintenance (PM). These potential amendments and administrative modifications were for the Draft FY 2011-2015 MAG TIP and had to be submitted no later than December 2010. She noted that it was a fast deadline, but that it was essential in helping the region understand the current crucial needs of transit.

Ms. Yazzie also explained that to better assist the Transit Committee in making informed decisions regarding regional transit programming, there would be two new working groups formed under the committee. She noted that Kevin Wallace, Marc Pearsall, Jorge Luna and Alice Chen were working on establishing the new Transit Operators Working Group. The group was to consist of transit service providers for the purpose of gathering information regarding operations, preventive maintenance, ADA, and vanpool expenses in order to aid in the regional discussion about transit programming guidelines and priorities for federal funds. She also acknowledged that a Transit Programming Stakeholders Working Group was open to all MAG Region Stakeholders. The working group's primary task was to provide an open forum for input and discussion on all the variables, directives and guidelines of transit programming.

Ms. Yazzie mentioned the need to integrate the Transportation Life Cycle Program (TLCP) 'Material Changes' to the Regional Transportation Plan (RTP) through the MAG Committee process. New legislation, Senate Bill 1063, was passed in 2010 to clarify the roles and responsibilities of MAG and RPTA in regards to planning and programming. She explained that through the MAG Committee process beginning at the MAG Transit Committee, programmed transit projects were to be funded with federal funds while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), 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, City of Scottsdale, and the City of Peoria.

Ms. Yazzie acknowledged that there had been recent interest and requests that Transit Committee review regional transit policies. One of the topics of interest was analyzing structured parking in the region and gathering information on MAG Region peer regions and their policies regarding when structured parking should be constructed. She noted that the topic would be presented at a future Transit Committee meeting.

She also mentioned the requirement to finalize the Transit Program of Projects and that submitting federal grants to the FTA was ongoing. The list of transit projects for a fiscal year, in this case FY 2011, needed to be reconciled with the actual federal apportionments and allocations that were approved by Congress. The schedule of when MAG moves forward with the FY 2011 Transit Program of Projects was dependent on Congressional action, but in general Congress usually approved the apportionments and allocations in the spring, followed by the reconciliation of funds.

Ms Yazzie mentioned that MAG, the City of Phoenix as the designated recipient, and all of the regional partners worked on these documents and provided input for the grant applications. She noted that the competitive discretionary grant process was considered likely to continue at the federal level and that there was speculation that it may replace the traditional earmark methods and process in Congress. She further explained that the FTA and Federal Highway

Administration (FHWA) had requested that regional MPOs set up local processes for evaluation-guidelines of those grant opportunities, so that they may be ranked. Ms. Yazzie also reminded the committee of the importance for the region to work together to track transit service cuts and expansions, and that the Transit Operators Working Group would assist in that task.

Ms. Yazzie explained that over the next couple months, MAG staff was presenting The State of Transit In The Region to the TRC and other MAG Committees. The presentation was an educational tool to convey the historic and current status of transit, especially in lieu of the recent service cutbacks. She noted that she would return in the coming months to present the State of Transit In The Region and to seek guidance and input from the Transit Committee

Chair Cotton thanked Ms. Yazzie for her presentation and asked if there were any questions or comments.

Ms. Rogene Hill requested clarification about the Transit Operators Working Group. She asked if the main focus was on preventative maintenance. Ms. Yazzie replied that focus was primarily focused on data gathering, budgetary, service levels, and could also include preventative maintenance issues. Ms. Hill explained that she was concerned that the Transit Committee could get disconnected if there was no open dialogue and information sharing between the Transit Operators Working Group and the Transit Committee. Ms. Yazzie replied that the group would be for information collection only with no decision making abilities and that the information would then be presented to the Transit Committee for review, comment and advisement.

Ms. Hill asked what the components of the Transit Programming Stakeholders Working Group would be. Ms. Yazzie replied that the MAG Region had been directed to create regional guidelines for transportation programs and the working group provided an open forum for input and discussion on all the variables, directives and guidelines of transit programming. She also noted that MAG had many stakeholders groups and that open dialogue in an informal discussion setting, rather than at the formal Transit Committee, was essential in acquiring needed technical information.

Mr. Jeff Martin asked for clarification on the definition of a 'Material Change' as it pertained to the Arterial Life Cycle Program (ALCP). Ms. Yazzie noted that MAG was working to define a material change and that as an example, the San Francisco Bay Area spent over \$1 million and many years defining 'Material Change' for their region. She mentioned that the Executive Committee would take up the issue and that MAG staff was meeting with partners at RPTA/METRO to further discuss the definition of 'Material Change', which would eventually go through the MAG Committee process.

Mr. Martin mentioned that he thought the State of Transit in The Region presentation was a good idea. He added that considering the improvements that had been done for the region's freeway network since 1985, it was important to also compare with how transit was performing over the past twenty-five years in the MAG Region. Chair Cotton replied that the presentation may also touch on the direct correlation between population density and urban sprawl on the health of the transit system.

Mr. Paul Hodgins asked what kind of regional policies MAG may be reviewing in the future. Ms. Yazzie responded that one of the first topics for the fall would be regional policies regarding structured parking.

Mr. Wulf Grote stated that in regards to grants, the FTA continued to promote competitive funding grants, but that they were very rarely prepared collectively. He mentioned that Metro had been maintaining a capital improvement forecast wishlist for unfunded priorities. He added that if the MAG region was presented with a grant opportunity, it could use that wishlist if a project was needed to be quickly submitted.

Chair Cotton noted that the MAG Region did have a current list of that nature, however, it consisted of items and projects that had been deleted or deferred due to budget cuts. She explained that the list would need to take precedent and need to be reviewed prior to the addition of any new items. Ms. Jyme Sue McLaren concurred that Proposition 400 items that were deleted or deferred should be openly reevaluated before any new items were added or considered.

Ms. Hill inquired as to whether the working groups were formalized. Ms. Yazzie responded that the working groups were informal in nature. She also noted that the Transit Committee would call upon both the Transit Operators Working Group and the Transit Programming Stakeholders Working Group to forward their research and input through the Transit Committee process.

Mr. Wallace offered a further point of clarification. He noted that Transit Operators Working Group would consist of the MAG Region's transit operators. He then noted that Transit Programming Stakeholders Working Group would be open to all stakeholders from the entire region and that both informal working groups would then have their research and input vetted back through the formal Transit Committee process. Ms. Hill reiterated her concern that these groups should not rate, rank, prioritize projects or initiate policy without the adequate representation and vetting required from the Transit Committee.

Chair Cotton thanked Ms. Yazzie 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. Quarterly Status Report on Federal Grant Activity

Chair Cotton explained that agenda item 10 would be heard out of order as agenda item 8 and referred the Committee members to their agenda addendum. She noted that there was no formal presentation for the quarterly status report on federal grant activity, but that City of Phoenix and MAG staff was available to answer questions and discuss the agenda attachment. Chair Cotton clarified that this information would now be presented to the Transit Committee on a quarterly basis.

Mr. Wallace mentioned that the report covered grant activity for the April-June time-frame and was the second report presented to the committee by City of Phoenix staff.

Mr. Grote noted that in the Section 5339-0002 (Alternative Analysis program) on the second to last page, the information was incorrect. He recommended that the information be revised to show that the Mesa Corridor Extension study was complete and that the Tempe South Study was still in progress. MAG staff concurred and ensured the information would be corrected.

Chair Cotton asked if there were any further questions or comments and 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. 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 Tuesday September 7, 2010 at 1:30pm at a conference room to be determined. There being no further business, Chair Cotton adjourned the meeting at 2:17 p.m.

ATTACHMENT ONE

Agenda Item 5

September 28, 2010

TO: Members of the MAG Transit Committee

FROM: Kevin Wallace, Transit Program Manager

SUBJECT: CHAIR AND VICE CHAIR APPOINTMENTS

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer positions for technical committees have one-year terms, with possible reappointment to serve up to one additional term, by consent of the respective committee. According to these policies and procedures, the chair and vice chair appointments of the MAG Transit Committee are due to expire on December 31, 2010.

Technical committees may choose to do one of the following: 1) recommend reappointment of the current chair and vice chair to serve a second one-year term, or 2) have the vice chair ascend to the chair position and have a new vice chair appointed by the Regional Council Executive Committee. Officer re-appointments will require action by the MAG Transit Committee at its October 14, 2010 meeting. Committees that choose to have the Executive Committee appoint a new vice chair will require letters of interest from MAG member agencies. The letters of interest are requested to be submitted by **Monday, November 1, 2010** to Mayor Thomas Schoaf, MAG Chair, at the MAG Office located at 302 N. 1st Avenue, Suite 300, Phoenix, Arizona 85003. The appointments will be made at the November 15, 2010 Executive Committee meeting.

If you have any question, please contact me at the MAG Office by telephone at (602) 254-6300 or by email at kwallace@azmag.gov.

cc: MAG Management Committee
MAG Intergovernmental Representatives

ATTACHMENT TWO

Agenda Item 7

Request for Project Change - 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SCT11-110T	Scottsdale	Scottsdale (Skysong)	Plan, design and construct intermodal center - FY2009 Earmark	2011	na	5309-Disc	\$ 141,075	564,300		705,375	Amend: Add new earmark/ high priority project to the TIP
PHX11-106T	Phoenix	Phoenix - South Mountain Area	Purchase Buses for South Mountain Circulator - FY2009 Earmark	2011	na	5309-Disc	\$ 237,500	950,000		1,187,500	Amend: Add new earmark/ high priority project to the TIP
TMP11-100T	Tempe	Tempe	Construct East Valley Metro Bus Facility - FY2009 Earmark	2011	na	5309-Disc	\$ 366,795	1,467,180		1,833,975	Amend: Add new earmark/ high priority project to the TIP
SCT11-111T	Scottsdale	L101 and Scottsdale Rd	Construct Park and Ride, Scottsdale, AZ- FY2010 Earmark	2011	na	5309-Disc	\$ 125,000	500,000		625,000	Amend: Add new earmark/ high priority project to the TIP
TMP11-101T	Tempe	Tempe	Purchase buses for Neighborhood Circulator - FY2010 Earmark	2011	na	5309-Disc	\$ 125,000	500,000		625,000	Amend: Add new earmark/ high priority project to the TIP
SCT11-112T	Scottsdale	Scottsdale (Skysong)	Intermodal center - FY2010 Earmark	2011	na	5309-Disc	\$ 125,000	500,000		625,000	Amend: Add new earmark/ high priority project to the TIP
GDL11-101T	Guadalupe	Guadalupe	Purchase buses for Senior Center - FY2010 Earmark	2011	na	5309-Disc	\$ 37,500	150,000		187,500	Amend: Add new earmark/ high priority project to the TIP
PHX11-107T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2005 Earmark reallocated to FY2010)	2011	na	5309-Disc	\$ 85,031	340,123		425,154	Amend: Add new earmark/ high priority project to the TIP
PHX11-108T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2004 Earmark reallocated to FY2010)	2011	na	5309-Disc	\$ 242,719	970,874		1,213,593	Amend: Add new earmark/ high priority project to the TIP
PHX11-109T	Phoenix	Phoenix - East Baseline	Park-and-Ride Facility - Land Acquisition (2008 Earmark reallocated to FY2010)	2011	na	5309-Disc	\$ 122,500	490,000		612,500	Amend: Add new earmark/ high priority project to the TIP
PHX11-110T	Phoenix	Phoenix - Citywide	Buses replacement - diesel-electric hybrid buses	2011	na	FTA-SGR	\$ 729,425	2,917,700		3,647,125	Amend: Add new State of Good Repair discretionary project



Federal Register

Tuesday,
February 16, 2010

Part II

Department of Transportation

**Federal Transit Administration
FTA Fiscal Year 2010 Apportionments,
Allocations, and Program Information;
Notice**

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

FY 2010 SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES ALLOCATIONS

State	Earmark ID	Project Location and Description	Allocation
AK	E2010-BUSP-001	Anchorage People Mover, AK	\$750,000
AK	E2010-BUSP-002	Port of Anchorage Intermodal Expansion Project, AK	487,000
AL	E2010-BUSP-003	Buses and Bus Facility Improvement, Baldwin County, AL	275,000
AL	E2010-BUSP-004	Morgan County System of Services, transit vans for HANDS Home Shelter for Girls, AL	50,000
AL	E2010-BUSP-005	Senior Transportation Program, AL	2,000,000
AL	E2010-BUSP-006	U.S. Space and Rocket Center Transportation Request, Huntsville, AL	1,600,000
AR	E2010-BUSP-007	State of Arkansas--Bus and bus facilities, AR	1,300,000
AZ	E2010-BUSP-008	Loop 101--Scottsdale Road Park and Ride, Scottsdale, AZ	500,000
AZ	E2010-BUSP-009	Orbit Neighborhood Circulator, Tempe, AZ	500,000
AZ	E2010-BUSP-010	Scottsdale Intermodal Center, AZ	500,000
AZ	E2010-BUSP-011	Senior Center Buses, Guadalupe, AZ	150,000
CA	E2010-BUSP-012	Alternative Fuel SolanoExpress Bus Replacement, Solano, CA	500,000
CA	E2010-BUSP-013	Anaheim Regional Transportation Intermodal Center (ARTIC), Anaheim, CA	725,000
CA	E2010-BUSP-014	Bob Hope Airport Regional Transportation Center, Burbank, CA	550,000
CA	E2010-BUSP-015	Brawley Transfer Terminal Transit Station, Brawley, CA	300,000
CA	E2010-BUSP-016	City of Bellflower bus shelters, CA	500,000
CA	E2010-BUSP-017	City of Corona Dial-A-Ride Bus Replacement, CA	208,000
CA	E2010-BUSP-018	City of Dinuba CNG Fueling Station Expansion, CA	779,200
CA	E2010-BUSP-019	City of Hawaiian Gardens bus shelters, CA	200,000
CA	E2010-BUSP-020	City of Imperial Downtown Transportation Park, CA	974,000
CA	E2010-BUSP-021	City of Whittier bus shelters, CA	450,000
CA	E2010-BUSP-022	Ed Roberts Campus bus and bus facilities, Berkeley, CA	250,000
CA	E2010-BUSP-023	Los Angeles Central Avenue Streetscape bus shelters and lighting, CA	700,000
CA	E2010-BUSP-024	McBean Regional Transit Center Park & Ride Facility, CA	300,000
CA	E2010-BUSP-025	Monrovia Station Square Transit Village, CA	750,000
CA	E2010-BUSP-026	Municipal Transit Operators Coalition (MTOC) Bus/Bus Facility Improvement Project, CA	550,000
CA	E2010-BUSP-027	Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	500,000
CA	E2010-BUSP-028	Palmdale Transportation Center Train Platform Extension, Palmdale, CA	370,000
CA	E2010-BUSP-029	Regional Transportation Management System, San Diego, CA	800,000
CA	E2010-BUSP-030	Riverside Transit Agency Bus Replacement Program, CA	1,400,000
CA	E2010-BUSP-031	San Joaquin Regional Operations Facility Construction, CA	500,000
CA	E2010-BUSP-032	San Jose High Volume Bus Stop Upgrades, Santa Clara County, CA	600,000
CA	E2010-BUSP-033	South Bay Regional Intermodal Transit Centers, CA	800,000
CA	E2010-BUSP-034	SunLine Transit Agency paratransit buses and commuter coaches, CA	750,000
CA	E2010-BUSP-035	Union City Intermodal Station, Phases 1C and 2, CA	500,000
CA	E2010-BUSP-036	Vacaville Intermodal Station--Phase 2, CA	500,000
CA	E2010-BUSP-037	VTA Renewable Energy Conversion Project, San Jose, CA	750,000
CO	E2010-BUSP-038	Colorado Transit Coalition Statewide Bus & Bus Facilities, CO	2,641,500
CT	E2010-BUSP-039	Bridgeport Intermodal Transportation Center, CT	2,435,000
CT	E2010-BUSP-040	Harbor Point Bus Expansion, CT	487,000
CT	E2010-BUSP-041	Thompsonville Intermodal Transportation Center, CT	974,000
CT	E2010-BUSP-042	Waterbury Intermodal Transportation Center, CT	500,000
DC	E2010-BUSP-043	Union Station Intermodal Transit Center, Washington, DC	500,000
DE	E2010-BUSP-044	40 Fixed Route Transit Buses, DE	974,000
DE	E2010-BUSP-045	Automotive-Based Fuel Cell Hybrid Bus Program, DE	487,000
FL	E2010-BUSP-046	Broward County Transit Infrastructure Improvements, FL	500,000
FL	E2010-BUSP-047	Bus Shelter Replacement, Bal Harbour, FL	250,000
FL	E2010-BUSP-048	City of Doral Transit Circulator Program, FL	350,000
FL	E2010-BUSP-049	City of Miramar Multi Service Center and Transit Hub, FL	500,000
FL	E2010-BUSP-050	Clearwater Downtown Intermodal Terminal, St. Petersburg, FL	1,250,000
FL	E2010-BUSP-051	HART Bus and Paratransit Acquisition, FL	500,000
FL	E2010-BUSP-052	Lakeland Area Mass Transit District Bus Replacement and Facility Maintenance, FL	200,000
FL	E2010-BUSP-053	LYNX Buses, Orlando, FL	1,500,000
FL	E2010-BUSP-054	Lynx's Central Station improvements, Orlando, FL	550,000
FL	E2010-BUSP-055	Palm Tran Park and Ride Facilities, FL	800,000
FL	E2010-BUSP-056	Regional Intermodal Terminal Center, JTA, Jacksonville, FL	400,000
FL	E2010-BUSP-057	RTS Bus Replacement, City of Gainesville, Alachua County, FL	750,000
FL	E2010-BUSP-058	St. Petersburg Central Avenue Bus Rapid Transit, FL	500,000
FL	E2010-BUSP-059	StarMetro Buses, Tallahassee, FL	1,000,000
FL	E2010-BUSP-060	Transit Facility and Bus Apron Access Construction along US 1, Key West, FL	1,000,000
FL	E2010-BUSP-061	Winter Haven/Polk County Buses, FL	200,000
GA	E2010-BUSP-062	Albany Heavy-Duty Buses, GA	500,000
GA	E2010-BUSP-063	Albany Transit Multimodal Transportation Center, GA	1,500,000
GA	E2010-BUSP-064	Chatham Area Transit Bus and Bus Facilities, Savannah, GA	2,525,000
GA	E2010-BUSP-065	MARTA Acquisition of Clean Fuel Buses, GA	4,000,000

FEDERAL TRANSIT ADMINISTRATION

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TABLE 10-A

Prior Year Unobligated Section 5309 Bus and Bus Related Equipment and Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
AL	E2009-BUSP-023	437	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	90,288
AL	E2009-BUSP-024		Baldwin County Bus and Bus Facilities Project	950,000
AL	E2009-BUSP-025	98	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	451,440
AL	E2009-BUSP-026	496	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,372,000
AL	E2009-BUSP-027	501	City of Huntsville, AL- Cummings Park Intermodal Center	40,004
AL	E2009-BUSP-028	503	City of Montgomery, AL-ITS Acquisition and Implementation	1,097,000
AL	E2009-BUSP-032	534	Gulf Shores, AL-- Bus and Bus facilities	274,000
AL	E2009-BUSP-033		Marshall County Vehicle Replacement for Seniors and for the Mentally Disabled	285,000
AL	E2009-BUSP-034	582	Mobile County, AL Commission-Bus project	137,000
AL	E2009-BUSP-035		Replacement of Buses and Vans, Birmingham-Jefferson County Transit Authority	1,425,000
AL	E2009-BUSP-036		University of Alabama Bus and Bus Facility Project	475,000
AL	E2009-BUSP-037	644	University of Alabama in Birmingham Intermodal Facility	1,919,000
AL	E2009-BUSP-038	645	University of Alabama in Huntsville Intermodal Facility	1,646,000
AL	E2009-BUSP-039	646	University of Alabama Intermodal Facility South	2,468,000
AL	E2009-BUSP-040	647	University of Alabama Transit System	411,000
AR	E2009-BUSP-042	487	Central Arkansas Transit Authority, Bus Acquisition	1,000,000
AR	E2009-BUSP-046		Statewide Bus and Bus Facilities	950,000
AZ	E2009-BUSP-048	304	Coconino County buses and bus facilities for Flagstaff, AZ	282,150
AZ	E2009-BUSP-049	229	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	214,434
AZ	E2009-BUSP-050	47	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	225,720
AZ	E2009-BUSP-051	346	Phoenix, AZ Construct metro bus facility in Phoenix West Valley	1,128,600
AZ	E2009-BUSP-052	150	Phoenix, AZ Construct regional heavy bus maintenance facility	225,720
AZ	E2009-BUSP-053	26	Scottsdale, Arizona-Plan, design, and construct intermodal center	564,300
AZ	E2009-BUSP-054		South Mountain Circulator Bus, Phoenix	950,000
AZ	E2009-BUSP-055	203	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,467,180
CA	E2009-BUSP-056	75	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	112,860
CA	E2009-BUSP-057	288	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	451,440
CA	E2009-BUSP-058	398	Amador County, California-Regional Transit Center	225,720
CA	E2009-BUSP-060	76	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	451,440
CA	E2009-BUSP-062	119	Burbank, CA CNG Transit Vehicles Purchase for Local Transit Network Expansion	101,574
CA	E2009-BUSP-063	396	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	56,430
CA	E2009-BUSP-064		Bus Replacement, Culver City	142,500
CA	E2009-BUSP-065		Bus Replacement/Expansion (Alternative Fuel), Solano County	760,000
CA	E2009-BUSP-067	190	Calexico, CA Purchase new buses for the Calexico Transit System	67,716
CA	E2009-BUSP-068	132	Carson, CA Purchase one bus	56,430
CA	E2009-BUSP-069	407	Carson, CA Purchase one trolley-bus vehicle	56,430
CA	E2009-BUSP-070	108	Carson, CA Purchase two transfer facility	112,860
CA	E2009-BUSP-072	155	City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority	507,870
CA	E2009-BUSP-073	669	City of Los Angeles California, for the purchase of transit vehicles in Watts and enhancement of paratransit and senior transportation services.	150,480
CA	E2009-BUSP-075		Clean Air Buses, City of Cerritos	190,000
CA	E2009-BUSP-076	158	Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements	396,010
CA	E2009-BUSP-077	207	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	835,164
CA	E2009-BUSP-078	17	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	225,720
CA	E2009-BUSP-079	11	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	209,992
CA	E2009-BUSP-081	339	East San Diego County, California-Bus Maintenance Facility Expansion	451,440
CA	E2009-BUSP-083	101	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	225,720
CA	E2009-BUSP-085		Fairfield Transportation Center	475,000
CA	E2009-BUSP-086	387	Fresno, CA-Develop program of low-emission transit vehicles	225,720
CA	E2009-BUSP-088		Glassell park Transit Pavilion, Los Angeles	190,000
CA	E2009-BUSP-089	212	Glendale, CA Construction of Downtown Streetcar Project	225,720
CA	E2009-BUSP-090	1	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	104,283
CA	E2009-BUSP-091		Gold Coast Transit Maintenance and Operations Facility, Oxnard	475,000
CA	E2009-BUSP-092	414	Hercules, CA Inter-modal Rail Station Improvements	338,580
CA	E2009-BUSP-093		Historic Filipinotown Bus Security Lights, Los Angeles	62,700
CA	E2009-BUSP-094		Intermodal Station, Vacaville	475,000
CA	E2009-BUSP-095		La Cienega Intermodal Center, Los Angeles	475,000
CA	E2009-BUSP-097	332	Long Beach, CA Park and Ride Facility	225,720
CA	E2009-BUSP-100	443	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	73,359
CA	E2009-BUSP-101		Los Angeles Southwest College Western Transit Center, Los Angeles	712,500
CA	E2009-BUSP-103	223	Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus l	338,580
CA	E2009-BUSP-104	307	Los Angeles, CA Improve safety, mobility and access between LATTTC, Metro line and nearby bus stops on Grand Ave between Washington and 23rd	112,860
CA	E2009-BUSP-105	121	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedars-Sinai Medical Center	338,580
CA	E2009-BUSP-107	6	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	178,319
CA	E2009-BUSP-108	567	Los Angeles, CA, Fly-Away Bus System Expansion	850,000

FEDERAL TRANSIT ADMINISTRATION

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TABLE 10-B

Section 5309 Bus and Bus Related Equipment and Facilities Reprogrammed Earmarks

State	Earmark ID	SAFETEA-LU No.	Project Location and Description	Unexpended Allocation
FY 2002 Reprogrammed Earmarks				
NV	E2002-BUSP-2000	---	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (No previous earmark id)	\$2,334,443 a/
FY 2003 Reprogrammed Earmarks				
NV	E2003-BUSP-2000	---	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (Previous earmark ids: E2003-BUSP-802 for \$4,918,394; E2003-BUSP-250 for \$2,213,277 and E2003-BUSP-251 for \$319,696)	\$7,451,366 a/
FY 2004 Reprogrammed Earmarks				
NV	E2004-BUSP-2000	---	Regional Transportation Commission of Southern Nevada Bus and Bus-Related Projects and Bus Rapid Transit Projects (Previous earmark id: E2004-BUSP-310)	\$485,437 a/
FY 2005 Reprogrammed Earmarks				
AZ	E2005-BUSP-2000	---	East Baseline Park-and-Ride Facility in Phoenix (Previous earmark id: E2005-BUSP-028)	\$340,123 b/
Total Reprogrammed Earmarks.....				\$10,611,369

a/ Sec. 196 of the Department of Transportation Appropriations Act, 2010 states that notwithstanding any other provision of law, funds made available under section 330 of the Fiscal Year 2002 Department of Transportation and Related Agencies Appropriations Act (Public Law 107-87) for the Las Vegas, Nevada Monorail Project, funds made available under section 115 of the Fiscal Year 2004 Transportation, Treasury and Independent Agencies Appropriations Act (Public Law 108-199) for the North Las Vegas Intermodal Transit Hub, and funds made available for the CATRAIL RTC Rail Project, Nevada in the Fiscal Year 2005 Transportation, Treasury, Independent Agencies and General Government Appropriations Act (Public Law 108-447), as well as any unexpended funds in the Federal Transit Administration grant numbers NV-03-0024 and NV-03-0027, shall be made available until expended to the Regional Transportation Commission of Southern Nevada for bus and bus-related projects and bus rapid transit projects: *Provided*, That the funds made available for a project in accordance with this section shall be administered under the terms and conditions set forth in 49 U.S.C. 5307, to the extent applicable.

b/ Sec. 166.(c) of the Department of Transportation Appropriations Act, 2010 states that funds made available for the 'Phoenix/Regional Heavy Maintenance Facility, AZ', 'Dial-a-Ride facility, Phoenix, AZ' and the 'Phoenix Regional Heavy Bus Maintenance Facility, Arizona' through the Department of Transportation Appropriations Acts for Fiscal Years 2004, 2005 and 2008 that remain unobligated or unexpended shall be made available to the East Baseline Park-and-Ride Facility in Phoenix, Arizona.

FEDERAL TRANSIT ADMINISTRATION

TABLE

Section 5309 Bus and Bus Related Equipment and Facilities Extended Earmarks

State	Earmark ID	SAFETEA-LU No.	Project Location and Description	Unexpended Allocation
FY 2006 Extended Funds				
CT	E2006-BUSP-2000	131	Stonington and Mystic, CT - Intermodal Center Parking Facility and Streetscape (Previous earmark id: E2006-BUSP-238)	\$464,471 a/
CT	E2006-BUSP-2001	267	Middleton, CT - Construct Intermodal Center (Previous earmark id: E2006-BUSP-230)	285,536 a/
CT	E2006-BUSP-2002	523	Downtown Middleton, CT, Transportation Infrastructure Improvement Project (Previous earmark id: E2006-BUSP-226)	1,980,000 a/
Total FY 2006 Extended Earmarks.....				\$2,265,536
FY 2007 Extended Funds				
CT	E2007-BUSP-2000	131	Stonington and Mystic, CT - Intermodal Center Parking Facility and Streetscape (Previous earmark id: E2007-BUSP-0162)	489,562 a/
CT	E2007-BUSP-2001	267	Middleton, CT - Construct Intermodal Center (Previous earmark id: E2007-BUSP-0158)	300,960 a/
CT	E2007-BUSP-2002	523	Downtown Middleton, CT, Transportation Infrastructure Improvement Project (Previous earmark id: E2007-BUSP-0155)	2,150,000 a/
Total FY 2007 Extended Earmarks.....				\$2,450,960

a/ Sec. 170 of the Department of Transportation Appropriations Act, 2010 states that notwithstanding any other provision of law, the Secretary of Transportation shall not reallocate any funding made available for items 523, 267, and 131 of section 3044 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59).

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

FY 2010 SECTION 5309 NEW STARTS ALLOCATIONS

State	Earmark ID	Project Location and Description	Allocation
AK	E2010-NWST-001	Denali Commission	\$5,000,000
AK/HI	E2010-NWST-002	Alaska/Hawaii	15,000,000 ^a
AZ	E2010-NWST-003	Central Phoenix/East Valley Light Rail	61,249,903
AZ	E2010-NWST-004	Modern Streetcar/Light Rail Transit System, Tucson	4,000,000
AZ	E2010-NWST-005	Mountain Links BRT, Flagstaff	681,942
CA	E2010-NWST-006	Berkley-Oakland-San Leandro Bus Rapid Transit Corridor Improvement Project, Alameda Cnty	1,000,000
CA	E2010-NWST-007	Livermore-Amador Route 10 BRT	79,900
CA	E2010-NWST-008	Los Angeles-Wilshire Blvd Bus-Only Lane	13,558,474
CA	E2010-NWST-009	Metro Express-Airport Way Corridor BRT Project, San Joaquin	2,808,825
CA	E2010-NWST-010	Metro Gold Line Eastside Extension, Los Angeles	9,582,551
CA	E2010-NWST-011	Metro Rapid Bus System Gap Closure, Los Angeles	23,326
CA	E2010-NWST-012	Monterey Bay Rapid Transit	2,773,038
CA	E2010-NWST-013	Perris Valley Line	5,000,000
CA	E2010-NWST-014	Sacramento South Corridor Phase II	38,000,000
CA	E2010-NWST-015	San Bernardino, E Street Corridor sbX BRT	32,370,000
CA	E2010-NWST-016	San Diego-Mid-City Rapid	2,359,850
CA	E2010-NWST-017	Sonoma-Marin Area Rail Transit (SMART)	2,500,000
CA	E2010-NWST-018	Third Street Light Rail-Central Subway Project	6,000,000
CO	E2010-NWST-019	Mason Corridor BRT, Fort Collins	49,055,155
CO	E2010-NWST-020	Roaring Fork Valley, BRT Project	810,000
CO	E2010-NWST-021	RTD East Corridor Construction	2,500,000
CO	E2010-NWST-022	RTD Gold Corridor	2,000,000
CO	E2010-NWST-023	RTD West Corridor LRT, Denver	90,000,000
CO	E2010-NWST-024	Southeast Corridor LRT, Denver	10,312
CT	E2010-NWST-025	Stamford Urban Transitway	2,000,000
DC	E2010-NWST-026	Dulles Corridor Metrorail Project Extension to Wiehle Avenue, Washington	85,000,000
DC	E2010-NWST-027	Largo Metrorail Extension	347,000
DE	E2010-NWST-028	Wilmington to Newark Commuter Rail Improvement Program	3,000,000
FL	E2010-NWST-029	Central Florida Commuter Rail Transit, Orlando	40,000,000
FL	E2010-NWST-030	Fort Lauderdale-The Downtown, Transit Corridor Program, Downtown Transit Circulator	500,000
FL	E2010-NWST-031	HART Light Rail Preliminary Engineering	1,650,000
FL	E2010-NWST-032	Miami-Dade County Metrorail Orange Line Expansion	4,000,000
HI	E2010-NWST-033	Honolulu High Capacity Transit Corridor Project	30,000,000
IL	E2010-NWST-034	Chicago Transit Hub (Circle Line-Ogden Streetcar)	1,500,000
IL	E2010-NWST-035	CTA Red Line North Station, Track, Viaduct and Station Rehabilitation	7,500,000
IL	E2010-NWST-036	Metra Commuter Rail (Union Pacific Northwest, STAR and UP-West)	8,000,000
IL	E2010-NWST-037	Ravenswood Line Extension, Chicago	304,744
IN	E2010-NWST-038	South Shore Commuter Rail Capital Reinvestment Plan, Northern Indiana Commtr Transp. District	2,000,000
MA	E2010-NWST-039	Assembly Square Orange Line Station	1,000,000
MA	E2010-NWST-040	Commuter Rail Improvements, Fitchburg	37,452,000
MD	E2010-NWST-041	Baltimore Red Line	3,000,000
MD	E2010-NWST-042	Purple Line	3,000,000
MI	E2010-NWST-043	Ann Arbor-Detroit Regional Rail Project	3,500,000
MN	E2010-NWST-044	Central Corridor Light Rail Transit Project	2,000,000
MN	E2010-NWST-045	Northstar Corridor Rail, Minneapolis-Big Lake	711,661
MN	E2010-NWST-046	Northstar Phase II-Extension of Northstar Commuter Rail to the St. Cloud Area	3,000,000
MO	E2010-NWST-047	Troost Corridor BRT, Kansas City	6,022
NC	E2010-NWST-048	Charlotte Streetcar Project	500,000
NC	E2010-NWST-049	City of Charlotte, Charlotte Area Transit System's Blue Line Extension-Northeast Corridor	14,700,000
NJ	E2010-NWST-050	Hudson-Bergen MOS-2, Northern NJ	11,039
NJ	E2010-NWST-051	Northern NJ Access to the Region's Core	200,000,000
NY	E2010-NWST-052	Long Island Rail Road East Side Access	202,522,853
NY	E2010-NWST-053	Second Avenue Subway Phase I	197,182,000
OR	E2010-NWST-054	South Corridor I-205/Portland Mall LRT	74,229,000
PA	E2010-NWST-055	Lackawanna Cut-Off Restoration Project, PA/NJ	1,000,000
PA	E2010-NWST-056	North Shore LRT Connector, Pittsburgh	6,153
TX	E2010-NWST-057	Fort Worth Transportation Authority Southwest-to-Northeast Rail Corridor	4,000,000
TX	E2010-NWST-058	Galveston-Houston Commuter Rail	2,000,000
TX	E2010-NWST-059	Houston North Corridor LRT	75,000,000
TX	E2010-NWST-060	Houston Southeast Corridor LRT	75,000,000
TX	E2010-NWST-061	Metro Rapid BRT, Austin	13,370,204
TX	E2010-NWST-062	Northwest/Southeast LRT MOS, Dallas	84,124,745
UT	E2010-NWST-063	Draper Light Rail	10,000,000
UT	E2010-NWST-064	Salt Lake City-Mid Jordan LRT	98,000,000
UT	E2010-NWST-065	Weber County-Salt Lake City Commuter Rail	80,000,000
VA	E2010-NWST-066	Improvements to the Rosslyn Metro Station	1,000,000

State of Good Repair – Bus and Bus Facilities Project Descriptions

ARIZONA

City of Phoenix

Project: Transit Vehicle Replacement (Diesel-Electric Hybrid)

Grant Amount: \$2,917,700

The City of Phoenix will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses that will reduce overall energy usage and emissions.

City of Tucson

Project: Transit Vehicle Replacement

Grant Amount: \$5,000,000

ATTACHMENT THREE

Agenda Item 8

October 6, 2010

TO: MAG Transit Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: PROGRAMMING 5307 AND 5309- RAIL & FIXED GUIDEWAY
MODERNIZATION FUNDS IN FY2010 AND 2011

The purpose of this memo is to provide the committee with an outline of information needed to make a three-part programming recommendation for programming funds for preventative maintenance (PM) in FY2010, 2011 and possibly 2012.

On September 13, 2010 the MAG Executive Committee approved removal of \$1,517,999, FY2010 5309 Fixed Rail and Guideway Modernization (FGM) federal transit funds from two Mesa park-and-ride construction projects. It is suggested to program these funds for related eligible PM since all eligible, regional priority projects as defined by the RTP/TLCP are currently programmed in the FY2011-2015 MAG Transportation Improvement Program. This memo outlines four scenarios for distributing the 5309 – FGM federal funds for PM in the MAG region.

On July 28, 2010 Regional Council took action on the “approval of the Draft FY2011-2015 MAG TIP contingent on a finding of conformity. . . and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010.” MAG staff has put forth two options for programming the FY2011 5307 \$11.7 million for regionwide PM. Additionally, there are three scenarios for distributing 5307 Urbanized Area Formula federal funds for PM in the MAG region.

Please refer to the attachment for specifics as explained in this memorandum.

BACKGROUND

Preventive maintenance is all maintenance costs related to vehicles. Specifically, it is defined as all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset.

Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way. The term includes several modes, including light rail and that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes. The FTA 5309-FGM funds are apportioned based on the latest available route miles and vehicle revenue miles on segments at least

seven years or longer as reported to the National Transit Database (NTD); vehicle revenue miles for segments less than seven years in operation are also reported to NTD. While funds are apportioned based only on fixed guideway segments that have been in operation seven years or longer, a recipient may use the funds apportioned to it for eligible modernization projects on any part of its fixed guideway system, such as METRO light rail.

The Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funding program makes federal resources available to urbanized areas (UZAs) and to Governors for transit capital, operating assistance, and for transportation related planning. For UZAs with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density; this formula applies to the Phoenix-Mesa UZA. The FTA obtains population and population density data from the current decennial census; all other data used for formula apportionments come from the latest report year of validated NTD data.

There is an approximate two-year lag between reporting to NTD and receiving 5309-FGM and 5307 funds, which means that FY2008 NTD data are used to apportion 5309-FGM and 5307 earnings in FY2010.

The FY2010 5309-FGM apportionment available to the region is based on 2008 reporting data by the City of Phoenix Public Transit Department and the Regional Public Transportation Authority (RPTA). METRO light rail did not report fixed guideway vehicle revenue miles for FY2008 since it began operating in December 2008 (FY2009 reporting period). Under current regulations, METRO light rail will begin impacting the distribution formula approximately in FY2018, seven years of fixed guideway operation and a two-year lag time for validating NTD submitted data.

The FY2010 5307 apportionment is based on 2008 reporting data by City of Glendale Transit, Peoria Transit, City of Phoenix Public Transit Department, Maricopa County Special Transportation Services (no longer in operation), Regional Public Transportation Authority (RPTA), City of Scottsdale, Sun Cities Area Transit System Inc. (SCAT), Surprise Dial-A-Ride Transit System, and the City of Tempe Transit Division; vanpool information is reported on behalf of the RPTA by VPSI, Inc.

5309-FGM PREVENTATIVE MAINTENANCE DISTRIBUTION SCENARIOS

Based on the above-mentioned information, staff developed four scenarios for distributing PM for FY2010 5309-FGM federal funds: 1) based on valid annual fixed guideway vehicle revenue miles, 2) a combination of total bus fixed guideway vehicle revenue miles including METRO's half year fixed guideway vehicle revenue miles, 3) a combination of total bus fixed guideway vehicle revenue miles including METRO's projected full year of operation fixed guideway vehicle revenue miles, 4) distributing all funds to METRO light rail. Please refer to the tables on page 1-2 of the attachment.

5307 PREVENTATIVE MAINTENANCE FUNDING AMOUNTS IN FY2011

Currently, there is a total of \$ 6,546,883 programmed in FY2011 and \$ 6,677,823 programmed in FY2012 for PM. Additionally, there is lump sum of \$ 11,766,118 programmed in FY2011 for regionwide PM. The Transit Committee should discuss, evaluate, and recommend a programming option for the lump sum of \$11,766,118. Please refer to the tables on page 3 of the attachment

showing two options. Option 1 retains the \$11.7 million in FY2011 bringing the total amount of federal funds for PM distribution up to \$18,313,001 while leaving the FY2012 amount unchanged. Option 2 pools all of the available PM funds together and distributes the total amount evenly over 2 years. In this case, \$5.8 million of 2012 bus purchases would need to be advanced to 2011. Additional options are welcome for discussion.

Once a funding level option is recommended, the recommended distribution methodology, discussed below, will be applied.

5307 PREVENTATIVE MAINTENANCE DISTRIBUTION SCENARIOS

The current distribution of 5307 funding for PM in the approved FY2011-2015 MAG TIP is shown in the attachment on page 4. The distribution methodology needs to be updated to document the source and include transit service operators in the region.

Staff developed three scenarios for distributing PM to the region's transit operators (bus and demand response/dial-a-ride) that are shown in the attached tables. **Scenario 1** is based on vehicle revenue miles as reported to NTD; please refer to page 4 of the attachment.

As noted above, METRO light rail began operating December 29, 2008 (FY2009), its data was not included in the FY2008 NTD report for distributing FY2010 5307 earnings. However, in order to include METRO for potential distribution of funds for PM, staff developed two additional scenarios. **Scenario 2** is based on operating expenses including METRO, and **Scenario 3** uses the ARRA unspent funds operating assistance distribution scenario. Please refer to page 5 of the attachment.

It is noted that once the FY2011 apportionment is received, the FY2011 distribution percentage will be reviewed and updated to coincide with the latest NTD data.

RECOMMENDATION

This item is on the agenda for information, discussion, and possible action to 1) recommend a preventative maintenance distribution methodology for 5309 funds, 2) recommend the amount of total preventative maintenance programmed in FY2011, 3) recommend a preventative maintenance distribution methodology for 5307 funds, have the methodologies reviewed and updated annually to coincide with the latest National Transit Database information, and modify/amend the FY2011-2015 MAG TIP appropriately.

Please feel free to contact myself or Jorge Luna at 602.254.6300 or eyazzie@azmag.gov, jluna@azmag.gov with questions or comments.

FY2010 Available Funds	
Unprogrammed FY2010 5309 FGM	\$ 1,517,999

Scenario 1 - BUS ONLY (on segments in operation 7 or more years)	
NTD FY2008	Fixed Guideway Vehicle Revenue Miles*
City of Phoenix	288,168
RPTA	156,890
TOTAL	445,058
NTD FY2008	Fixed Guideway Vehicle Revenue Mile Distribution Percentages
City of Phoenix	64.75%
RPTA	35.25%
TOTAL	100%
*Fixed Guideway Vehicle Revenue Miles on segments in operation 7 or more years	

Scenario 2 - BUS and METRO (all segment totals with METRO's half year of operation)	
NTD FY2008	Fixed Guideway Vehicle Revenue Miles*
City of Phoenix	368,017
RPTA	253,379
METRO**	1,362,250
TOTAL	1,983,646
NTD FY2008	Fixed Guideway Vehicle Revenue Mile Distribution Percentages
City of Phoenix	18.55%
RPTA	12.77%
METRO	68.67%
TOTAL	100%
*Fixed Guideway Vehicle Revenue Miles on all reported segments	
**METRO Six months of operations (FY2009, December 2008-June 2009)	

Scenario 3 - BUS and METRO (all segment totals and METRO project for an entire year)

NTD FY2008		Fixed Guideway Vehicle Revenue Miles*
City of Phoenix		368,017
RPTA		253,379
METRO**		2,724,500
	TOTAL	3,345,896

NTD FY2008		Fixed Guideway Vehicle Revenue Mile Distribution Percentages
City of Phoenix		11.00%
RPTA		7.57%
METRO		81.43%
	TOTAL	100%

*Fixed Guideway Vehicle Revenue Miles on all reported segments
 **METRO Projected for one year of operation (FY2009, December 2008-June 2009)

Scenario 4 - METRO ONLY

NTD FY2008		Distribution Percentages
METRO		100.00%
	TOTAL	100%

5307 - PREVENTATIVE MAINTENANCE FUNDING AMOUNTS IN FY2011 and FY2012

Current FY 2011-2015 MAG TIP		
5307 PM Funding to Agencies in FY 2011	\$	6,546,883
5307 Regionwide PM Funding in FY 2011	\$	11,766,118
5307 - PM Funding to Agencies in FY 2012	\$	6,677,823

Option #1		
Combine 2011 Funding together & distribute	\$	6,546,883
via recommended formula	+ \$	11,766,118
FY2011 PM Funding	\$	18,313,001
FY2012 remains the same	\$	6,677,823

Option #2		
Combine all funds and distribute evenly		
between 2011 and 2012	\$	6,546,883
	\$	11,766,118
	+ \$	6,677,823
	\$	24,990,824
New PM Funding in FY2011	\$	12,495,412
New PM Funding in FY2012	\$	12,495,412
Amount of Bus purchase in 2012 would need		
to be moved forward to 2011 balance out		
program	\$	5,817,589

5307 - Preventative Maintenance Distribution Scenarios

Current Distribution of 5307 for Preventative Maintenance

Agency	Federal Funds	Local Funds	Total	% of TOTAL PM Funds
Phoenix	\$ 5,463,344	\$ 1,365,836	\$ 6,829,180	83.45%
Peoria	\$ 41,336	\$ 10,334	\$ 51,670	0.63%
Glendale	\$ 122,508	\$ 30,627	\$ 153,135	1.87%
Valley Metro	\$ 731,118	\$ 182,779	\$ 913,897	11.17%
Surprise	\$ 5,476	\$ 1,369	\$ 6,845	0.08%
Tempe	\$ 183,101	\$ 45,775	\$ 228,876	2.80%
TOTAL	\$ 6,546,883	\$ 1,636,720	\$ 8,183,603	100.00%

Source: FY2011-2015 MAG TIP.

Scenario 1 - 5307 Distribution Scenario - Based on Annual Vehicle Revenue Miles (no MCSTS and no METRO in calculations)

Agency	COMBINED Percentages*
	Annual vehicle revenue miles
City of Phoenix	63.55%
RPTA	19.84%
City of Tempe	14.04%
City of Scottsdale	0.55%
City of Glendale	1.32%
Peoria Transit	0.51%
Surprise DAR	0.19%
TOTAL	100%

*Combined percentages: bus and demand response data.

Source: NTD website, FY2008 Reporting Data.

5307 - Preventative Maintenance Distribution Scenarios (Continued)

**Scenario 2 - 5307 Distribution Scenario - Based on Operating Expenses Only
(no MCSTS in calculations)**

Agency	COMBINED*
	Operating expenses
City of Phoenix	56.91%
RPTA	17.20%
City of Tempe	11.79%
METRO	11.64%
City of Scottsdale	0.75%
City of Glendale	1.06%
Peoria Transit	0.43%
Surprise DAR	0.22%
TOTAL	0.00%

*Combined percentages: bus and demand response data if applicable.

Source: All except METRO, from NTD FY2008 Reporting Data; METRO obtained from RPTA ARRA operating expense.

Scenario 3 - 5307 Distribution Scenario - Based on Region Wide ARRA Methodology (no MCSTS)

Agency	COMBINED*
	Operating expenses
Bus	88.36%
METRO	11.64%
TOTAL	100%

Calculation below based on annual vehicle revenue mile percentages multiplied by the bus percentage or total operating expenses.

Agency	COMBINED*
	Annual vehicle revenue miles
City of Phoenix	56.15%
RPTA	17.53%
City of Tempe	12.41%
City of Scottsdale	0.49%
City of Glendale	1.16%
Peoria Transit	0.45%
Surprise DAR	0.17%
TOTAL	88.36%

*Combined percentages: bus and demand response data if applicable.

Source: All except METRO, from NTD FY2008 Reporting Data; METRO obtained from RPTA ARRA operating expense.

ATTACHMENT FOUR

Agenda Item 9

October 6, 2010

TO: MAG Transit Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: TRANSIT PRIORITIZATION GUIDELINES FOR FEDERAL FUNDS

Currently, the region does not have an approved set of transit prioritization guidelines for programming federal funds. As MAG sets the priorities for the transit element of the Regional Transportation Plan (RTP) and the Regional Transportation Planning Authority (RPTA) is tasked to manage the life cycle for the transit element, known as the Transit Life Cycle Program (TLCP), there is a disconnect in the programming process. This disconnect has resulted in about \$30 million of federal funds in FY2011-2015 MAG Transportation Improvement Program (TIP) that were programmed to preventative maintenance as a placeholder since the region did not have prioritization guidelines in place. The region is moving forward in programming \$11.7 million in FY2011 due to time constraints, while the region will rely on the future Prioritization Guidelines to program the \$18 million of federal funds that is in FY2013 and 2015.

MAG Staff suggests developing the Prioritization Guidelines for Federal Funds in four phases:

- 1) Establishing a framework,
- 2) Setting the priorities and any priorities that remain constant (ex: meeting federal legislative requirements)
- 3) Developing a regional transit demand metric system for evaluation and measurement, and
- 4) Implementation of the Prioritization Guidelines during the development of a future MAG TIP.

MAG staff has used the framework of previous prioritization guidelines and has created different scenarios that emphasize: operations & preventative maintenance, transit customers and existing service, transit customers and expansion of service, passenger enhancements, 'Build the Plan:' funding projects in the RTP, and unfunded regional projects. Please review the three Concepts following this memorandum. These Concepts are not exhaustive and additional options are welcome for discussion.

This item is on the agenda for information and discussion. Please feel free to contact myself at 602.254.6300 or eyazzie@azmag.gov with questions or comments.

Concept #1:

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
 - 1% for bus stop improvements
 - 1% for transit security projects
2. ADA
3. Maintaining Existing Service
 - a. Operations
 - b. Preventative Maintenance
4. 'Build the Plan': Fund RTP projects
 - a. Projects Supporting Existing Service
 - b. Projects Supporting Expansion of Service
5. Other Regional Projects
 - a. Projects Supporting Existing Service
 - b. Projects Supporting Expansion of Service
6. Passenger Enhancements

Concept #2:

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
 - 1% for bus stop improvements
 - 1% for transit security projects
2. ADA
3. 'Build the Plan': Fund RTP projects
 - a. Maintain Existing Service
 - b. Expansion of Service
 - c. Capital Projects
 - d. Passenger Needs/Enhancements
4. Other Regional Projects
 - a. Projects Supporting Existing Service
 - b. Projects Supporting Expansion of Service
 - c. Passenger Needs/Enhancements
5. Operations/Preventive Maintenance

Concept #3: Emphasis of Funding Regional Projects for Existing Service

1. Meet Federal Legal Requirements for Transit Service - As of October 6, 2010
 - 1% for bus stop improvements
 - 1% for transit security projects
2. ADA
3. Operations/Preventive Maintenance
4. Projects Supporting Existing Service (Combined RTP and Other Regional Projects)
5. Projects Supporting Expansion of Service (Combined RTP and Other Regional Projects)
6. Passenger Needs/Enhancements(Combined RTP and Other Regional Projects)