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April 13, 2016

TO: Members of the MAG Transit Committee

FROM: Maria Hyatt, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, April 19, 2016 – 3:00 p.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue
Phoenix, AZ 85003

A meeting of the MAG Transit Committee will be held at the time and place noted above. Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage. Committee members or their proxies may attend in person, via videoconference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting 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 eleven people for the MAG Transit Committee. If the Transit Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Marc Pearsall at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

For the April 2016 meeting, the quorum requirement is eleven committee members.

2. Approval of March 15, 2016 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 Planning Project Manager's Report

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

5. Federal Transit Administration Funding Projections for the MAG Region

Teri Kennedy of MAG will present the item. MAG, in coordination with Valley Metro-RPTA and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, have developed revised FTA projections for the MAG region based on the FAST Act, FTA guidance information, and historical projections. Please refer to Attachment # 1a and # 1b for additional information.

1. COMMITTEE ACTION REQUESTED

2. Approve draft minutes of the March 15, 2016 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion.

6. Draft FY 2017-2021 Transportation Improvement Program Listings and FY 2016 Program of Projects

Alice Chen of MAG will present the item. MAG is currently developing the Fiscal Year 2016 Annual Transit Program of Projects (POP) and the Fiscal Year 2017-2021 Transportation Improvement Program (TIP). At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. Staff presented three programming scenarios that fell within the parameters of the programming guidelines. The committee requested that MAG staff move forward with a modified programming scenario two. The draft listing was not available at time of mail out and will be available prior to the meeting. Please refer to Attachment #2 for additional information.

7. Updates to Regional Programming Guidelines for Federal Transit Formula Funds

Alice Chen of MAG will present the item. The MAG Regional Programming Guidelines for Federal Transit Formula Funds was approved on March 27, 2013. It has been modified twice with the latest modification approved on May 27, 2015. The guidelines were developed under MAP-21 and as the region was recovering from an economic recession. Updated federal legislation and shifting transit needs under the current economic conditions have created the need to update the guidelines to better utilize federal funds for the MAG region. On March 15, 2016, the MAG Transit committee reviewed the guideline as part of the process for the FY 2016 Program of Projects and FY 2017 Transportation Improvement Program and proposed funding scenarios that trigger modifications to the guidelines. Please refer to Attachment #3 for proposed language updates to the guidebook. The full redlined guidebook may be found under resources on the Transit Committee webpage at

6. For information, discussion and possible recommended approval.

7. For information, discussion and possible recommended approval.

[http://azmag.gov/Committees/Committee.asp?CMSID=1162.](http://azmag.gov/Committees/Committee.asp?CMSID=1162)

8. Grants for Buses and Bus Facilities Program 5339(b)

Abhishek Dayal of Valley Metro will present on the submission of a regional application. On Tuesday, March 29, 2016, the Federal Transit Administration issued a Notice of Funding Opportunity (NOFO) for two grants: 5339(b) Buses and Bus Facilities and 5339(c) Low or No Emission programs. Approximately \$211 million is available for Section 5339(b) grants and \$55 million for 5339(c) grants for Federal Fiscal Year 2016. Applications, among other criteria, must demonstrate consistency with local and regional long-range planning priorities and goals.

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 is scheduled for Tuesday, May 17, 2016, potentially at a new time of 2:00 p.m. in the MAG Office, Saguaro Room.

Adjournment

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

Tuesday March 15, 2016
Maricopa Association of Governments; Saguaro Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Mike Normand
Avondale: Kristen Sexton, Vice Chair
#Buckeye: Andrea Marquez
Chandler: Jeff Martin for RJ Zeder
#El Mirage: Jose Macias
Gilbert: Kristin Myers
Glendale: Matthew Dudley for Debbie Albert
*Goodyear: Cato Esquivel
#Maricopa: David Maestas
Maricopa County DOT: Reed Kempton
#Mesa: Jodi Sorrell

*Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Ken Kessler for Maria Hyatt, Chair
Queen Creek: Mohamed Youssef
Scottsdale: Gregory P. Davies for
Madeline Clemann
#Surprise: Martin Lucero
#Tempe: Robert Yabes
*Tolleson: Jason Earp
Valley Metro: Wulf Grote
#Youngtown: Grant Anderson

* Members neither present nor represented
by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

OTHERS PRESENT

Audra Koester Thomas, MAG
Marc Pearsall, MAG
Alice Chen, MAG
Teri Kennedy, MAG
Margaret Boone, MAG
Roger Herzog, MAG

Joe Bowar, Phoenix
Abhi Dayal, Valley Metro
Carol Ketcherside, Valley Metro
Scott Miller, HDR/Valley Metro
Tammy Crosby, Friendship Village
Dominique Legg, Friendship Village

1. Call to Order

The meeting was called to order at 3:02 p.m. by Vice Chair Kristen Taylor. She welcomed everyone in attendance and announced that a quorum was present. She noted that several members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Jose Macias of El Mirage, David Maestas of Maricopa, Jodi Sorrell of Mesa, Martín Lucero of Surprise, Robert Yabes of Tempe and Grant Anderson of Youngtown. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft February 16, 2016 Meeting Minutes

Vice Chair Taylor inquired if there were any comments or corrections to the Draft February 16, 2016 Minutes. Hearing no further comments, she called for a motion on the Draft February 16, 2016 Minutes. Ken Kessler of Phoenix moved to approve the motion, Jeff Martin of Mesa seconded, and the motion passed unanimously. Vice Chair Taylor then proceeded to the next item on the agenda.

3. Call to the Audience

Vice Chair Taylor 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 Planning Report

Vice Chair Taylor introduced the MAG Transit Planning Project Manager, Audra Koester Thomas. Ms. Koester Thomas then proceeded to brief the Committee with the Transit Planning Report. She noted that she had several items to report on with recent transit planning activities and followup for previous agenda items. She stated that on February 10, 2016, the FTA announced availability of bus replacement funding included as part of the recently passed FAST Act. A strategy was discussed at the February 16th RTAG meeting to support prioritizing regional fleet replacement needs in order to submit a regional application to FTA for this program

She then noted a few items of interest from the upcoming calendar: There would be a Regional Complete Streets Planning Workshop/Multimodal Level of Service on Tuesday April 5th at MAG. Members were invited to join the workshop for an interactive workshop to learn about regional and national best practices for developing complete streets. MAG was hosting this opportunity to collaborate with planners and engineers throughout the region to identify solutions that connect neighborhoods and improve livability. The planning session would include information on: how to utilize the Multimodal Level of Service analysis tool in planning and communication; how to improve user experience for pedestrians, bicyclists and transit riders without road diets, moving the curb, or additional right-of-way; and how peer agency “best practices” can apply in your city and/or neighborhood. She advised to RSVP with Alice Chen by March 29th if you were interested in attending.

Ms. Koester Thomas welcomed new committee member Reed Kempton from Maricopa County DOT. She added that Mr. Kempton was well known in the transportation community and it was great to have him back working on projects for the County. She then noted a few open calendar items: CycloMesa Unchained (bike event): downtown Mesa, April 1-3 ; Arizona's 29th Annual Transit Conference presented by AzTA & ADOT: Flagstaff, AZ - High Country Conference Center on April 10-12, 2016, and some additional training opportunities: ADOT/FHWA sponsoring ADA Transition Plan/Title VI Training: 8:30am – 1:00pm, March 22, 2016 at the Lee Conference Room (2739 East Washington, Phoenix); and TSI's SMS Training - Transit Safety and Safety Management Systems Training (Phoenix, AZ – TBD) on June 22-24, 2016.

She then explained the outstanding items/status of items from the previous Transit Committee meeting: The USDOT Tiger (Round 8) and Fastlane Grants –FFY 2016 were presented in an open call to Management and TRC for projects. On February 23, 2016, the U.S. Department of Transportation issued a Notice of Funding Opportunity (NOFO) for the eighth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. A total of \$500 million was available through a competitive merit-based grant program nationally with a set aside of \$100 million for rural areas. MAG's Management Committee concurred with an approach to identify one regionally supported urban project and one regionally supported rural project. Accordingly, these were distributed in a call for projects on March 10, 2016, with a deadline for submissions March 28. RTAG would be discussing transit projects on March 16, 2016. Project submissions will be presented March 31, 2016 to MAG's Transportation Review Committee for review and action.

She also noted that ADOT staff had completed review of the 5304 'Local Rural/Small Urban' Grant Applications program in that MAG and other COG/MPOs submitted in December 2015. On February 23 MAG received word that the only project selected in the MAG Region was the Rural Paratransit Study. This study would be a useful tool for the entire region as it would permit a more in depth analysis of senior and disabled transit needs in the rural areas of Maricopa and Pinal counties.

She closed with congratulations to Valley Metro, which will successfully open their new Northwest Extension Phase I this Saturday, March 19, 2016 with a large public event, TC members were welcome to attend. Vice Chair Taylor thanked Ms. Koester Thomas. She asked if there were further questions or comments regarding the agenda item. Clarifying questions regarding TIGER, RTAG and the MAG-Valley Metro coordination process for the I-17/I-10 connecting ramps grant application were discussed by Mr. Martin, Mr. Grote, Ms. Koester Thomas and Mr. Kessler. Hearing no further comments, Vice Chair Taylor proceeded to the next item on the agenda..

5. Valley Metro Transit Performance Measures and MAG Federal Programming Guidelines Process

Vice Chair Taylor invited Alice Chen of MAG and Carol Ketcherside to present on the item. Ms. Chen explained a brief background regarding the Performance Measures and MAG Federal Programming Guidelines Process

Ms. Chen noted that as part of MAP-21 and the FAST Act, the Department of Transportation and the Federal Transit Administration (FTA) moved to require Performance Measures as part of the regional transportation planning process. Valley Metro staff had been developing the Short Range Transit Program (SRTP) and Transit Standards and Performance Measures (TSPM) as part of the effort to meet federal standards and collectively plan future regional transit service. The MAG Regional Programming Guidelines for Federal Transit Formula Funds outline the process by which federal funds are programmed in the Phoenix-Mesa Urbanized Area. She then reviewed the brief presentation to educate the committee on the process and progress so far.

She noted first the service improvements & ranking system, which was featured in a flowchart and currently proposed fleet prioritization methodology. The steps were as follows: 1) Concepts developed through member agency surveys, Valley Metro service concepts and TLCP programmed service; 2) Concepts evaluated: existing service, new service; 3) Sub-regional coordination: review of proposed service concepts, modify concepts as needed; 4) Develop list of service concepts by year; and 6) 12- Level existing fleet ranking applied: determine sufficient fleet for production years recommended service changes, production and development years identified, and full five-year program shared with the Board as an informational item.

Ms. Chen and Ms. Ketcherside then explained the 12-level existing fleet prioritization process summary chart. In it, they continued by displaying steps 7 through 8 along with a proposed expansion fleet prioritization process slide with category, metric and points 7) Determine future fleet needs (3 to 5 years), run the proposed/draft prioritization tool ranking process; 8) Ranked fleet needs finalized: list presented to Board for action: Board forward the proposed ranked fleet needs to MAG for consideration in developing the TIP.

She then explained the Transportation Programming Priorities summary, which included nine objective criteria as created by the agencies: 1. Provide services and improvements as required by law; 2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this was \$40,000.; 3. Fund Preventive Maintenance/Operations/Complementary ADA Service.; 4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).; 5. Support the Transit Life Cycle Program (TLCP) capital bus program; 6. Support the TLCP capital facility program; 7. Support the TLCP regional transit supergrid service; 8. Support the other TLCP projects as the program is updated.; 9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

Ms. Chen then completed the presentation by showcasing the most important element from the MAG Regional Transit Survey as selected by the member agencies. 9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process (with a focus on short and med-term in the current programming cycle). This selection was heavy on bus expansion coupled with the integration of recommendations of the VM ranking system for all programmed bus capital expansion. She noted however that funding was not guaranteed, i.e. a production year vehicle does not guarantee funding for the needed expansion bus(es). She added that non-bus capital projects may be prioritized higher or funding may not be available, but that in the short term, opportunities for extending the life of a bus may be explored. Ms. Chen completed her presentation.

Vice Chair Taylor thanked Ms. Chen and Ms. Ketcherside and inquired if there were any comments or corrections to the item. Mr. Martin inquired about TIGER coordination between Valley Metro RTAG and MAG TRC and Management. Ms. Koester Thomas noted that the I-17 / I-10 connected dedicated transit ramps would be submitted via an application. Both Mr. Kessler and Ms. Ketcherside noted that this was a joint process and work-in-progress product of the TSPM.

Ms. Chen continued with her presentation noting that the guiding principles had been previously established by TSPM. Discussion continued on the twelve levels, the bus service expansion ranking process, the nine program guidelines. Mr. Kessler led further discussion occurred regarding the ADA expansion affect, and Ms. Ketcherside said that Valley Metro was very cognizant of ADA affect and that a rule of thumb percentage was applied to ADA expansion when attached to bus service expansion plans. Further comments were made by Mr. Grote and Mr. Anderson.

Vice Chair Taylor again thanked the members and asked if there were further questions or comments regarding the agenda item. Hearing none, she proceeded to the next item on the agenda.

6. Draft Programming Scenarios for the FY 2016 Program of Projects and FY 2017-2021 Transportation Improvement Program

Vice Chair Taylor invited Ms. Chen of MAG to continue to present on the item, the Draft Programming Scenarios for the FY 2016 Program of Projects and FY 2017-2021 Transportation Improvement Program. She displayed the TIP programming schedule as of 3/14/2016, along with a slide showing the federal funds programmed by priority - Fiscal Years 2016-2018. She also explained the Section 300: Programming Priorities, also known as "Priority 9". She further explained that in the past, this had been a competitive process. However, she noted that this year MAG conducted the Regional Transit Survey to try to work through the process collaboratively with all regional agencies. For bus expansion requests, the goal was to integrate the recommendations of the TSPM/SRTP. It was proposed that any bus purchased for expansion be programmed for replacement so long as the route remained in service. Any discontinuation or significant change in service would require the agency work through the TSPM/SRTP and competitive process. Ms. Chen then completed her presentation and opened the floor to comments and input from the members.

Vice Chair Taylor thank Ms. Chen and inquired if there were any comments or corrections to the item. She added that Ms. Chen needed a decision on the issue of what to do with priority number nine. The expansion buses percentage of funding allotted to each program for Section 300 was the number one service improvement as required by law and that expansion requests must be through a competitive review.

Ms. Kristen Myers suggested that the region take out the FTA required one percent and asked if it could be used by the Phoenix-Mesa UZA as a one percent allotment to security. She noted that the one million allocation for bus pullouts was not a lot of capital funding to spread through the region. Alice inquired that perhaps the group needed to create a needs process to develop a standard bus pull out design. Mr. Grote added that philosophically bus pullouts may not the best benefit for transit as they make buses secondary to automobile traffic. However, Mr. Dudley advocated that while bus

pullouts may not be ideal for the bus flow, they have been a great assistance in using a refuge for time-points and layovers for the bus schedules and operators. Mr. Kent concurred with the group though, in that the bus pullouts wouldn't benefit much from \$1 million, however those funds could go much further for bus stop canopies and shelters at a regionwide level. Mr. Grote added that he was not against all bus pull outs, but noted that the agencies should be smarter about their placements. Vice Chair Taylor and Ms. Chen added that the ADA bus stop study would be commencing in the next fiscal year. It would be a thorough review of existing ADA policies with regional agencies.

Ms. Koester Thomas reminded the members that Ms. Chen was seeking feedback on discretionary priorities, bus expansion and JARC. It was noted that for standard bus and articulated bus needs, the region required approximately 60 buses over six years, and that the current allocation would buy 48. Mr. Martin also inquired on bus program expansion. Vice Chair Taylor asked about the JARC program and if any non-profits had been applying for funding. Ms. Chen replied that it was difficult for non-profits to compete with the regional agencies for the limited funding.

Mr. Grote also reminded the members that pertaining to bus fleet expansion, there was optimal pricing available when agencies submitted large volume orders, so the region should try to order more at one time in order to achieve a bulk-volume discount. Mr. Kessler added that bundled contract with expansion replacement buses may also suffice and should smooth out purchases in order to avoid the fiscal spikes that appear with fragmented bus orders. Mr. Martin asked if the buses purchased for new routes may be included within the first two years of the program. Ms. Chen replied that the new routes would be covered as the fleet was updated and those new routes would move into development in the subsequent years.

Ms. Chen asked if the members still wanted to continue funding JARC apportionment. Mr. Dudley advised that the region wait on terminating JARC and Mr. Anderson asked why JARC was not considered a favorable program. Vice Chair Taylor noted that larger cities had been aware that their continued use of JARC may not be within the original spirit of the program, but they had acknowledged that other smaller communities may see a better benefit with the funding. Mr. Martin asked if the region could fund the program at one half current level, but must not use it for ongoing service. Additional discussion occurred regarding the original intent and guidelines of JARC, as well as SAFETEA-LU and lower levels of funding for JARC, while still keeping the program around.

Mr. Dudley and Ms. Koester Thomas inquired as to what value there was for cutting JARC by one half. Mr. Martin asked what funding level would assist non-profits in being able to compete with the agencies. Ms. Chen added that if non-profits had access to approximately 400,000, then that funding would go a long way. Mr. Davies stated that he could see cutting a bit but that JARC was still beneficial overall to the region. Additional commentary was provided by Mr. Anderson, Mr. Kessler and Ms. Chen. Vice Chair Taylor asked if the presumed motion would be a hybrid between number two and number three. She asked if the committee could assemble the motion. Mr. Kessler advised that the motion would include a reduction of JARC down to 750,000 for the first-year; allocate \$4.5 million for nine bus replacements; \$1 million for ADA, bus stops improvements and bus pullout funding, with any leftover funding directed to ITS.

Vice Chair Taylor inquired if there were any further comments or corrections to the item. Hearing no further comments, she called for a motion on the agenda item. Stuart Kent of Peoria moved to approve the motion, Gregory Davies of Phoenix seconded, and the motion passed unanimously.

Vice Chair Taylor thanked the members for their input and proceeded to the next item on the agenda

7. Changes to Regionally Significant Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment

Vice Chair Taylor introduced Mr. Marc Pearsall to give a brief explanation of the rail program changes to regionally significant projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment.

He referred to the brief presentation and support documents. He explained that four light rail transit (LRT) projects in the MAG region now required revision to their current opening dates, along with one new light rail capital structure added to the Draft FY2017-2021 Transportation Improvement Program (TIP) and Draft 2035 Regional Transportation Plan (RTP) Amendment. These projects would undergo necessary air quality conformity analysis.

He explained that the changes were the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. These schedule changes were a result of the T2050 program, which was approved by Phoenix voters with the passage of Proposition 104 in August 2015. The T2050 program was a 35-year tax extension that would provide additional funding for light-rail expansion, additional bus routes and street improvements. The Tempe Streetcar project would also be deferred by one year as per the Valley Metro Transit Life-Cycle Program (TLCP), as this action would more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule.

Mr. Pearsall stated that the City of Phoenix Council approved the following changes on January 26, 2016, with the Valley Metro Board action on these items is anticipated by spring 2016. Northwest Phase II, Phoenix - New opening date of 2023 from 2026; South Central Corridor, Phoenix - New opening date of 2023 from 2026; Capitol / I-10 West Phase II, Phoenix (17th Ave/Jefferson to 79th Ave/Interstate 10) (This project was segmented into two phases. Phase I, Central/Jefferson to 17th Ave/Jefferson will continue to open on its RTP approved date of 2023; Phase II will now open in 2030.); 50th Street / Washington St Station, Phoenix - New light rail station to open in 2019; The following change is reflected as per the TLCP: Tempe Streetcar - move opening year to 2019 from 2018. He then completed his presentation.

Vice Chair Taylor thank Mr. Pearsall and inquired if there were any comments or corrections to the item. Hearing no further comments, she called for a motion on the agenda item. Jeff Martin of Chandler moved to approve the motion, Ken Kessler of Phoenix seconded, and the motion passed unanimously. Vice Chair Taylor then proceeded to the next item on the agenda

8 . Request for Future Agenda Items

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

9. Next Meeting Date

Vice Chair Taylor thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Tuesday, April 19, 2016, at 3:00 p.m. in the MAG Office, Saguaro Room. There being no further business, Vice Chair Taylor adjourned the meeting at 4:43 p.m.

**ATTACHMENT
#1a and #1b**

Agenda Item 5

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

DATE:

April 11, 2016

SUBJECT:

Federal Transit Administration Funding Projections for the MAG Region

SUMMARY:

Congress establishes the funding for Federal Transit Administration (FTA) programs through authorizing legislation that amends Chapter 53, Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act), reauthorizing surface transportation programs through Fiscal Year 2020. MAG in coordination with Valley Metro-RPTA and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, have developed revised FTA projections for the MAG region based on the FAST Act, guidance information, and historical projections.

The FTA regional projections will be used to prepare the Draft FY2017-2021 TIP expected to be included in the June MAG Regional Council agenda. Overall the FAST Act has increased apportioned revenues by 14% in the MAG region for the five year Transportation Improvement Program (TIP) window over the currently approved FY2014-2018 TIP window. The projections included in Table 6a, and 6b for annual apportionments total over \$468.7 million for the Draft FY2017-2021 TIP window. If the region is successful with nationwide and statewide competitive funding awards, the region's revenues could approach \$880 million in the five year TIP window. Please see attached materials.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Updated projections allow better planning and perspective programming of future federal funding for the region.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate preliminary planning and programming for the Draft FY2017-2021 TIP.

POLICY: Development of the Regional FTA funding projections complies with guidance and the Code of Federal Regulations, Title 23, Part 450, Subpart C, Section Sec. 450.324 Transportation improvement program for developing revenue projections.

ACTION NEEDED:

For information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Teri Kennedy or Alice Chen, MAG (602) 254-6300.

Table 6a
Federal Transit Administration Projected Funding Levels In MAG Region
PHX/MESA UZA

Year of Expenditure, In Million of \$

PHX/MESA UZA Apportionments										Competitive		All Transit Total
Fiscal Year	5307~	Phx-Msa	5337			5339	*FHWA-MAG	*FHWA ADOT	SUB TOTAL	***Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)	Transit CMAQ Flex	STP-AZ Flex		5309 S/N Starts	TIGER, 5339bc, or Other	
2017	52.33	3.11	.40	3.20	3.60	4.85	17.22	3.01	84.13	30.00	.00	114.13
2018	53.44	3.18	2.31	3.26	5.56	4.96	17.75	3.01	87.90	75.00	.00	162.90
2019	54.58	3.25	4.61	3.31	7.92	5.06	18.02	3.01	91.84	100.00	.00	191.84
2020	55.53	3.31	4.68	3.36	8.04	5.14	18.33	3.01	93.35	100.00	.00	193.35
2021	56.50	3.36	4.75	3.41	8.16	5.21	18.62	3.01	94.87	100.00	.00	194.87
17-21	272.39	16.21	16.75	16.55	33.30	25.22	89.94	15.03	452.09	405.00	.00	857.09

Table 6b
Federal Transit Administration Projected Funding Levels In MAG Region
AVN/GY - UZA & Rural Areas

Year of Expenditure, In Million of \$

AVN/GY UZA Apportionments								Competitive, subject to substantial change					TOTAL
Fiscal Year	5307	Avn-GY	5337			Avn-GY	SUB TOTAL	ADOT Discretionary**	***Discretionary	ADOT Discretionary	ADOT Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)		5307 or 5339	5309 S/N Starts	5310**	5311**	TIGER, 5339bc, or Other	
2017	3.11	.00	.00	.00	.00	.00	3.11	1.00	.00	.26	.46	.00	4.37
2018	3.17	.00	.00	.00	.00	.00	3.17	1.00	.00	.26	.47	.00	4.43
2019	3.23	.00	.00	.16	.16	.00	3.39	1.00	.00	.26	.47	.00	4.65
2020	3.29	.00	.00	.17	.17	.00	3.46	1.00	.00	.26	.48	.00	4.72
2021	3.35	.00	.00	.17	.17	.00	3.52	1.00	.00	.26	.49	.00	4.78
17-21	16.15	.00	.00	.50	.50	.00	16.65	5.00	.00	1.29	2.37	.00	22.94

*MAG Sub-allocated FHWA funding flex, Annual State Tboard award;

~ Portion can be used for operations, see dedicated programming.

*** Nationwide discretionary

FAST Act is authorized through FY2020. Census updates will change in FY2023. All Funding is subject to change. Information provided for general planning.

ATTACHMENT #2

Agenda Item 6

April 11, 2016

To: Members of the MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Draft FY 2017-2021 Transportation Improvement Program Listings and FY 2016 Program of Projects

MAG is currently developing the Fiscal Year 2016 Annual Transit Program of Projects (POP) and the Fiscal Year 2017-2021 Transportation Improvement Program (TIP). The Program of Projects is developed annually and ensures that the public is informed and has continued involvement in the development of the Transportation Improvement Program. Per MAG's Public Participation Plan, the MAG public participation process satisfies the grantee's public participation requirements for the POP. Please refer to Table 1 for the Draft Transit Programming Schedule (as of 4/11/2016).

Table 1: Draft Transit Programming Schedule

Date	Transit Committee Agenda/Discussion
April 19, 2016	Draft listing of Transit Projects for FY2016-2021
May 17, 2016	MAG Transit Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 9, 2016	MAG Management Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 15, 2016	MAG Transportation Policy Committee recommends approval of the FY2016-2021 Transit Listing of projects pending TLCP approval
June 16, 2016	Valley Metro Board approves the TLCP
June 22, 2016	MAG Regional Council approves FY 2016 Program of Projects and FY2017-2021 TIP
July – Dec 2016	Job Access Reverse Commute priorities and programming discussion (new!)

At the March 15, 2016 Transit Committee meeting, member agencies provided input regarding the programming of federal funds with the funding projections available at the time. Staff presented three programming scenarios that fell within the parameters of the programming guidelines. The committee requested that MAG staff moved forward with Programming Scenario Two with the following modifications:

- Reduce JARC sub-allocation to \$750,000
- Move funding previously allocated to JARC (approximately \$1,000,000) to ADA improvements to bus stops

Please refer to Table 2 for the three scenarios prepared for the March 15, 2016 discussion (blue columns) and the guidance provide by the committee (green column). Modifications are highlighted in red text.

At this time, projects to be funded under the TLCP are still being reconciled with funding and modifications may be required to balance the program. The draft listing was not available at time of mail out will be available prior to the meeting. Committee members will have an opportunity to provide input on the draft listings prior to recommendations for approval.

Please contact Alice Chen achen@azmag.gov or 602-254-6300 with any questions.

Table 2: Programming Scenarios for Discussion

Programming Priority (1)	Scenario 1 (2)	Scenario 2 (3)	Scenario 3 (4)	March 2016 TC
Total Federal Funds	\$77,888,611	\$77,888,611	\$77,888,611	\$77,888,611
Priority 1: Federally Required	\$502,535	\$0	\$0	\$0
Priority 2: Grant Management	\$40,000	\$40,000	\$40,000	\$40,000
Priority 3: PM/Operations/ADA	\$12,563,372	\$12,563,372	\$12,563,372	\$12,563,372
Priority 4: JARC	\$1,915,682	\$1,915,682	\$0	\$750,000
Priority 5: TLCP Bus	\$39,683,669	\$39,683,669	\$39,683,669	\$39,683,669
Priority 6a: TLCP Bus Facility	\$3,594,068	\$3,594,068	\$3,594,068	\$3,594,068
Priority 6b: TLCP Rail Facility	\$16,456,512	\$16,456,512	\$16,456,512	\$16,456,512
Priority 8: Other TLCP	\$395,633	\$395,633	\$395,633	\$395,633
Priority 9: Unprogrammed Balance available for Competitive Program	\$2,737,141	\$3,239,676	\$5,155,358	\$4,405,358
Unprogrammed Balance from Pre-FY 2016(5)	\$3,675,373	\$3,675,373	\$3,675,373	\$3,675,373
Total Projected Unprogrammed Federal Funds	\$6,412,513	\$6,915,048	\$8,830,730	\$8,080,730
Regional Transit Survey Short-term Needs/Priority 9 Options				
Buses(6)	\$2,656,250	\$4,250,000	\$5,312,500	\$4,250,000
ITS	\$2,000,000	\$2,000,000	\$3,000,000	\$2,000,000
Bus Stops ADA Improvements	\$1,000,000	\$1,000,000	\$0	\$2,000,000
Bus Pullouts	\$1,000,000	\$0	\$1,000,000	\$0
Total "Priority 9" Projects	\$6,656,250	\$7,250,000	\$9,312,500	\$8,250,000
Projected Balance	(\$243,737)	(\$334,952)	(\$481,770)	(\$169,270)

(1) Excludes Avondale-Goodyear UZA projects and federal fund apportionment. All numbers are annualized.

(2) Scenario 1: Federal funds available to the Phoenix-Mesa UZA. Assumes five (5) expansion standard 40-ft buses per year from FY 2016-2021.

(3) Scenario 2: Assumes elimination of Transit Security and Associated Transit Improvement funding. Assumes eight (8) expansion or early replacement standard 40-ft buses per year from FY 2016-2021

(4) Scenario 3: Assumes elimination of Transit Security and Associated Transit Improvement funding and JARC. Assumes ten (10) expansion or early replacement standard 40-buses per year from FY 2016-2021

(5) Close out and Project savings

(6) Utilizes the recommended priorities from the TSPM/SRTP

ATTACHMENT #3

Agenda Item 7

April 11, 2016

To: Members of the MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Updates to Regional Programming Guidelines for Federal Transit Formula Funds

The MAG Regional Programming Guidelines for Federal Transit Formula Funds guidelines was approved on March 27, 2013. It has been modified twice with the latest modification approved on May 27, 2015. The guidelines were developed under MAP-21 and as the region was recovering from an economic recession. Updated Federal Legislation and shifting transit needs under the current economic conditions have created the need to update the guideline to better utilize federal funds for the MAG region. On March 15, 2016, the MAG Transit committee reviewed the Guideline as part of the programming process for the FY 2016 POP and FY 2017 Transportation Improvement Program and proposed funding scenarios that trigger modifications to the guidelines. Please refer to Table 1 for proposed language updates to the guidebook.

The full redlined guidebook may be found under resources on the Transit Committee webpage at <http://azmag.gov/Committees/Committee.asp?CMSID=1162>. Red text indicate new or deleted language. All other colors represent formatting changes where text is not changed or updated.

Please contact Alice Chen achen@azmag.gov or 602-254-6300 with any questions.

Table 1: Updates to Regional Programming Guidelines for Federal Transit Formula Funds

Guidebook Section	Language Update
202. TRANSIT LIFE CYCLE PROGRAM	<p>The TLCP is a 20 year (2006-2026) program that includes:</p> <ul style="list-style-type: none"> Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit). Buses funded under the Transit Life Cycle Program include any buses currently in the system as of January 1, 2016. There are no expansion buses in the Life Cycle bus program currently.
300-500. TRANSPORTATION PROGRAMMING PRIORITIES	<p>1. Provide services and improvements as required by law</p> <ul style="list-style-type: none"> Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so. <p>2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000. The funding amount will remain \$40,000 until further guidance is provided.</p> <p>7. Support the TLCP regional transit supergrid service</p> <p>9- 8. Fund additional projects based on a regional competitive evaluation process that is outlined in the Section 700 Regional Competitive Evaluation Process or by conducting a Regional Transit Survey and through a collaborative discussion at the Transit Committee, per the Committee’s discretion.</p>
700. JOB ACCESS REVERSE COMMUTE (JARC)	<p>Under SAFTEA-LU, the MAG region was allocated \$1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds. Under the FAST-Act, provisions and eligibility for JARC remain unchanged.</p> <p>2. For Fiscal Year 2016, the MAG Region will sub-allocate \$750,000 toward JARC eligible activities in the MAG Planning region. Funding emphasis will be on non-profit organizations and other activities that fulfill the “spirit” of the program. Funding amounts and the future of the program will be reviewed annually/biannually or during TIP development cycles</p>
800. “Priority 9” Projects (Phoenix-Mesa UZA)	<p>Any project request that is not part of Priorities 1 - 8 are addressed through Priority 9. Also included as part of Priority 9 are: 1) any bus expansion vehicle, 2) advancement of replacement vehicles, and/or 3) change in vehicle types for replacement vehicles (i.e. 40’ standard to 60’), 4) cost increases of replacement vehicles due to special requests related to specs and/or technology that is not part of the standard fleet.</p>

<p>802. REGIONAL TRANSIT SURVEY</p>	<p>In lieu of a Competitive Process, the Transit Committee may elect to request that MAG conduct a Regional Survey to assess the needs of the region and fund projects under Priority 9 and through a collaborative discussion at the Transit Committee. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee.</p> <p>The process will focus funding the implementation of on-going and existing planning efforts at Valley Metro and MAG, including but not limited to:</p> <ul style="list-style-type: none"> • Transit Standards and Performance Measures • Short Range Transit Plan • Regional Transit Framework Study • Subregional Studies (i.e. Southwest Valley, Northwest Valley, Southeast Valley Local System Studies)
<p>803. Non-TLCP Bus Capital</p>	<p>Any bus expansion procurements will be programmed for replacements so long as the route remains in service. Any discontinuation or significant change in service will require the agency work through the TSPM/SRTP and competitive process. These buses remain outside the Transit Life Cycle Program.</p>
<p>Glossary of Terms</p>	<p>FAST Act - On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.</p>