

MARICOPA ASSOCIATION OF GOVERNMENTS
 ELDERLY PERSONS AND PERSONS WITH DISABILITIES 5310 TRANSPORTATION
 PROGRAM
 AD HOC COMMITTEE
 MEETING MINUTES
 DECEMBER 20, 2012, CHAPARRAL ROOM

<u>MEMBERS ATTENDING</u>	<u>OTHERS PRESENT</u>
*Jessica Blazina, City of Surprise +Matt Dudley, City of Glendale, Vice Chair Julie Howard, City of Mesa, Chair Deron Lozano, Valley Metro Christine McMurdy, City of Goodyear Wendy Miller, City of Phoenix *Ann Marie Riley, City of Chandler +Kristen Sexton, City of Avondale	Ed Jones, City of Scottsdale JoAnne McLaughlin, City of Phoenix Emily Taylor, NAU Civic Service Institute Mark Jacoby, Gompers Habilitation Center Paul Mortensen, Spinal Cord Injury Association Rachel Brito, MAG Alice Chen, MAG DeDe Gaisthea, MAG Amy St. Peter, MAG *Those members neither present nor represented by proxy. +Those members present by audio or videoconference.

1. Welcome and Introductions

Julie Howard, City of Mesa, Chair, called the meeting to order at 1:01 p.m. She welcomed new members Deron Lozano, City of Phoenix; and Jessica Blazina, City of Surprise. Introductions ensued.

2. Call to the Audience

No comments were made at this time.

3. Approval of the FTA Ad Hoc Elderly and Persons with Disabilities Transportation Committee March 21, 2012 Meeting Minutes

Chair Howard asked for a motion to approve the March 21, 2012 meeting minutes. Christine McMurdy, City of Surprise, made a motion to approve the minutes. Wendy Miller, City of Phoenix, seconded the motion. The motion passed unanimously.

4. Assignment of the Designated Recipient for Federal Transit Administrative Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program in the MAG Region

Chair Howard invited DeDe Gaisthea, MAG, to provide an update on the assignment of the designated recipient for FTA Section 5310. Ms. Gaisthea advised that Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law by President Obama on July 6,

2012, and went into full effect October 1, 2012, authorizing the programs through 2014. Federal award programs that were previously authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), are now under MAP-21. Revisions include the repeal of New Freedom Section 5317. It has been consolidated as an eligible program under Section 5310. This program has been renamed to the Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

Ms. Gaisthea advised that under MAP-21 there is no longer a single apportionment to the state. Apportionments are now specifically for large urbanized, small urbanized, and rural areas. Through MAP-21, a designated recipient (DR) needs to be officially designated in large urbanized areas. Those include areas with a population over 200,000 people. Funds cannot be awarded until a DR is on file with the Federal Transit Administration (FTA) regional office. As required by FTA guidelines, MAG is initiating the process for the DR for the region.

MAG, the Arizona Department of Transportation (ADOT), and the City of Phoenix, discussed eligible DR candidates for this region. A number of agencies are eligible such as MAG, Valley Metro, ADOT, and the City of Phoenix. It was noted that Valley Metro has not received any direct funding from FTA, however, the City of Phoenix and ADOT do receive direct FTA funding and have staff in place to administer the program. Ms. Gaisthea provided a brief overview of the planning process. She noted that if consensus for a DR can be recommended by the end of January, the 5310 application process is expected to be in place by March. In past years, the application process started in January or February.

Recommendations for a regional DR will move through the MAG Committee process for approval. Once a DR has been approved, a letter of preference will be provided to ADOT as the representative for the state, and then forwarded on to the Governor's office and the FTA. Ms. Gaisthea noted presentations were offered to the MAG Transportation Ambassador Program participants, the Transportation Review Committee, and the MAG Human Services Technical Committee. Public comments will be accepted until January 2, 2013, and integrated into a modified agenda item to be presented to the MAG Management Committee on January 16, the Transportation Policy Committee on January 23, and the MAG Regional Council on January 30 for final approval.

Chair Howard noted MAG and Valley Metro have not received previous FTA funding. She inquired whether or not this prohibits them from serving as the DR. Ms. Gaisthea advised the City of Phoenix and ADOT have a Vendor Identification Number (VIN). This allows them to submit applications to the FTA. Valley Metro and MAG would be required to apply for a VIN prior to serving as a DR. Amy St. Peter, MAG, advised there is nothing to preclude Valley Metro or MAG from becoming a DR at this time. She noted ADOT and the City of Phoenix have been receiving federal funds. Additionally, because they have the institutional capacity and the organizational development already established, it is easier for them to step into this role. MAG and Valley Metro could be considered at some point in time to serve as a DR however, given the timing and the ability for ADOT or the City of Phoenix to serve as the DR, it may be most efficient to work through one of the two recipients as possible candidates.

Deron Lozano, Valley Metro, noted in terms of staff capacity, it made sense at this time for Valley Metro to withdraw Valley Metro as a possible designated recipient. However, in the future, Valley Metro could consider serving as the DR for this grant.

Vice Chair Matt Dudley, City of Glendale, requested input on the City of Phoenix's process for vehicle management oversight and who would be handling this process. Wendy Miller, City of Phoenix, advised this is a process the City is currently undertaking as they are trying to establish their process. She noted it may be a combination of different things depending on whether the City opts for an annual comprehensive vehicle inspection or a simpler checklist with sub-recipients. The process may be handled by staff or may be contracted out depending on the process that is implemented. She expressed confidence that the City can develop a process for vehicle management oversight that is as equally sufficient to what ADOT does while meeting the federal requirements.

Ms. McMurdy asked for a briefing on the time factor in light of efforts underway to create a structure to manage the program. Additionally she inquired about the process to recommend a DR and whether the Governor's office has to formally designate the DR. Ms. Gaisthea confirmed that the Governor's office would formally accept the recommendation and then forward the recommendation to the FTA. The recommendation would be presented to the MAG Management Committee and the Regional Council in January.

Ms. McMurdy inquired about the timing for funding to be provided to the state once the DR has been determined. Ms. Gaisthea replied funds will be allocated to the region once a DR has been determine. Ms. McMurdy advised her questions were to gauge a timeline for when applicants can submit their applications for vehicles. Ms. St. Peter noted the process for selecting a DR is being completed early so as not to delay the application process.

Ms. McMurdy asked how soon the Committee and applicants would know if there will be changes to the application process since the DR may change from ADOT to Phoenix. Ms. St. Peter clarified the two choices available are to either retain ADOT or select the City of Phoenix as the DR. Discussion is underway on whether any changes may need to be made.

Ms. Miller noted from the City of Phoenix's perspective, the timeline would remain very similar. She noted ADOT recently submitted their timeline for the grant to move forward for the region and the state which includes having funding obligated by the end of the federal fiscal year (October). The City of Phoenix would follow along the same timeline. Additionally, as the City of Phoenix was previously overseeing the JARC and New Freedom process, the City's application process would probably mirror what it has been in the past for sub-recipients. Major changes would not likely be implemented unless required by the federal government. She noted all grant application programs would move through the MAG Committee process. Ms. St. Peter added that MAG would continue to facilitate the application process; changes would focus more on who would be the DR receiving the funding.

Chair Howard requested a brief overview on the current recommendation and approval process and what changes would occur should the City of Phoenix be appointed as the DR. Ms. Gaisthea advised that ADOT currently receives the allocation of the 5310 funding. MAG facilitates the application process with the Committee developing the priority ranking. The priority ranking is then forwarded to ADOT to review the applications to ensure they meet certain requirements such as civil rights. Ms. St. Peter advised ADOT also assesses applications in terms of their priorities. She noted in the past, more mobility management applications were included in the priority ranking. However, ADOT had limited the number of mobility management grants that they wanted to award to the region. In their estimation, the point of having a mobility manager was to coordinate activity. Therefore changes may be made by ADOT in terms of their vision and how best utilize the funds.

Chair Howard inquired how the process would differ if the City of Phoenix became the DR. Ms. St. Peter advised the application would be very similar if not the same. Ms. Miller advised the City is working to keep the process the same including a review by staff to ensure all requirements are met. The recommendations are then forwarded to the Public Transit Director for final approval. The process would be extended to allow opportunity for it to proceed through the MAG process.

Ms. McMurdy asked for clarification on whether the City of Phoenix would communicate the recommendations to the FTA once approved through the MAG process. Ms. Miller clarified the priority ranking would be established based on the Committee's recommendations. The priority ranking would then be submitted to the Phoenix Public Transit Director for approval and then forwarded to the MAG Regional Council. Once approved, the priority ranking would then be implemented. Ms. St. Peter noted the same process is used with ADOT. Mr. Lozano inquired whether or not ADOT has expressed interest in being the DR. It was noted both ADOT and the City of Phoenix have submitted letters of interest to serve as the DR.

Mr. Dudley noted the letter submitted by the City of Phoenix addresses the former 5317 program which was repealed and now falls under 5310. He noted the letter submitted by ADOT does not address how 5317 would be administered. He referenced bullet number two under grant management in the letter submitted by ADOT. Mr. Dudley expressed concern that the priorities should not be based upon ADOT's priorities but instead should be based on the priorities of the region. He expressed his opinion that the City of Phoenix brings a more local perspective to the process. On behalf of the City of Glendale's perspective, Mr. Dudley recommended the City of Phoenix as the DR. He noted in past processes, they have not changed priorities established in the region, and have always been very forthcoming and transparent.

Ms. McMurdy noted in terms of the EPDT Committee structure, the City of Phoenix staff has always contributed to the application process. She inquired if their role would change should they become the DR. Ms. Miller advised the City has had similar discussion with regard to JARC and New Freedom as the City of Phoenix was an eligible recipient of the grant. She advised in that process, applicants putting forth an application do not vote on the projects. She noted the City of Phoenix would participate on the Committee but not make

recommendation if there was a conflict of interest. Ms. St. Peter added that ADOT has also served on the committee and participated in the dialogue, but did not vote on projects.

Chair Howard advised she has served on the 5317 panel and noted that while the City of Phoenix did not submit a vote, they were very involved and very informative throughout the process. Ms. McMurdy commented the City of Phoenix's input is valued and would be missed if their role changed. Ms. Miller advised eligible parties for the grant are also changing as previously it was only for nonprofits. The grant process has now opened up to other cities. She noted Valley Metro and the City of Phoenix have previously applied for funding and added this may be a topic for discussion in the future.

Chair Howard requested further discussion and/or comments. Having none, a motion was requested. Mr. Dudley made a motion to recommend approval to designate the City of Phoenix Public Transit Department as the region's designated recipient for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Chair Howard requested comment from members of the public. No public comment was received. Ms. McMurdy seconded the motion. The motion passed unanimously.

Chair Howard noted that ADOT was not present in the meeting. She expressed her preference to have had them at the meeting to provide their input and noted in her experience with the two agencies, she felt the City of Phoenix would have a closer regional approach and that having Phoenix as the DR would benefit this funding.

5. Request for Future Agenda Items

Vice Chair Howard requested input on items to be addressed at future meetings. The following suggested were made:

- Ms. McMurdy requested having a discussion on changes to 5310 funding and how the program will be administered, eligibility, and criteria taken into consideration, before making ranking decisions.
- Ms. Dudley requested information on the level of funding now that the programs have been merged.
- Chair Howard requested discussion on how information will be relayed to recipients in a timely manner in terms of how they will be educated on the changes.

6. Comments from the Committee

There were no comments.

7. Adjourn

The meeting adjourned at 1:40 p.m.