

October 7, 2013

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor Scott Smith, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR
THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

Tuesday, October 15, 2013- 12:00 Noon (following the RCP Meeting)
MAG Office, Suite 200 - Ironwood Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person or by telephone conference.

Please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Denise McClafferty at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the Executive Committee agenda items, please contact me at 480-644-2388. For MAG staff, please contact Dennis Smith, MAG Executive Director, or Denise McClafferty, Regional Program Manager, at (602) 254-6300.

MAG EXECUTIVE COMMITTEE
TENTATIVE AGENDA
OCTOBER 15, 2013

COMMITTEE ACTION REQUESTED

1. Call to Order

The meeting of the Executive Committee will be called to order.

2. Call to the Audience

An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda THAT FALL UNDER THE JURISDICTION OF MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three-minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

2. Information and discussion.

ITEMS PROPOSED FOR CONSENT*
BY THE EXECUTIVE COMMITTEE

*3A. Approval of the September 16, 2013 Executive Committee Meeting Minutes

3A. Approval of the September 16, 2013 Executive Committee meeting minutes.

*3B. Consultant Selection for the Public Opinion Quantitative and Qualitative Services

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, as amended by the MAG Executive Committee on August 12, 2013, includes \$50,000 for Public Opinion Quantitative and Qualitative Services to better understand public attitudes regarding the current state of the MAG region's transportation system, key transportation priorities, and how willing people are to support various funding options in both Maricopa County and portions of Pinal County. On August 21, 2013, MAG issued a Request for Qualifications. Statements of qualifications were due on September 23, 2013.

3B. Approve the selection of WestGroup Research to conduct the public opinion quantitative and qualitative services not to exceed \$50,000.

The MAG evaluation team met on September 27, 2013 and recommended to MAG the selection of WestGroup Research to contract with for these services. This item is on the October 9, 2013 Management Committee agenda for recommended approval. Please refer to the enclosed material.

*3C. Consultant Selection for the Southeast Valley Transit System Study

The fiscal year (FY) 2014 Unified Planning Work Program and Annual Budget, as approved by the MAG Regional Council on May 22, 2013, includes \$450,000 from federal and local sources for the Southeast Valley Transit System Study. The study will analyze transit efficiencies, services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. This is a joint study between MAG and Valley Metro Regional Public Transportation Authority (RPTA). MAG will contribute \$350,000 and RPTA will provide \$25,000 as a cash match and \$75,000 an in-kind match. The consultant contract for the Study will be for an amount not to exceed \$375,000. On August 5, 2013, MAG issued a Request for Proposals to conduct the study. MAG received proposals from five consultant firms. A multi-agency evaluation team evaluated the proposals on September 23, 2013, conducted consultant interviews on September 30, 2013, and recommended to MAG that URS Corporation be selected to develop the Southeast Valley Transit System Study. This item is on the October 9, 2013 Management Committee agenda for recommended approval. Please refer to the enclosed material.

*3D. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget

The fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$350,000 for the enhancement of the AZ-SMART

3C. Approve the selection of URS Corporation to conduct the Southeast Valley Transit System Study for an amount not to exceed \$375,000.

3D. Approve an amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to add an amount not to exceed \$75,000 from SANDAG, and increase the MAG Consultant Support for the AZ-SMART Enhancement On-Call Project from \$350,000 to \$425,000.

Model system. The purpose of this consultant support on-call project is to enhance AZ-SMART with regional econometric modeling, business location choice, and data development and visualization routines. The San Diego Association of Governments (SANDAG) has approached MAG to collaborate on the joint development of a regional econometric model system. The cost of the design and development for this custom software is estimated to be \$150,000 to be shared equally by MAG and SANDAG. The additional \$75,000 from SANDAG, along with its staff expertise, will help both organizations better utilize their resources in the development of a system needed by the two organizations. An amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget is being requested to add an amount not to exceed \$75,000 from SANDAG. The joint project will be conducted as part of the MAG Consultant Support for AZ-SMART Enhancement On-Call Project which is currently in the FY 2014 Work Program for \$350,000. With the approval of the amendment, MAG will enter into a Memorandum of Understanding with SANDAG to accept the \$75,000 and the Request for Qualifications would be issued for \$425,000 with \$150,000 dedicated for the development of a regional econometric model system. This item is on the October 9, 2013 Management Committee agenda for recommended approval

*3E. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to Accept Funding to Support Aging Services Planning

The FY 2014 MAG Unified Planning Work Program and Annual Budget (UPWP) was approved on May 22, 2013. On September 28, 2013, a \$140,000 grant from Grantmakers in Aging and the Pfizer Foundation was awarded to Regional Community Partners (RCP) for work on the Community AGEnda, a national pilot project. This region was selected as one of five communities in the country to participate in this

3E. Approval of the budget amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to include grant and cash match funding in the amount of \$145,504 from Grantmakers in Aging and the Pfizer Foundation, Benevilla, Duet, Arizona Grantmakers Forum, and Area Agency on Aging to support aging services planning.

national pilot project. As part of the project, the region will implement pilot projects in Phoenix, Tempe, and the Northwest Valley; enhance the project's website, Connect60Plus.com; and host another conference on aging issues. Local partners are also providing cash match for the project. This includes contributions from the following entities: Benevilla \$300, Duet \$300, Arizona Grantmakers Forum \$3,904; and Area Agency on Aging \$1,000. This item is to accept this grant and approve an amendment to the MAG 2014 Unified Planning Work Program and Annual Budget (UPWP) increasing the budget for RCP by \$145,504. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE

4. Proposed Policy Guidance on Metropolitan Planning Organization Representation

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) issued a proposed guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of the guidance is to assist MPOs and providers of public transportation in complying with the requirement. MAP-21 requires that MPOs that serve an area designated as a TMA must include local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, include representation by providers of public transportation; and appropriate State officials. The requirement to include "representation by providers of public transportation" is a clarification under MAP-21. Staff will provide a report on the requirement, and possible input on the proposed guidance is requested. Please refer to the enclosed material.

4. Information and discussion.

5. Request for Future Agenda Items

Topics or issues of interest that the Executive Committee would like to have considered for discussion at a future meeting will be requested.

6. Comments from the Committee

An opportunity will be provided for the Executive Committee members to present a brief summary of current events. The Executive Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Adjournment

5. Information and discussion.

6. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
September 16, 2013
MAG Offices, Ironwood Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

#Mayor Scott Smith, Mesa, Chair	#Mayor Gail Barney, Queen Creek
#Mayor Michael LeVault, Youngtown, Vice Chair	#Mayor Marie Lopez Rogers, Avondale
#Mayor W.J. “Jim” Lane, Scottsdale, Treasurer	#Mayor Lana Mook, El Mirage
	#Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Smith at 12:03 p.m.

2. Call to the Audience

Chair Smith stated that according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. He stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Smith stated no comment cards had been received.

3. Approval of Executive Committee Consent Agenda

Chair Smith noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, committee members may request that an item be removed from the consent agenda.

Chair Smith requested a motion to approve the consent agenda. Mayor Lane moved to approve items #3A through #3F. Mayor LeVault seconded the motion and the motion carried unanimously.

3A. Approval of the August 12, 2013 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the August 12, 2013 Executive Committee meeting minutes.

3B. Amendment to the Bicycle Count Contract for Additional Bicycle Count Locations

The Regional Council Executive Committee, by consent, approved to amend the Chen Ryan contract in the amount of \$3,750 for work on an additional eight bicycle count locations for the Bicycle Count Study.

In May 2012, the Regional Council approved the MAG FY 2013 Unified Planning Work Program (UPWP) and Annual Budget, which included a Bicycle Count Study. On November 12, 2012, the Regional Council Executive Committee selected Chen Ryan to conduct the study for an amount not to exceed \$96,000. It is requested to amend the contract with Chen Ryan in the amount of \$3,750 for work on an additional eight bicycle count locations. This funding will allow the consultant to conduct bicycle counts at Apache Junction, Florence, Fort McDowell-Yavapai Nation, Fountain Hills, Gila Bend, City of Maricopa, Paradise Valley and Salt River Pima-Maricopa Indian Community

3C. Don't Trash Arizona Litter Prevention and Education Contract Amendment

The Regional Council Executive Committee, by consent, approved to amend the consultant contract with Olson Communications, Inc. for one additional year for the Litter Prevention and Education Program to include \$300,000 budgeted in the MAG FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education.

It costs our region more than \$3 million every year to pick up litter from our regional freeway system. Proposition 400 includes funding for a litter prevention and education program designed to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The Don't Trash Arizona Litter Education and Prevention program is implemented by MAG in cooperation with the Arizona Department of Transportation (ADOT). On October 17, 2011, the Regional Council Executive Committee approved the selection of Olson Communications, Inc. as the consultant to design and implement the FY 2012 Litter Prevention and Education Program, with the ability to extend the contract up to two additional years based on performance and funding availability. The contract was amended for one additional year in October 2012. Staff recommends amending the consultant contract with Olson for the second additional year for the Litter Prevention and Education Program and to include the \$300,000 budgeted in the FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education efforts.

3D. Federal Fiscal Year 2013 Year End Closeout Report: September Update

The Regional Council Executive Committee, by consent, approved the Arterial Life Cycle Program (ALCP) project advancements to address Federal Highway Administration (FHWA) funding at risk, general project changes, and to authorize staff to make any necessary project changes to address additional outstanding federal funds at risk during FFY 2013, and of the related amendments to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and Regional Transportation Plan 2010 Update.

On August 21, 2013, the MAG Regional Council approved the advancement of the Mesa Drive to Gilbert Road light rail extension project to close out Federal Fiscal Year 2013. Staff noted at the Regional Council meeting that additional flexibility may be needed due to additional information that may come from the Arizona Department of Transportation indicating that additional federal funds may be available from closing out federal funds. Since then, sixty one FY 2013 projects have completed federal authorization and an additional balance of FFY 2013 federal funds needs to be addressed. MAG has been informed that the balance of projects and project phases expected to authorize in FFY 2013 did not utilize the fully programmed amount as listed in the Transportation Improvement Program (TIP). The amount is \$12.1 million of FHWA funding that is at risk. To address the un-programmed federal funds, MAG staff contacted member agencies that had potentially federally eligible project phases scheduled in the phase II and III areas of the ALCP. Of the federally eligible projects, and based on current work schedules, and ADOT project management approvals, the attached list of ALCP projects are being advanced to address the federal funds that are at risk.

3E. Appointments of the New MAG Economic Development Committee Member Positions

The Regional Council Executive Committee, by consent, recommended to approve the appointments of the new Economic Development Committee (EDC) member positions.

The composition of the Economic Development Committee (EDC) was approved by the MAG Regional Council on October 27, 2010. On August 21, 2013, the Regional Council approved changes to the MAG Committee Operating Policies and Procedures that included changes to the composition of the EDC. The Regional Council approved adding additional West Valley, East Valley and Pinal County member agency elected official seats to the MAG EDC. In addition, the Regional Council approved adding Arizona State University as a Business Member position under education. On August 26, 2013, a memorandum was sent to the MAG Regional Council soliciting letters of interest for the new EDC positions. The Executive Committee is requested to recommend approval of the new EDC member agency positions.

3F. Conformity Consultation

The item was for consultation only.

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including the advancement of various Arterial Life Cycle Program projects using federal funds. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

4. Clarifications to the MAG Committee Operating Policies and Procedures

Denise McClafferty, MAG Regional Program Manager, stated on May 13, 2013, the MAG Executive Committee requested that the Executive Committee Governance Subcommittee meet to discuss changes to the MAG Committee Operating Policies and Procedures to provide for the new members. On June 7, 2013, the Governance Subcommittee met and discussed the composition of the MAG committees, including quorum issues. On August 21, 2013, the Regional Council approved changes to the MAG Committee Operating Policies and Procedures. Since that time, two clarifications are needed prior to distribution of the updated MAG Committee Operating Policies and Procedures.

Ms. McClafferty stated the first clarification was needed on the Continuum of Care Committee on Homelessness. This committee will have two co-chairs, one elected official and one representative from the non-profit sector, and no vice chair position. The second clarification is the need of a quorum to begin a meeting and if a quorum is lost and not regained during the meeting, the official meeting has ended. At that time the minutes of the meeting will also end. She added that it will be up to the Chair of the committee whether they would like to continue to hear presentations with no action or discussion.

Mayor LeVault motioned to recommend the approval of clarifications to the MAG Committee Operating Policies and Procedures. Mayor Lane seconded the motion and the motion carried unanimously.

5. Approval to Amend the FY 2014 MAG Unified Planning Work Program and Annual Budget to Participate in the U.S. Department of Energy's Rooftop Solar Challenge II Grant

Dennis Smith, MAG Executive Director, stated that the National Association of Regional Councils (NARC) is partnering with the Mid-America Regional Council, the Central New York Regional Planning & Development Board, Delaware Valley Regional Planning Commission, Metropolitan Washington Council of Governments (DC), North Central Texas Council of Governments, Northwestern Indiana Regional Planning Commission, Ohio Kentucky Indiana Regional Council of Governments, Southwest Florida Regional Planning Council, and Tampa Bay Regional Planning Council for the U. S. Department of Energy's Rooftop Solar Challenge II Grant. He added that in the final negotiations the U.S. Department of Energy requested that one of the participating regions be from the southwest. Mr. Smith stated that NARC has asked MAG if they would also like to be a partner.

Mr. Smith stated funding for MAG for 18 months should be \$75,000 with a required \$27,500 match. He added that net metering is not a requirement of this grant. Mr. Smith stated that this would involve MAG setting up a stakeholders group with approximately twenty cities and looking at best practices. Mr. Smith stated that MAG does have a Building Code committee and he also checked with Rick Buss from Gila Bend, which is the city most active in solar, and Mr. Buss also thought this is something we should pursue. Mr. Smith added that when building the stakeholders group with the cities and county, we should also include Arizona State University

and the Arizona Energy Office.

Mayor Lopez Rogers motioned to approve amending the FY 2014 MAG Unified Planning Work Program and Annual Budget to provide for an additional \$75,000 from the U. S. Department of Energy and \$27,500 in matching funds to participate in the U.S. Department of Energy's Rooftop Solar Challenge II Grant. Mayor Stanton seconded the motion and the motion carried unanimously.

6. Request for Future Agenda Items

Chair Smith asked if there were any requests for future agendas items.

7. Comments from the Committee

Chair Smith asked if there were any comments from the committee. There were none.

Adjournment

There being no further business, the Executive Committee adjourned at 12:10 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

October 7, 2013

SUBJECT:

Consultant Selection for the Public Opinion Quantitative and Qualitative Services

SUMMARY:

The fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, as amended by the MAG Executive Committee on August 12, 2013, includes \$50,000 for Public Opinion Quantitative and Qualitative Services. Understanding the public’s opinion on the state of the MAG region’s transportation system, what is important in the future, and how willing people are to support various funding options are key elements in determining the direction and timing of the next generation of the Regional Transportation Plan (RTP).

On August 21, 2013, MAG issued a Request for Qualifications for consulting services for public opinion quantitative and qualitative services. Statements of qualifications were due on September 23, 2013 and four responses were received, from Behavior Research Center, Corona, Issues and Answers, and WestGroup Research. The MAG evaluation team met on September 27, 2013, and recommended to MAG the selection of WestGroup Research for these services.

The overall goal of this project is to use both qualitative and quantitative public opinion services to better understand public attitudes regarding the current state of the MAG region’s transportation system, key transportation priorities, and how willing people are to support various funding options in both Maricopa County and portions of Pinal County.

The most qualified consultant will begin work this fall and meet with MAG member agency leaders to develop a framework of discussion points and questions to conduct a MAG regional transportation public survey that could include both a statistically valid telephone survey and focus groups.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The selection of the consultant for public opinion services will enable MAG to move forward with public opinion survey work to assist in guiding the development of the Next Generation Regional Transportation Plan (RTP) and regional funding opportunities.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The consultant will tabulate public opinion results, key findings, detailed findings, and conclusions. Recommendations from this survey will provide transportation planning guidance to the Next Generation RTP.

POLICY: The scientific survey represents an important opportunity for the public to provide information regarding citizens’ transportation needs and priorities, which will provide valuable assistance in setting policy direction for an anticipated transportation initiative.

ACTION NEEDED:

Recommend the selection of WestGroup Research for the public opinion quantitative and qualitative services not to exceed \$50,000.

PRIOR COMMITTEE ACTIONS:

This item is on the October 9, 2013, Management Committee agenda for recommendation to approve.

On September 27, 2013, an evaluation team met and recommended to MAG the selection of WestGroup Research for the public opinion quantitative and qualitative services not to exceed \$50,000.

PROPOSAL EVALUATION TEAM

Eric Anderson, MAG
Roger Herzog, MAG
Nathan Pryor, MAG

Kelly Taft, MAG
Eileen Yazzie (PM), MAG

CONTACT PERSON:

Eileen Yazzie, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 7, 2013

SUBJECT:

Consultant Selection for the Southeast Valley Transit System Study

SUMMARY:

On May 22, 2013, the MAG Regional Council approved the FY 2014 Unified Planning Work Program and Annual Budget, which included the Southeast Valley Transit System Study. The study will analyze transit efficiencies, services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. The study will also identify an integrated, demand driven transit system that effectively and efficiently connects areas within the Southeast Valley as well as to existing and planned regional transit improvements such as high-capacity transit.

This is a joint study between MAG and Valley Metro Regional Public Transportation Authority (RPTA). MAG will lead the study, RPTA will co-manage. The Unified Planning Work Program included \$450,000 in funding for the Southeast Valley Transit System Study from federal and local sources. MAG contribution includes \$350,000 from the Congestion Mitigation Air Quality program; RPTA's contribution is \$100,000 with \$25,000 as a cash match and \$75,000 an in-kind match, both from local funding sources. The in-kind match will cover the Public Involvement Plan. The consultant contract for the Study will be for an amount not to exceed \$375,000.

On August 5, 2013, MAG issued a Request for Proposals and received responses from Moore & Associates, Inc.; HDR Engineering, Inc.; Stantec Consulting Services, Inc.; URS Corporation; and Jacobs Engineering Group, Inc. A multi-agency review team evaluated the proposals on September 23, 2013, and conducted consultant interviews on September 30, 2013. The Evaluation Team recommended to MAG that URS Corporation be selected to develop the Southeast Valley Transit System Study for an amount not to exceed \$375,000.

Key project objectives are to:

1. Identify efficiencies for existing and proposed short- and mid-range transit services;
2. Identify how existing and proposed short- and mid-range transit services can be better coordinated;
3. Identify the transit demand and market areas for effective and efficient transit service;
4. Identify transit service gaps and how to best serve them;
5. Develop recommendations for implementing other transit modes as both an effective alternative and a supplement to planned "super-grid" bus service and high capacity transit;
6. Identify funding needs and strategies for such integrated transit system, and how to implement it;
7. Address the short-, mid- and long-term transit needs in the study area; and

8. Address changing demographics, such as the region's increasing aging population.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This study will look for efficiencies in the current transit service and provide detailed evaluations for expanding transit service in the Southeast Valley for the short-, mid-, and long-range.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting transit service study will identify capital and operating requirements, demand and needs based service options, and funding opportunities for transit service in the Southeast Valley.

POLICY: The Southeast Valley Transit System Study will provide decision-makers in the Southeast Valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing transit service.

ACTION NEEDED:

Approve the selection of URS Corporation to develop the Southeast Valley Transit System Study for an amount not to exceed \$375,000.

PRIOR COMMITTEE ACTIONS:

This item is on the October 9, 2013 Management Committee agenda for recommendation to approve.

A multi-agency review team evaluated the proposals on September 23, 2013, and conducted consultant interviews on September 30, 2013. The Evaluation Team recommended to MAG that URS Corporation be selected to develop the Southeast Valley Transit System Study for an amount not to exceed \$375,000.

Proposal Evaluation Team

City of Apache Junction: Giao Pham

City of Chandler: Jason Crampton

City of Maricopa: David Maestas

City of Mesa: Jodi Sorrell

City of Tempe: Robert Yabes

RPTA: Deron Lozano

MAG: Marc Pearsall

MAG: Jorge Luna

CONTACT PERSON:

Jorge Luna, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 7, 2013

SUBJECT:

Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$350,000 for the enhancement of the AZ-SMART Model system. The purpose of the on-call project is to enhance AZ-SMART with regional econometric modeling, business location choice, and data development and visualization routines. The San Diego Association of Governments (SANDAG) has approached MAG to collaborate on the joint development of a regional econometric model system. The cost of the design and development for this custom software is estimated to be \$150,000 to be shared equally by MAG and SANDAG. The additional \$75,000 from SANDAG, along with its staff expertise, will help both organizations better utilize their resources in the development of a system needed by the two organizations.

SANDAG and MAG have both been producing short- and long-range forecasts of growth in their respective regions since the 1970's. Both agencies have a long history of employing state of the art modeling systems to assist in preparing forecasts in support of regional transportation and land use planning and have utilized a wide variety of regional scale forecast modeling systems over time. SANDAG currently needs to update its existing regional model system, Demographic and Economic Forecasting Model (DEFM). MAG's AZ-SMART model platform that was utilized in the development of the 2013 MAG socioeconomic projections also currently needs enhancements to add an econometric modeling component.

An amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget is being requested to add an amount not to exceed \$75,000 from SANDAG. With the approval of the amendment, MAG will enter into a Memorandum of Understanding with SANDAG to accept the \$75,000 and the Request for Qualifications would be issued for \$425,000 with \$150,000 dedicated for the development of a regional econometric model system.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget provides for MAG and SANDAG to jointly develop a tool that is needed for regional modeling efforts. This joint development enhances utilization of resources and staff expertise.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The regional econometric model system developed based on the amendment will be utilized in developing regional projections and will also assist in regional planning analysis and scenarios. The output of this system is expected to be utilized in the 2016 MAG Socioeconomic Projections.

POLICY: The amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to accept \$75,000 for the joint development of a model system will enhance utilization and collaboration of staff expertise and resources.

ACTION NEEDED:

Approval to amend the FY 2014 MAG Unified Planning Work Program and Annual Budget to add an amount not to exceed \$75,000 from SANDAG, and increase the MAG Consultant Support for the AZ-SMART Enhancement On-Call Project from \$350,000 to \$425,000.

PRIOR COMMITTEE ACTIONS:

This item is on the October 9, 2013 Management Committee agenda for recommendation to approve.

CONTACT PERSON:

Anubhav Bagley, MAG (602) 254-6300



October 7, 2013

TO: Members of the MAG Regional Council Executive Committee

FROM: Amy St. Peter, Human Services and Special Projects Manager

SUBJECT: AMENDMENT TO THE FY2014 MAG UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET TO ACCEPT FUNDING TO SUPPORT AGING SERVICES PLANNING

The FY 2014 MAG Unified Planning Work Program and Annual Budget (UPWP) was approved on May 22, 2013. On September 28, 2013, a \$140,000 grant from Grantmakers in Aging and the Pfizer Foundation was awarded to Regional Community Partners (RCP) for work on the Community AGEnda, a national pilot project. This region was selected as one of five communities in the country to participate in this national pilot project. Local partners are also providing cash match for the project. This includes contributions from the following entities: Benevilla \$300, Duet \$300, Arizona Grantmakers Forum \$3,904; and Area Agency on Aging \$1,000. This item is to accept this grant and approve an amendment to the MAG 2014 Unified Planning Work Program and Annual Budget (UPWP) increasing the budget for RCP by \$145,504.

This funding supports the implementation of the MAG Regional Aging in Community Network. The Network was designed to connect older adults to opportunities to be meaningfully involved in their communities. Extensive community engagement identified transportation as one of the foremost concerns of older adults. The network will leverage current assets to enhance the access and options older adults have to travel throughout the region. As part of the grant, the region will implement pilot projects in Phoenix, Tempe, and the Northwest Valley; enhance the project's website, Connect60Plus.com; and host another conference on aging issues.

It is necessary to formally accept these funds and recommend approval of an amendment to the FY 2014 MAG Unified Planning Work Program. If you have any questions regarding this amendment, please contact me at the MAG office at (602) 254-6300.



DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

[Docket No. FTA-2013-0029]

Proposed Policy Guidance on Metropolitan Planning Organization Representation

AGENCIES: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

ACTION: Proposed policy guidance; request for comments.

SUMMARY: The FTA and FHWA are jointly issuing this proposed guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141, that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

DATES: Comments must be received by [FEDERAL REGISTER INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION]. Any comments received beyond this deadline will be considered to the extent practicable.

ADDRESSES: *Comments.* You may submit comments identified by the docket number (FTA-2013-0029) by any of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

DOT Electronic Docket: Go to <http://dms.dot.gov> and follow the instructions for submitting comments.

U.S. Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590.

Hand Delivery or Courier: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, Southeast, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Fax: 202-493-2251.

Instructions: You must include the agency names (Federal Transit Administration and Federal Highway Administration) and docket number (FTA–2013–0029) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that FTA and FHWA received your comments, you must include a self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand. All comments received will be posted, without change and including any personal information provided, to <http://www.regulations.gov>, where they will be available to Internet users. You may review DOT’s complete Privacy Act Statement published in the **Federal Register** on April 11, 2000, at 65 FR 19477. For access to the docket to read background documents and comments received, go to <http://www.regulations.gov> at any time, or to the Docket Management Facility, U.S.

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SUPPLEMENTARY INFORMATION:

I. Introduction

The FTA and FHWA are jointly issuing this proposed policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), which require representation by providers of public transportation in each MPO that serves an area designated as a TMA. The FTA and FHWA anticipate issuing a joint notice of proposed rulemaking to amend 23 CFR part 450 to implement 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) as amended by sections 1201 and 20005 of MAP-21. These United States Code sections now require representation by providers of public transportation in each MPO that serves an area designated as a TMA. A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an urbanized area with a population of fewer than 200,000 individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.¹ As of

¹ 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

the date of this guidance, of the 384 MPOs throughout the Nation, 184 MPOs serve an area designated as a TMA.

The FTA conducted an On-Line Dialogue on this requirement from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and transit providers to decide locally how to include representation by providers of public transportation in the MPO.

To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decision-making through performance-based planning and programming, MAP-21 establishes a performance management framework. The MAP-21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.² The MAP-21 also requires FTA to establish, through separate rulemakings, state of good repair and safety

² 23 U.S.C. 150(c).

performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.³

To ensure consistency, an MPO must coordinate to the maximum extent practicable with the State and providers of public transportation to establish performance targets for the metropolitan planning area that address these performance measures.⁴ An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.⁵ Statewide and metropolitan transportation improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.⁶ These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450.

As part of its performance management framework, MAP-21 assigns MPOs the new transit related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable the MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system

³ 49 U.S.C. 5326(b), (c), 5329(b), (d).

⁴ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

⁵ 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).

⁶ 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(i)(2)(D) (TIPs) and 23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).

for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP-21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA and FHWA seek comment on the following proposals in this guidance: the determination of specifically designated representatives, the eligibility of representatives of providers of public transportation to serve as specifically designated representatives, and the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation. There is wide variation in transit agency representation among MPOs and in the governance structure of MPOs throughout the country. To accommodate the many existing models of transit agency representation on MPO boards, this proposed guidance proposes flexible approaches for MPOs and providers of public transportation to work together to meet this requirement.

II. Specifically Designated Representatives

MAP-21 requires that by October 1, 2014, MPOs that serve an area designated as a TMA must include local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.⁷ The requirement to include "representation by providers of public transportation" is a new requirement under MAP-21. The FHWA and FTA construe that the intent of this provision is that

⁷ 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

representatives of providers of public transportation, once designated, will have equal decision-making rights and authorities as other members listed in 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.⁸

A public transportation representative on an MPO board is referred to herein as the “specifically designated representative.” A specifically designated representative should be an elected official or a direct representative employed by the agency being represented, such as a member of a public transportation provider’s board of directors, or a senior transit agency official like a chief executive officer or a general manager.

III. Providers of Public Transportation

This guidance proposes that only representation by providers of public transportation that operate in a TMA and are direct recipients⁹ of the Urbanized Area Formula Funding program¹⁰ will satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B).

⁸ While this guidance specifically addresses the new requirement for representation by providers of public transportation, all MPOs that serve a TMA must consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials by October 1, 2014. 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2). Only those MPOs acting pursuant to authority created under State law that was in effect on December 18, 1991, that meet the requirements of 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3), are exempt.

⁹ A direct recipient is defined as a public entity that is legally eligible under Federal transit law to apply for and receive grants directly from FTA.

¹⁰ 49 U.S.C. 5307.

IV. Process for the Selection of Specifically Designated Representatives

The FTA and FHWA's Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. This guidance proposes that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting the specifically designated representative(s) for inclusion on the MPO board and for identifying the representative's role and responsibilities.

V. Role of the Specifically Designated Representative

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of the specifically designated representative. These bylaws should explain the process by which the specifically designated representative will identify transit-related issues for consideration by the full MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how the specifically designated representative(s) will consider the needs of all eligible¹¹

¹¹ Eligible transit agencies are those that are direct recipients of the Urbanized Area Formula Funding program, 49 U.S.C. 5307, and operate in a TMA.

providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

VI. Restructuring MPOs to Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an MPO may be restructured to meet MAP-21's representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. In large MPOs that include numerous municipal jurisdictions and multiple providers of public transportation, FTA and FHWA expect that it would not be practical to allocate separate representation to each provider of public transportation. Consequently, this guidance proposes that an MPO that serves an area designated as a TMA that has multiple providers of public transportation should cooperate¹² with the eligible providers to determine how the MPO will include representation by providers of public transportation.

There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one specifically designated representative must be agreed upon through the cooperative process. The requirement for specifically designated representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation.

¹² Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective. 23 CFR 450.104.

However the representation is ultimately designated, the MPO should provide specifics of the designation in its bylaws, to the extent it has bylaws.

Apart from the requirement for specifically designated representation on the MPO's board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation not given decision-making rights on the MPO's board may hold positions on policy or technical committees.

The FHWA and FTA encourage MPOs, State Departments of Transportation, local stakeholders, and transit providers to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

Peter Rogoff
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