

February 5, 2010

TO: MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: PROGRAMMING 2009 – 2015 IN FY 2008-2012 MAG TIP AND THE DRAFT FY 2011-2015 MAG TIP

The MAG Transit Committee is tasked with reconciling federal transit funds in 2009 and 2010 for the current FY 2008-2012 MAG Transportation Improvement Program (TIP) and recommending approval of transit projects in the DRAFT FY 2011-2015 MAG Transportation Improvement Program (TIP). In light of programming responsibilities, this memorandum and agenda item will focus specifically on the 5307 and 5309 – Fixed Guideway Modernization (FGM) federal funds. Please refer to the DRAFT Transit Project Listing 2009-2015 Table as attached for specifics related to this memorandum. Also, please note that the draft project listing does not include light rail projects, which are currently being updated by Valley Metro Rail (METRO) as part of the Transit Lifecycle Program process.

Programming 5307 & 5309-FGM Funds

After completing the Transit Life Cycle Program (TLCP) update and analyzing the impact on the FY 2008-2012 MAG TIP, there are many projects that were originally identified to use 5307 and 5309 funds that are no longer part of the TLCP and the MAG TIP. The main reasons behind these changes are due to: 1) deletion and deferment of bus purchases since local transit operating budget are being reduced, 2) deletion and deferment of transit centers and park-and-rides since local transit operating budgets are being reduced, and 3) a decrease in funding needs for park-and-rides and transit center due to ARRA transit funding.

Due to these factors there are unprogrammed balances of 5307 and 5309 funds in 2009 – 2015 for the Phoenix UZA as it relates to programming the Draft 2011-2015 TIP. To balance these funds, MAG programmed projects that were already identified through the TIP and TLCP. Each project outlined in the DRAFT Transit Project Listing Table for funding with 5307 and 5309-FGM is explained in detail in the '*MAG Programming Comment*' field.

The two tables below summarize the programming steps MAG used to recommend the attached DRAFT FY 2009-2015 transit project listing. For the years that there are unprogrammed balances of 5307 funds, it is recommended that a 2 step approach is taken:

1. For all years with 5307 Balances - Move forward with programming the 5307 balance as of 2-4-2010 to MAG Regionwide preventative maintenance as shown in the TIP Listing.

2. For 2010- Once Congress and FTA apportion 5307 and 5309 for 2010 adjust TIP projects as needed. Program any remaining 5307 funds to Preventative Maintenance. The split of funds and to which operators will need to be agreed to. Currently, there is agreement by the distribution of ARRA Project Savings for Preventative Maintenance - this could be used.
2. For 2011, 2013, 2015 - Once the MAG Transit Committee moves forward to establishing any revisions to transit programming guidelines, modify the TIP Listing for MAG regionwide preventative maintenance.

Year	5307 Balance as of 2-4-2010	Recommendation
2009	\$0	Utilizing the current transit programming guidelines and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5307 funds.
2010	\$3,693,099	1. Move forward with programming the 5307 balance as of 2-4-2010 to MAG regionwide preventative maintenance as shown in the TIP Listing.
		2. Once Congress and FTA apportion 5307 and 5309 for 2010 adjust TIP projects as needed. Program any remaining 5307 funds to Preventative Maintenance. The split of funds and to which operators will need to be agreed to. Currently, there is agreement by the distribution of ARRA Project Savings for Preventative Maintenance - this could be used.
2011	\$13,800,622	1. Move forward with programming the 5307 balance as of 2-4-2010 to MAG regionwide preventative maintenance as shown in the TIP Listing.
		2. Once the MAG Transit Committee moves forward to establishing any revisions to transit programming guidelines modify the TIP Listing for MAG regionwide preventative maintenance.
2012	(\$590,259)	Utilizing the current transit programming guidelines and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5307 funds.
2013	\$12,352,300	1. Move forward with programming the 5307 balance as of 2-4-2010 to MAG regionwide preventative maintenance as shown in the TIP Listing.
		2. Once the MAG Transit Committee moves forward to establishing any revisions to transit programming guidelines modify the TIP Listing for MAG regionwide preventative maintenance.
2014	(\$650,669)	Utilizing the current transit programming guidelines and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5307 funds.
2015	\$10,697,095	1. Move forward with programming the 5307 balance as of 2-4-2010 to MAG regionwide preventative maintenance as shown in the TIP Listing.
		2. Once the MAG Transit Committee moves forward to establishing any revisions to transit programming guidelines modify the TIP Listing for MAG regionwide preventative maintenance.

Year	5309-FGM Balance as of 2-4-2010	Recommendation
2009	\$0	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5309-FGM funds.
2010	\$0	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5309-FGM funds.
2011	\$0	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5309-FGM funds.
2012	\$0	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a zero balance of unprogrammed 5309-FGM funds.
2013	\$1,855,412	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a small balance of unprogrammed 5309-FGM funds. Adjust TIP Projects once the transit programming guidelines are established.
2014	\$1,822,619	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a small balance of unprogrammed 5309-FGM funds. Adjust TIP Projects once the transit programming guidelines are established.
2015	\$1,891,337	Utilizing the current transit programming guidelines, and the results of the reprioritization of the TLCP, there is a small balance of unprogrammed 5309-FGM funds. Adjust TIP Projects once the transit programming guidelines are established.

This item is on the agenda for information, discussion, and possible action to recommend approval to amend the FY 2008-2012 MAG TIP for projects to be funded with 5307 and 5309 federal funds in 2009 and 2010, and recommend approval for the transit listing of projects, excluding light rail projects, for inclusion in the Draft FY 2011-2015 MAG TIP.

If there are any questions or more information is needed, please contact Kevin Wallace or Alice Chen at the MAG office.

APPENDIX 1

In the past, RPTA has used the below prioritization guidelines to program projects.

1. Provide Services and Improvements Required by Law.
 - 1.1 Purchase dial-a-ride fleet for service expansion required by ADA
 - 1.2 Upgrade facilities to comply with environmental laws.

2. Provide Replacement Equipment and Facilities for Existing Service.
 - 2.1 Purchase replacement revenue fleet or parts.
 - 2.2 Provide essential service support.*
 - 2.3 Maintain existing operating and passenger facilities.
 - 2.4 Purchase revenue fleet to replace contractor owned vehicles.
 - 2.5 Capitalize cost of contracting for existing service.
 - 2.6 Support service costs.*

3. Expand Service.
 - 3.1 Purchase revenue fleet for regional service expansion.
 - 3.2 Purchase revenue fleet for local service expansion.
 - 3.3 Provide essential service support.*
 - 3.4 Construct regional park-and-rides.

4. Passenger Enhancements.
 - 4.1 Provide bus stop improvements.
 - 4.2 Construct transit centers.

5. Other Desired Support Services.
 - 5.1 Capitalize cost of contracting for service expansion.
 - 5.2 Other support purchases.

* In 2002, VMOS, which was a staff run working group that lead to the development of the formal committee Valley Metro Operations and Capital Committee (VMOCC), froze the funding for preventative maintenance/associated capital maintenance at approximately \$5.6 million. The freeze includes a small increase year-over-year for inflation of 2%, which results in programming \$6,446,073 in 2009, and \$6,574,992 in 2010 for preventative maintenance/associated capital maintenance. Preventative maintenance/associated capital maintenance is represented in the priorities above as 2.2, 2.6, and 3.3.

The reasoning behind this decision was that the VMOCC did not want the transit operators to rely on federal funds for operations, and if the region would provide all funding for preventative maintenance/associated capital maintenance, there would most likely be a small amount remaining to be programmed for other lower priorities like 3.4 – Construct regional park and rides and 4.2 – Construct transit centers.