

MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

November 9, 2010
METRO light rail office
101 North First Avenue, Suite 1300, Conference Room
Phoenix, Arizona

MEMBERS ATTENDING

Glendale: Cathy Colbath, Chair

ADOT: Mike Normand

Avondale: Rogene Hill

*Buckeye: Andrea Marquez

Chandler: RJ Zeder

*El Mirage: Pat Dennis

*Gilbert: Tami Ryall

*Goodyear: Cato Esquivel

Maricopa County: Mitch Wagner

Mesa: Jeff Martin for Mike James

*Paradise Valley: William Mead

Peoria: Maher Hazine

Phoenix: Lauri Wingenroth for Debbie
Cotton

*Queen Creek: Wendy Kaserman

Scottsdale: Theresa Huish

Surprise: Jim Swanson for Michael Celaya

Tempe: Robert Yabes for Jyme Sue McLaren

*Tolleson: Chris Hagen

Valley Metro Rail: Wulf Grote

Regional Public Transportation Authority:
Carol Ketcherside

*Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Kevin Wallace, MAG

Marc Pearsall, MAG

Alice Chen, MAG

Jorge Luna, MAG

Eileen Yazzie, MAG

Kristen Sexton, Avondale

Jenna Goad, Glendale

John Farry, METRO

Karl Matzinger, Phoenix

Ken Kessler, Phoenix

Jorie Bresnahan, Phoenix

Bob Antila, Valley Metro-RPTA

Andrew Matusak, Baker

Diane Eidam, Sjoberg Evashenk Consulting

1. Call to Order

The meeting was called to order at 1:32p.m. by Vice Chair Cathy Colbath. Vice Chair Colbath welcomed everyone in attendance, thanked METRO light rail for offering their facilities for the meeting and announced that a quorum was present. She noted that no members were participating via teleconference. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft October 14, 2010 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft October 14, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Colbath called for a motion to approve both draft meeting minutes. Mr. RJ Zeder moved to approve the motion. Ms. Teresa Huish seconded, and the motion passed unanimously.

3. Call to the Audience

Chair Colbath stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transit Program Manager's Report

Mr. Kevin Wallace from MAG stated that there were a few items from the Transit Program Manager's Report this month.

Mr. Wallace reported that the new ADOT RARF Projections forecast was down considerably from the 2009 forecast, with Public Transit Funds (PTF) was down \$420 million for bus programs, \$320 million for rail, and over \$1 billion for freeways over the lifetime of the plan.

He also noted that the Western High Speed Rail Alliance 'The Rail Ahead Conference' in Las Vegas in mid-October, was a success, with over 160 attendees, and 40 speakers and keynote addresses by Secretary of Transportation Ray LaHood and Senator Robert Bennett of Utah. Several MAG member agencies attended the conference, where the USDOT also announced that the Western High Speed Rail Alliance would receive \$1 million from the Federal Rail Administration to plan and study high speed rail in the Intermountain West. He added that the one initial segment that may be studied could be the Las Vegas to Phoenix corridor, or the Phoenix to Los Angeles corridor.

Mr. Wallace mentioned that MAG and ADOT staff met with a senior Amtrak representative on October 27 to discuss Amtrak's current status and future in Arizona. Amtrak mentioned that they were moving forward with plans to improve service in Southern Arizona on the Sunset Limited line and hoped to return to Phoenix in the future, but that those plans had been slowed down while negotiations continued with Union Pacific railroad regarding freight congestion issues on their line between Yuma and Tucson.

Chair Colbath thanked Mr. Wallace for his report and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

5. Peer Region Structured Parking Policy Review

Chair Colbath introduced Marc Pearsall of MAG to brief the committee on the Peer Region Structured Parking Policy Review.

Mr. Pearsall reported that in the summer of 2010, MAG staff was directed by the Transit Committee to identify the criteria used in other regions for providing structured parking at bus park-and-rides. MAG staff contacted eight regions, Dallas, Denver, Los Angeles, Minneapolis, Portland, San Diego, Salt Lake City and Seattle, to collect information regarding the criteria and methodology for planning, site selection, and construction of structured transit parking facilities.

Mr. Pearsall noted that MAG had previously completed the Regional Park and Ride Study in January 2001, which established the following criteria for the MAG Region for the “Characteristics of Successful Park and Ride Lots” including high level of express bus service (every 15 minutes or less during peak period); express transit service available over at least a 3-hour period in AM/PM peak periods; located within close proximity of a freeway or light rail line (1-mile or less); multi-modal connectivity; access to HOV lanes for at least a portion of the bus trip to the final destination; visible location from adjacent arterials (to facilitate marketing and patron safety); parking costs at the destination are substantially higher than the round trip fare; capital cost and overall cost effectiveness; and market-passenger demand.

Mr. Pearsall then referenced tables that reflected both peer region park-and-rides, structured parking facilities, and transit center as well as examples of successful peer region bus-only structured parking facilities. He then gave an overview of common methodologies used by MAG peer region agencies for structured parking policies. He noted that several of existing and new park-and-ride facilities from the eight MAG Peer regions sampled in this analysis included surface parking lots. Structured parking facilities were usually not constructed for bus-only operations, but for major multi-modal stations serving local bus, express bus, and rail services. Agencies surveyed used one basic criterion when evaluating whether to construct structured transit parking facilities--market based demand for transit service.

He also added that information collected from the peer regions would suggest that a MAG Region structured transit parking policy should consist of a balanced mix of the following primary criteria: the facility is included in Regional Transportation Plan(RTP)/Transit Improvement Plan(TIP); passenger demand/market based/transit demand metrics (passenger boardings); minimum level of service (LOS) (local / express frequency)); acceptable cost benefit performance/ return on investment (ROI); and multi-modal transit connections/transit access. He mentioned that other important criteria included: Transit Oriented Development (TOD) opportunities; alternative land use scenarios; proximity to HOV lanes; freeway corridor access (within ¼ mile); and proximity to activity center access (within ¼ mile).

Chair Colbath thanked Mr. Pearsall and asked if there was any discussion or commentary from the Committee.

Mr. Wulf Grote commented that there was a local example of structured transit parking facility, located at McClintock & Apache in Tempe. The facility had been built to serve as a park and ride facility for METRO light rail as well as a transit oriented development opportunity for both commercial and residential use on the rail line. He added that it was built in a joint partnership between the agency(city) and private developers. He noted that economics should be the driving indicator for when a facility makes the most sense to construct and cited an example from Denver RTD, where a two-story structure had been built, but was later enlarged due to its growth in ridership. He mentioned that there is no one size fits all formula for when a region should build a structured parking facility, but that there should be a balanced mix between a designated regional formula-methodology and a case-by-case basis review of each site.

Ms. Rogene Hill agreed with Mr. Grote. She also added that she had concerns that the MAG Region was being compared to these eight 'Peer Regions'. She noted that these areas may not be considered truly peer regions in regards to transit, due to the fact that they all had mature transit systems that had grown over the preceding decades, but that the MAG Region's system was still lacking a true regional level of service. She mentioned that in addition to a balanced mix of criteria for building structured transit parking, future growth opportunities and needs should be looked at, as well as sustainability and TOD opportunities around each facility.

Mr. Wallace thanked the committee for their comments and also noted that the origins of the request for this structured parking policy review came from the Transit Committee's charge to formulate a distribution plan for programming federal funds. He added that the Transit Committee's work to develop a regional set of guidelines and criteria for structured parking and park and ride facilities would greatly aid the endeavor in allocating federal funds.

Mr. Jeff Martin commented that there should be a set of uniform guidelines, as well as a set list of locations for the region to work with. He said that the parking facilities shouldn't build these facilities for the sake of building them. He mentioned that they should be built for regional consistency and cited the Gilbert Park and Ride as an example of a downtown location not built near a freeway corridor. He noted that if park and rides were going to be built jointly near malls or developments, that they should be close in proximity to freeway/HOV corridors.

Mr. RJ Zeder added that it was important that these facilities should have a threshold for the amount of both public and private investments and contributions, as well as a way to gauge the use of the facilities so that they were not sitting empty. He noted that joint use facilities with private developments should not inadvertently leave the general public with an overall financial burden and asked what the federal guidelines were for public private partnerships. Discussion followed.

Mr. Mike Normand noted that the cost per parking space for these parking facilities would be very high for structured versus surface lots, and that large traffic and ridership demand would be the only way to justify their construction. Mr. Grote added that the Federal Transit Administration would require a transit demand analysis for an facility funded with federal

dollars. He explained that the FTA would want to see a thirty year level of growth programmed into the facility before it could render it a worthy project for funding. Discussion followed.

Mr. Pearsall stated that as requested, he would return at a future meeting with a comprehensive listing of the peer region agencies Return On Investment (ROI) / cost benefit criteria used for their structured parking facilities.

Chair Colbath thanked Mr. Pearsall for his presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

6. Project Change Request to the Federal Fiscal Year 2010 Program of Projects

Chair Colbath introduced Eileen Yazzie of MAG to present an update on Project Change Request to the Federal Fiscal Year 2010 Program of Projects

Ms. Yazzie noted that she did not have a Powerpoint presentation, but referred to the revised table and summary transmittal that was emailed to the Committee members prior to the meeting. She mentioned that there were a total of seven projects included on the list, with six belonging to City of Phoenix and one belonging to Valley Metro/RPTA and continued to describe the details of the included table. Ms. Yazzie explained that City of Phoenix requested to delete a maintenance facility upgrade project, funded with FY2010 5307 funds, and replace it with a vehicle management system upgrade project and the 24th Street park-and-ride lot construction project. She said that the 5307 funds were made available to the City of Phoenix via a regional funding exchange between CMAQ, local, and 5307 for City of Phoenix rail and bus projects as documented in the 2007 Regional Transportation Plan (RTP). Ms. Yazzie added that the project change request would complete the regional funding exchange with the City of Phoenix.

Ms. Yazzie noted that the item was on the agenda for possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects.

Ms. Hill offered a motion to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects. Mr. Grote seconded, and the motion passed unanimously.

Chair Colbath thanked Ms. Yazzie for her presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

7. 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventative Maintenance

Chair Colbath introduced Mr. Jorge Luna from MAG to present an update on 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventative Maintenance.

Mr. Luna noted that the request to address the distribution of 5307 funds for preventive maintenance (PM) came from the July Regional Council action requesting amendments/administrative modifications no later than December 2010. He noted that on October 14, 2010, the Transit Committee was presented with three different distribution methodologies for preventive maintenance (PM) for 5307 funds. At that meeting, the committee requested additional information about distribution methodologies, specifically peer regions and other operation data inputs.

Mr. Luna explained the five 5307 Distribution Methodologies options before the Transit Committee were based on vehicle revenue miles, operating expenses, locally developed ARRA unspent funds operating distribution, mode split by revenue miles with various distribution methodologies for bus, and no mode split. He added that the possible action was to recommend approval of a methodology for distributing 5307 federal funds for preventive maintenance. Mr. Luna explained that the methodology could be reviewed and updated annually to coincide with the latest National Transit Database information and the fiscal year apportionments, and that the Transit Committee could also recommend modifying/amending the FY2011-2015 MAG TIP as appropriate.

Chair Colbath thanked Mr. Luna and asked if there was any discussion or commentary from the Committee. At length discussion followed on service levels, different options in providing funding for taxis, demand response, ADA service, jurisdictional vehicle ownership and revenue miles.

Mr. Wallace noted that as this agenda item was presented after receiving direction from the informal transit operators working group. He added that it was the most effective way that the Committee could gather the most correct and up-to-date information, from those service providers in the MAG Region. Further discussion and commentary followed on the methodology of using revenue miles, the redistribution of funds and its effect on local budget forecasting, dial-a-ride service, and the use of National Transit Database (NTD).

After further discussion, and citing a December deadline for decision by the Transit Committee, Chair Colbath asked the members if there was consensus on any of the five the distribution scenarios presented today for Preventative Maintenance. A majority of the members suggested that MAG staff meet once more with the informal operators working group so that additional scenarios could be explored. She noted that this information would be brought forward at the December 9, 2010 meeting, where the Transit Committee would take final action on a preferred distribution scenario for 5307 Urbanized Area Formula Funds for Preventative Maintenance.

Chair Colbath thanked Mr. Luna for his presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

8. Quarterly Status Report on Federal Grant Activity

Chair Colbath referred the Committee members to their agenda attachment and noted that Ken Kessler of City of Phoenix was available to answer any questions on the agenda item, the

Quarterly Status Report on Federal Grant Activity. She noted that at the request of the Transit Committee, the City of Phoenix was providing ongoing, quarterly updates on the status of existing federal grants. Mr. Martin thanked the City of Phoenix staff for the quality and timeliness of the information.

Chair Colbath asked if there were any further questions or comments from the Committee. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chair Colbath asked the members of the Committee if there were any issues that they would like added as future agenda items. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Colbath thanked those present for attending the MAG Transit Committee meeting and thanked METRO light rail and staff for hosting the November meeting. She announced that the next meeting of the MAG Transit Committee would be held on Thursday December 9, 2010 at 1:30pm in the MAG Saguaro conference room. There being no further business, Chair Colbath adjourned the meeting at 2:50 p.m.