

# TRANSIT PROGRAMMING GUIDELINES

Transit Committee

Alice Chen

November 7, 2012



# Regional Competitive Funds Process



# Regional Competitive Funds Process

- Not for park-and-rides, transit centers, or projects that should be addressed directly in RTP (or “Prop 500”)
- Not for congestion management (CMAQ dedicated funding)
- Focus on small projects (follows objective of RTP)
- Always inherently competing with Preventive Maintenance

# Regional Competitive Funds Process

- Qualifying Criteria
- Eligible Projects/Evaluation Criteria/Metrics
- Close-Out

# Regional Competitive Funds Process

- **Qualifying Criteria**
- Eligible Projects/Evaluation Criteria/Metrics
- Close-Out

# Qualifying Criteria

- Demonstrates requirements of the program
- Local Match as demonstrated by either the:
  - CIP Budget or
  - Letter of Commitment
- Project Scope
- NEPA Started (non-CE projects) or  
Demonstration of CE

# Regional Competitive Funds Process

- Qualifying Criteria
- Project Selection (Eligible Projects/Evaluation Criteria/Metrics)
- **Close-Out**

# Close Out

- Design
  - Bid/Award/Complete
- Environmental
  - Initiated Review/Documentation Complete/FTA Approved
- Right-of-Way
  - Site Selected/Acquisition Complete
- Construction
  - Bid/Award/Complete

# Close Out

- Design
  - Bid/Award/Complete
- Environmental (Including Design 1 year)
  - Initiated Review/Documentation Complete/FTA Approved
- Right-of-Way (1 year)
  - Site Selected/Acquisition Complete
- Construction (1 year)
  - Bid/Award/Complete

# Close Out

- Any deferments must go through committee process and demonstrate extraordinary circumstances
- Maximum deferment of 1 year
- 2<sup>nd</sup> call for projects at year 3
- New project follow same time line (3 years to complete)
- All unused funds at end of Year 6 goes to PM

# Regional Competitive Funds Process

- Qualifying Criteria
- Project Selection (Eligible Projects/Evaluation Criteria/Metrics)
- Close-Out

# Goals/Projects/Metrics

- Preservation of System / State of Good Repair
- Accessibility / Livability
- Safety
- Performance Based
- Equitable / Title VI /Special Needs

# Goals/**Projects**/Metrics

- Preservation of System/ State of Good Repair
- Accessibility / Livability
- Safety
- Performance Based
- Equitable / Title VI /Special Needs

# Goals/Projects/**Metrics**

- Preservation of System/ State of Good Repair
- Accessibility / Livability
- **Safety**
- **Performance Based**
- **Equitable / Title VI /Special Needs**

# Livability/Transit Accessibility

- **Performance Based (40%)**
  1. Improve access to the riders
  2. Improve system connectivity and system
  3. How it relates to land use
  4. Cost of project/number of people served

# Livability/Transit Accessibility

- **Equitable / Title VI / Special Needs (30%)**
  1. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

# Livability/Transit Accessibility

- **Safety (20%)**

1. Does this project improve the safety of transit users or providers?
2. Directly addresses transit crime concerns including bicyclists and pedestrians.
3. Directly addresses pedestrian and bicyclists traffic safety concerns.
4. Improves security of the transit location.

# Livability/Transit Accessibility

- Others (10%)
  1. Committee Reading Score.
  2. Ranking Local Commitment.

# Preservation of System/ State of Good Repair

- **Performance Based (40%)**

1. The age relative to its useful life.
2. The project is critical to the type of service it provides, whether it is bus replacement, midlife rebuilt, parts replacement or facility maintenance issue.
3. Cost of project/number of people

# Preservation of System/ State of Good Repair

- **Equitable / Title VI / Special Needs (30%)**
  1. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

# Preservation of System/ State of Good Repair

- **Safety (20%)**

1. Does this project improve the safety of transit users or providers?
2. Directly addresses transit crime concerns including bicyclists and pedestrians.
3. Directly addresses pedestrian and bicyclists traffic safety concerns.
4. Improves security of the transit location.

# Preservation of System/ State of Good Repair

- Others (10%)
  1. Committee Reading Score.
  2. Ranking Local Commitment.

# TRANSIT PROGRAMMING GUIDELINES

Questions?

Alice Chen

[achen@azmag.gov](mailto:achen@azmag.gov)