

# Updates to Regional Programming Guidelines for Federal Transit Formula Funds

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APRIL 19, 2016 TRANSIT COMMITTEE

*For information, discussion and possible recommended approval of Updates to Regional Programming Guidelines for Federal Transit Formula Funds*

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# Regional Programming Guidelines for Federal Transit Formula Funds

## Regional Programming Guidelines for Federal Transit Formula Funds



Approved by the MAG Regional Council on May 27, 2015



- Approved and adopted by MAG Regional Council on March 27, 2013
- Updated October 23, 2013 and May 27, 2015
- Developed Under MAP-21
- Proposed updates to align with March 15, 2016 Transit Committee discussion and requested revisions
- **Text in red/~~Strikeouts~~ indicate proposed deleted language**
- **Text in blue indicate proposed additional/clarification language**
- **Green** indicate changes since April 2016 Transit Committee

# 202. Transit Life Cycle Program

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The TLCP is a 20 year (2006-2026) program that includes:

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 unprogrammed buses in the Life Cycle bus capital program.~~

# ~~300.~~500. Transportation Programming Priorities Update

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1. Provide services and improvements as required by law
  - ~~○ 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.~~
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.
3. Fund Preventive Maintenance/Operations/Complementary ADA Service.
  - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
  - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years ~~2014-2018~~ 2016-2021.
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 through a collaborative process by assessing regional transit needs, implementing elements of adopted regional efforts, and meeting regional performance based criteria. For additional information see section 802. ~~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.~~

# 700. Job Access Reverse Commute (JARC)

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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, requirements and eligibility for JARC remain unchanged.**

JARC eligibility includes private and public agencies, operations and capital projects under ~~MAP-21~~ **FAST Act** do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

~~For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014–2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.~~

~~For Fiscal Year 2016, The MAG Region will have a sub-allocate \$750,000, through the Transportation Programming Guidebook, determine a sub-allocation toward JARC eligible activities in the MAG Planning region. Funding will emphasis 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.~~

## 800. “Priority 98” Projects (Phoenix-Mesa UZA)

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Any project request that is not part of Priorities 1 - 87 are addressed through Priority 98. Also included as part of Priority 98 are: 1a) any bus expansion vehicle, 2b) advancement of replacement vehicles, and/or 3c) change in vehicle types for replacement vehicles (i.e. 40' standard to 60'), 4d) cost increases of replacement vehicles due to special requests related to specs and/or technology that is not part of the standard fleet.

# 802. Regional Transit Survey

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- 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 years, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee.
- The process will focus funding the implementation of on-going and existing regional planning efforts at Valley Metro and MAG., ~~including but not limited to:~~
  - ~~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)~~

## 803. NON-TLCP BUS CAPITAL

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Bus expansion purchased will be programmed for replacement 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.

# Glossary of Terms

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**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.

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