

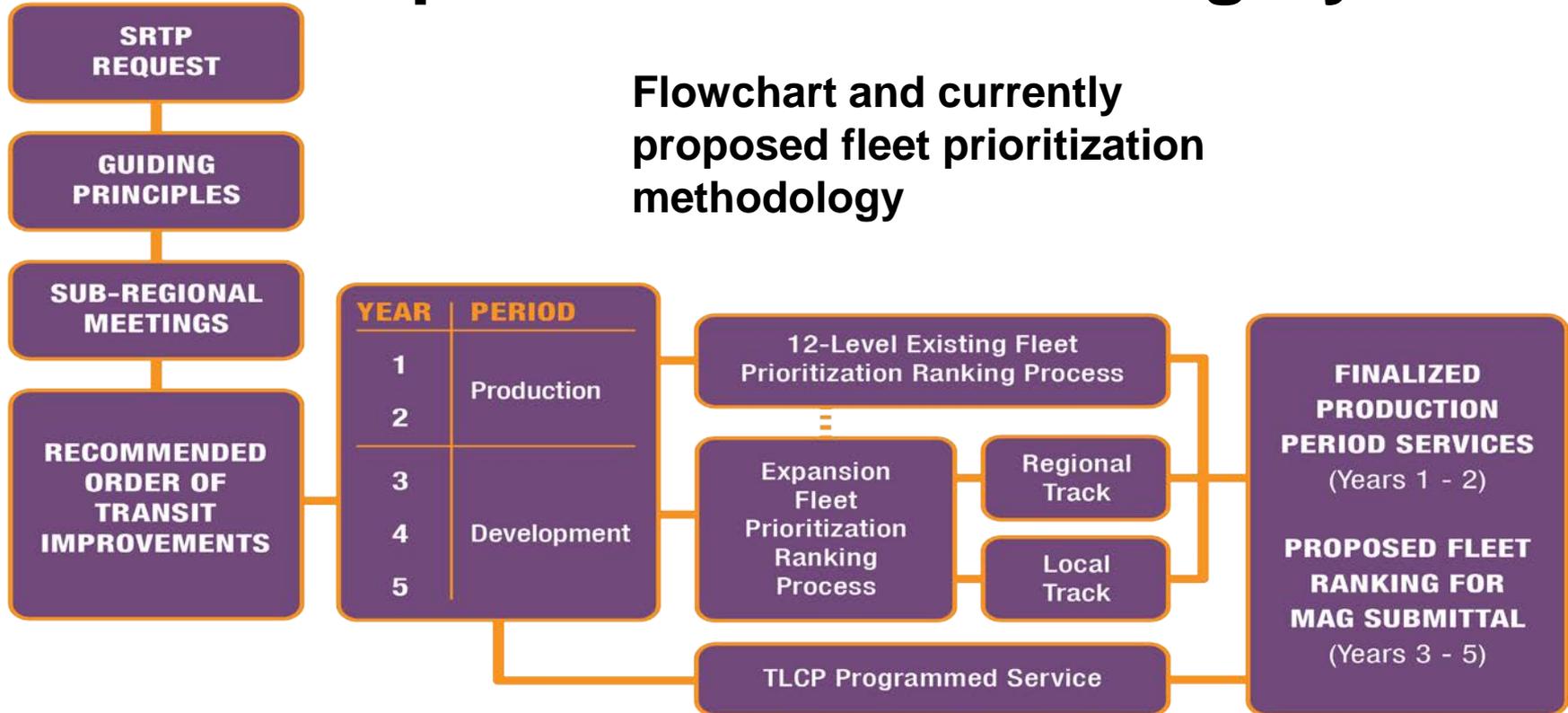
# **Valley Metro Transit Performance Measures and MAG Federal Programming Guidelines Process**

March 15, 2016

MAG Transit Committee

# Service Improvements & Ranking System

Flowchart and currently proposed fleet prioritization methodology



# Service Improvements & Ranking System

**SRTP  
REQUEST**

- 1) Concepts developed:
  - Member agency survey
  - VM service concepts
  - TLCP programmed service

# Service Improvements & Ranking System

**SRTP  
REQUEST**

**GUIDING  
PRINCIPLES**

- 2) Concepts evaluated:
- Existing service
  - New service

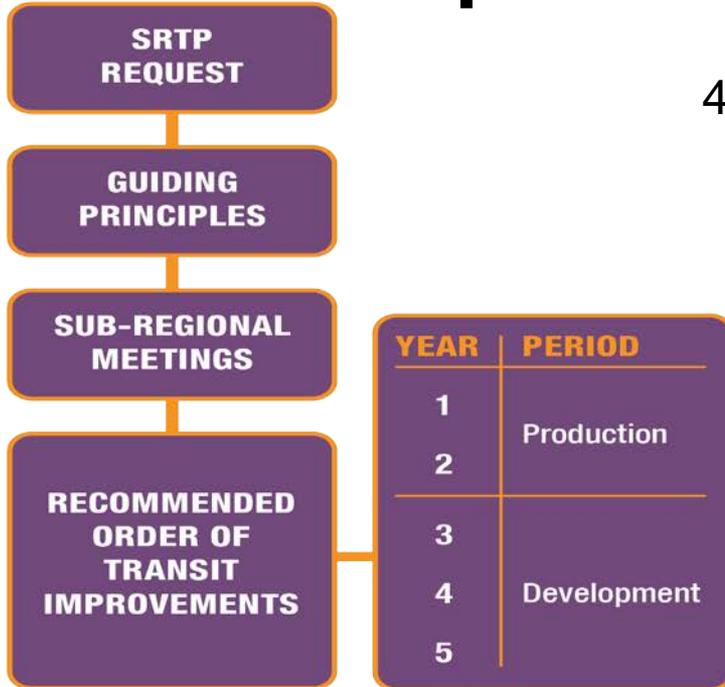
# Service Improvements & Ranking System



- 3) Sub-regional coordination:
- Review of proposed service concepts
  - Modify concepts as needed

# Service Improvements & Ranking System

4) Develop list of service concepts by year



# Service Improvements & Ranking System



- 6) 12- Level existing fleet ranking applied:
- Determine sufficient fleet for production years recommended service changes
  - Production and development years identified
  - Full five-year program shared with Board as informational item

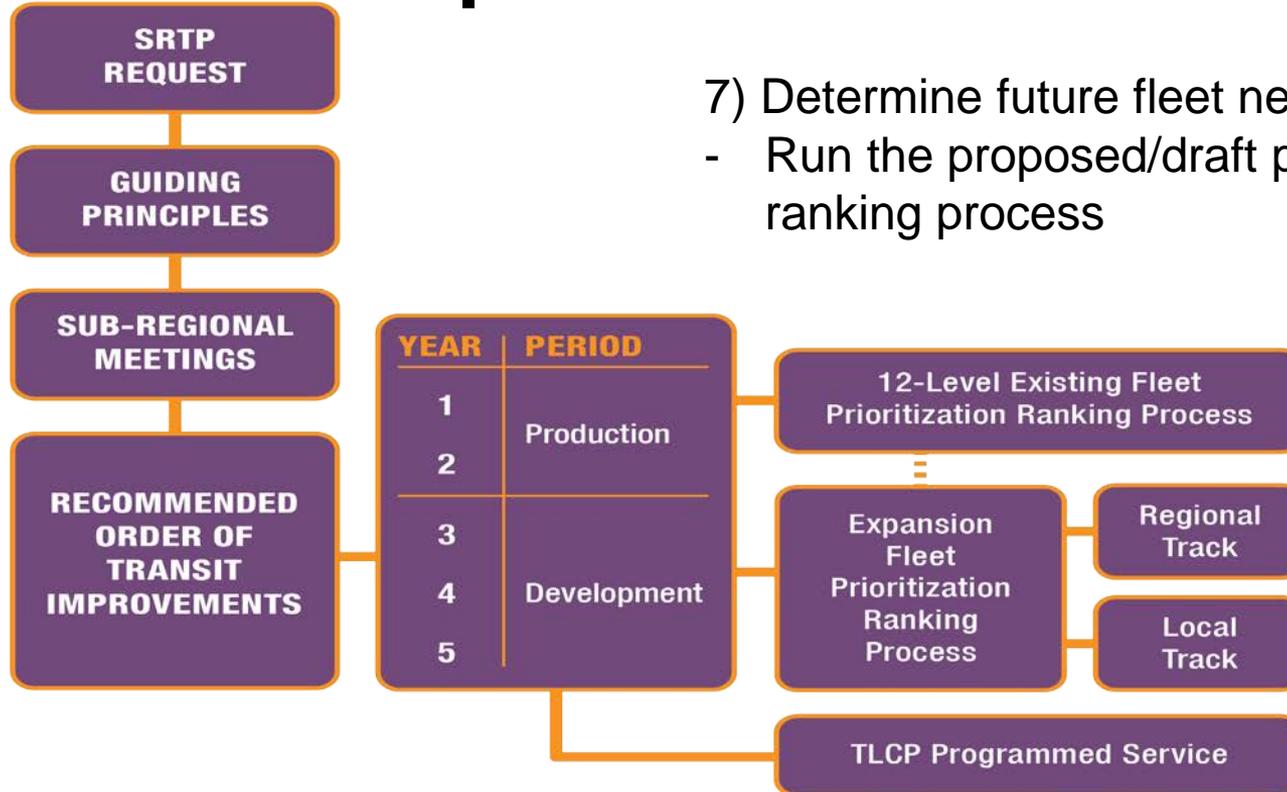
YEAR	PERIOD
1	Production
2	
3	Development
4	
5	

12-Level Existing Fleet  
Prioritization Ranking Process

# 12-Level Existing Fleet Prioritization Process

Service Adjustment	Purpose	Rank Level
Implement TLCP-programmed service as scheduled	Implement TLCP-programmed service	1
Early implementation of programmed service as scheduled in TLCP	Addresses performance-based fleet need (high ridership or running-time adjustment)	2
	Will enhance regional transit connectivity (connect one or more routes)	3
	Will reach potential ridership generator	4
Implement TLCP-planned service	Implement TLCP-planned service	5
Locally funded expansion of an existing route funded through the TLCP	Existing service with performance-based fleet need (high ridership or insufficient schedule)	6
	Will reach potential ridership generator	7
Implementation of service adjustment on existing locally funded service	Addresses performance-based fleet need (e.g. running-time adjustment)	8
	Will enhance regional transit connectivity (connect one or more routes)	9
	Will reach potential ridership generator	10
Implementation of new locally funded service	Will enhance regional transit connectivity (connect one or more routes)	11
	Will reach potential ridership generator	12

# Service Improvements & Ranking System

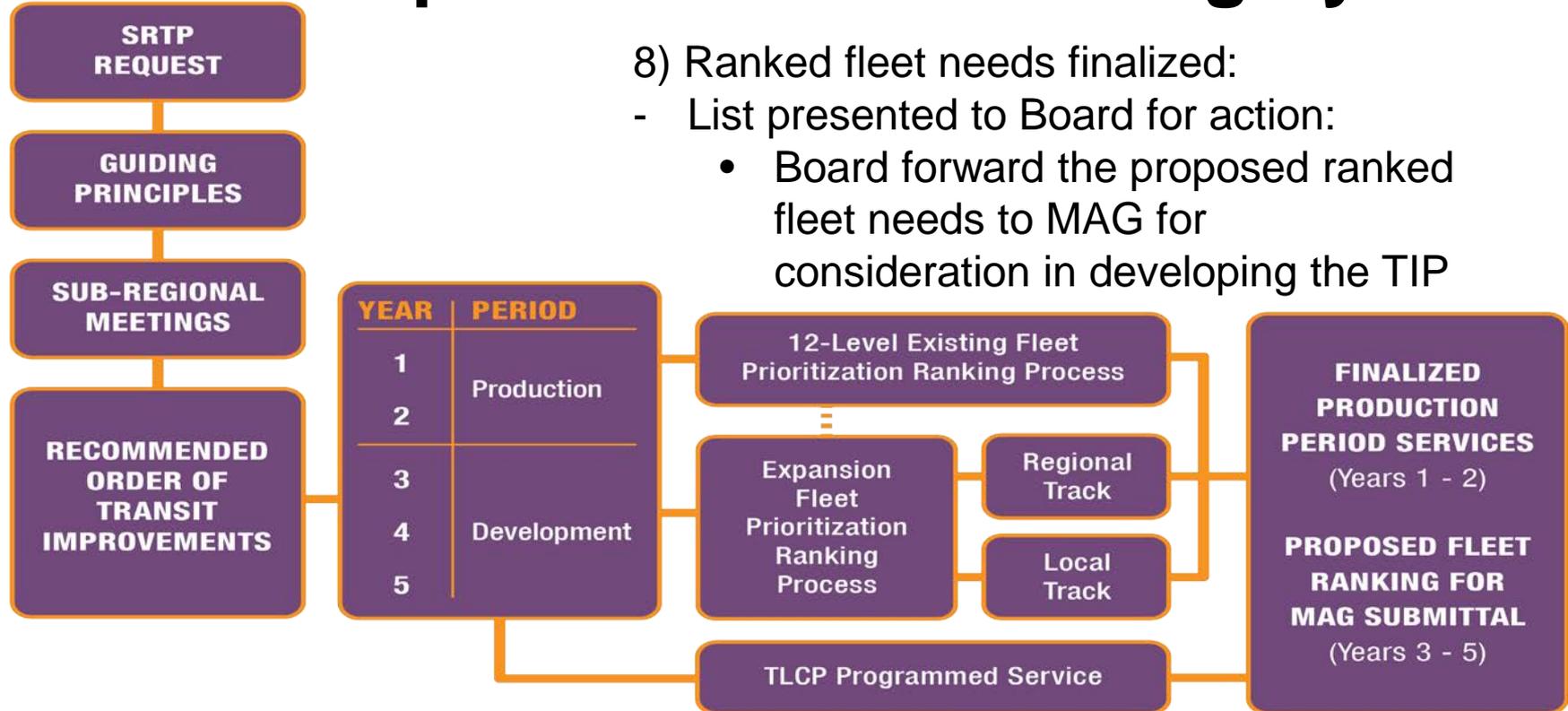


- 7) Determine future fleet needs (3 to 5 years)
  - Run the proposed/draft prioritization tool ranking process

# Proposed Expansion Fleet Prioritization Process

DRAFT EXPANSION FLEET PRIORITIZATION RANKING PROCESS DRAFT		
Category	Metric	Points
Funding Characteristics	Is there between 2 and 3 years of funding committed for the service improvement? OR Is there more than 3 years of funding committed for the service improvement?	1
	Is the service improvement a TLCP-planned service?	2
		1
TSPM Compliance	Does the service improvement meet weekday service standards?	0.5
	Does the service improvement meet Saturday service standards?	0.25
	Does the service improvement meet Sunday service standards?	0.25
	Does the service improvement meet the current transit propensity threshold? (Note: only applicable to local/key local service improvements greater than 1 mile)	1
	Does the service improvement remove/modify an under-performing route deviation, thereby requiring at least one less vehicle for operation?	1
Regional Connectivity	Does the service improvement serve multiple jurisdictions?	1
	Does the service improvement connect to other transit route alignments?	0.25 per connection (2 points maximum)

# Service Improvements & Ranking System



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

# Service Improvements & Ranking System



# Transportation Programming Priorities

## Regional Programming Guidelines for Federal Transit Formula Funds

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 is \$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.



Approved by the MAG Regional Council on May 27, 2015

# Transportation Programming Priorities

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# MAG Regional Transit Survey

Category	Approximate Cost	FY2016-17	FY 2018-2019	FY 2020-2021	FY 2022-Beyond	Recommended Process
		Short	Medium	Long Term	New TIP/RTP	
Bus Expansion/Advancements (1)	\$ 153,561,179	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TSPM Priority: Complete & PHX priorities
Bus Pullouts (2)	\$ 8,249,797		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Bus pullout needs assessment. MAG specs and details (single design). Identify base cost.
Bus stop manager (O&M) (5)	Cost unknown					More information from COP.
Bus Stops (3)	\$ 8,127,800		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Regional ADA Study: FY 2016-17
CNG Infrastructure	\$ 7,000,000		<input checked="" type="checkbox"/>			More information from COP.
DAR notification system (5)	\$ 44,650	<input checked="" type="checkbox"/>				Fund through Section 5310/AVNGDY process
Data Analytics/Warehouse (5)	\$ 1,000,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Possibly lower/later priority
Fare Collection System (5)	\$ 30,592,000		<input checked="" type="checkbox"/>			\$30 M is replace. \$3-8 M upgrades. Med to long
Hastus Upgrade (5)	\$ 1,500,000		<input checked="" type="checkbox"/>			More information from COP.
On Board DVR (5)	\$ 4,480,000	<input checked="" type="checkbox"/>				Short term priority
On Board Headsign (5)	\$ 2,560,000	<input checked="" type="checkbox"/>				Short term priority
Operating/JARC (4)	\$ 45,266,000					Additional discussion warranted.
New Park and Ride	\$ 12,000,000				<input checked="" type="checkbox"/>	Long Range Plan
Park and Ride Expansion	\$ 677,593					Avondale-Goodyear working group
Rail Extension	Cost unknown				<input checked="" type="checkbox"/>	Long Range Plan
Rail Vehicles Expansion	\$ 20,000,000					Fund with CMAQ. Final rail priorities pending.
<b>Sum of Responses</b>	<b>\$ 295,059,019</b>					

(1) Includes survey responses from Scottsdale, Tempe, Phoenix, and vehicles identified in the SRTP. This only includes expansion buses and advancement of buses. All existing fleet are programmed for replacement and part of "Priority 5".

(2) Includes survey responses from Buckeye and Tempe.

(3) Includes survey responses from Buckeye, Tempe, Chandler, Gilbert, Scottsdale, and Phoenix

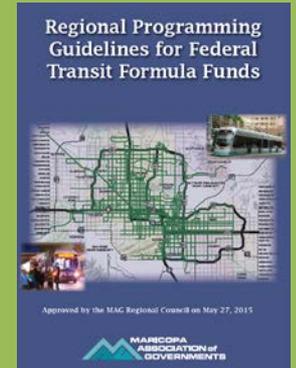
(4) Includes survey responses from Buckeye, Tempe, Scottsdale, Surprise, Goodyear, and all service identified in the SRTP. Eligibility of all projects/routes have not been verified. May include overlapping requests between SRTP and member agencies.

(5) Projects that have direct regional impact.

# MAG Regional Transit Survey

Category	Approximate Cost	FY2016-17	FY 2018-2019	FY 2020-2021	Long Term
		Short	Medium	Long	
Bus Expansion/Advancements (1)	\$ 153,561,179	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Bus Pullouts (2)	\$ 8,249,797		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Bus stop manager (O&M) (5)	Cost unknown				
Bus Stops (3)	\$ 8,127,800		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
CNG Infrastructure	\$ 7,000,000		<input checked="" type="checkbox"/>		
DAR notification system (5)	\$ 44,650	<input checked="" type="checkbox"/>			
Data Analytics/Warehouse (5)	\$ 1,000,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Fare Collection System (5)	\$ 30,592,000		<input checked="" type="checkbox"/>		
Hastus Upgrade (5)	\$ 1,500,000		<input checked="" type="checkbox"/>		
On Board DVR (5)	\$ 4,480,000	<input checked="" type="checkbox"/>			
On Board Headsign (5)	\$ 2,560,000	<input checked="" type="checkbox"/>			
Operating/JARC (4)	\$ 45,266,000				
New Park and Ride	\$ 12,000,000				<input checked="" type="checkbox"/> Long Range Plan
Park and Ride Expansion	\$ 677,593				<input checked="" type="checkbox"/> Avondale-Goodyear working group
Rail Extension	Cost unknown				<input checked="" type="checkbox"/> Long Range Plan
Rail Vehicles Expansion	\$ 20,000,000				<input checked="" type="checkbox"/> Fund with CMAQ. Final rail priorities pending.
<b>Sum of Responses</b>	<b>\$ 295,059,019</b>				

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)



(1) Includes survey responses from Scottsdale, Tempe, Phoenix, and vehicles identified in the SRTP. This only includes expansion buses and advancement of buses. All existing fleet are programmed for replacement and part of "Priority 5".

(2) Includes survey responses from Buckeye and Tempe.

(3) Includes survey responses from Buckeye, Tempe, Chandler, Gilbert, Scottsdale, and Phoenix

(4) Includes survey responses from Buckeye, Tempe, Scottsdale, Surprise, Goodyear, and all service identified in the SRTP. Eligibility of all projects/routes have not been verified. May include overlapping requests between SRTP and member agencies.

(5) Projects that have direct regional impact.

# MAG Regional Transit Survey

Category	Approximate Cost	FY 2016-17				FY 2018-2019		FY 2020-2021		FY 2022-Beyond		Recommended Process
		Short	Medium	Long Term	New TIP/RTP	Long Term	New TIP/RTP	Long Term	New TIP/RTP			
Bus Expansion/Advancements (1)	\$ 153,561,179	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TSPM Priority: Complete & PHX priorities							
Bus Pullouts (2)	\$ 8,249,797	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bus pullout needs assessment. MAG specs and details (single design). Identify base cost.	
Bus stop manager (O&M) (5)	Cost unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	More information from COP.	
Bus Stops (3)	\$ 8,127,800	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Regional ADA Study: FY 2016-17	
CNG Infrastructure	\$ 7,000,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	More information from COP.	
DAR notification system	\$ 1,000,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fund through Section 5310/AVNGDY process	
Data Analytics/Warehouse (5)	\$ 1,000,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Possibly lower/late priority	
Fare Collection System (5)	\$ 30,592,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30 M is replace. \$3-8 M upgrades. Med to long	
Hastus Upgrade (5)	\$ 1,500,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	More information from COP.	
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On Board Headsign (5)	\$ 2,560,000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Short term priority	
Operating/JARC (4)	\$ 45,266,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additional discussion warranted.	
New Park and Ride	\$ 12,000,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Park and Ride Expansion	\$ 677,500	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Rail Extension	Cost unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Rail Vehicles Expansion	\$ 20,000,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Sum of Responses	\$ 295,059,000											



**SRTP REQUEST**

**GUIDING PRINCIPLES**

**SUB-REGIONAL MEETINGS**

**RECOMMENDED ORDER OF TRANSIT IMPROVEMENTS**

YEAR	PERIOD
1	Production
2	
3	Development
4	
5	

**12-Level Existing Fleet Prioritization Ranking Process**

**Expansion Fleet Prioritization Ranking Process**

**Regional Track**

**Local Track**

**TLCP Programmed Service**

**FINALIZED PRODUCTION PERIOD SERVICES (Years 1 - 2)**

**PROPOSED FLEET RANKING FOR MAG SUBMITTAL (Years 3 - 5)**

- (1) Includes survey responses from Scottsdale, Tempe, and Chandler for the advancement of buses. All existing fleet are projected to be replaced.
- (2) Includes survey responses from Buckeye and Tempe for bus pullouts.
- (3) Includes survey responses from Buckeye, Tempe, Chandler, Gilbert, Scottsdale, and Phoenix for bus stops.
- (4) Includes survey responses from Buckeye, Tempe, Scottsdale, Surprise, Goodyear, and all service areas for operating/JARC projects/routes have not been verified. May include overlapping requests between SRTP and member agencies.
- (5) Projects that have direct regional impact.

# Transportation Programming Priorities

## Regional Programming Guidelines for Federal Transit Formula Funds



Approved by the MAG Regional Council on May 27, 2015

1. Provide service to designated areas.
2. Provide full service to designated areas. \$40,000.
3. Fund Prevailing Service.
4. Fund the service outlined in the plan.
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.

**FINALIZED PRODUCTION PERIOD SERVICES**  
(Years 1 - 2)

**PROPOSED FLEET RANKING FOR MAG SUBMITTAL**  
(Years 3 - 5)

- Integrate recommendations of the VM ranking system for all programmed bus capital expansion.
- However funding is not guaranteed. I.e. a production year vehicle does not guarantee funding for the needed expansion bus(es).
- Non-bus capital projects may be prioritized higher or funding may not be available.
- In the short term, opportunities for extending the life of a bus may be explored.