

MEETING MINUTES  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

January 13, 2011  
Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Cholla Room  
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair  
ADOT: Teri Kennedy for Mike Normand  
Avondale: Rogene Hill  
#Buckeye: Sean Banda for Andrea Marquez  
Chandler: RJ Zeder  
El Mirage: Leah Hubbard  
Gilbert: Ken Maruyama  
Glendale: Cathy Colbath  
Goodyear: Christine McMurdy for  
Cato Esquivel  
\*Maricopa County: Mitch Wagner  
Mesa: Jeff Martin for Mike James

\*Paradise Valley: William Mead  
Peoria: David Moody for Maher Hazine  
Queen Creek: Tom Condit  
Scottsdale: Theresa Huish  
#Surprise: Michael Celaya  
Tempe: Robert Yabes for Jyme Sue McLaren  
\*Tolleson: Chris Hagen  
Valley Metro Rail: Wulf Grote  
Youngtown: Grant Anderson  
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  
Monique de los Rios-Urban, MAG  
Alice Chen, MAG  
DeDe Gaisthea, MAG  
Jorge Luna, MAG  
Nathan Pryor, MAG  
Eileen Yazzie, MAG

Kristen Sexton, Avondale  
Rean Peters, Glendale  
Maher Hazine, Peoria  
Jorie Bresnahan, Phoenix  
Ken Kessler, Phoenix  
Kini Knudson, Phoenix  
Karl Matzinger, Phoenix  
Tom Remes, Phoenix  
Dave Moody, Peoria  
Bob Antila, Valley Metro-RPTA

## 1. Call to Order

The meeting was called to order at 10:00a.m. by Chair Debbie Cotton. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She welcomed Grant Anderson to the Committee, and noted that Mr. Anderson would be representing the Town of Youngtown. She then noted that two members were participating via teleconference, Mr. Michael Celaya and Mr. Sean Banda. Chair Cotton asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

## 2. Approval of Draft December 9, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the Draft December 9, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve both draft meeting minutes. Mr. Jeff Martin moved to approve the motion. Mr. David Moody seconded, and the motion passed unanimously.

## 3. Call to the Audience

Chair Cotton 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 stated that there were two items to report on this month.

He noted that the draft Arizona State Rail Plan was submitted to the State Transportation Board(STB) on January 10<sup>th</sup> for their review. The STB was to comment on the document and then ADOT would prepare a final version for submittal in spring 2011 to the Federal Railroad Administration(FRA). The State Rail Plan allowed for the State of Arizona to participate in FRA competitive funding grant requests for freight and passenger rail projects and programs.

Mr. Wallace reported that the RPTA would be hosting a grand opening celebration for the new Arizona Avenue/Country Club LINK bus service on Wednesday January 19<sup>th</sup> at 2pm. He said that the public kickoff event was to commence at the northeast corner of Arizona Avenue and Chandler Blvd. and added a congratulations to all the RPTA, City of Chandler and regional members who were involved in making the project a reality.

Chair Cotton thanked Mr. Wallace for his report and asked if there were any further questions or comments. Hearing none, Chair Cotton proceeded to the next item on the agenda.

5. 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventive Maintenance

Chair Cotton introduced Jorge Luna of MAG to brief the committee on the 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventive Maintenance.

Mr. Luna presented an update on 5307 Urbanized Area Formula Funds distribution methodology for Preventive Maintenance (PM). He noted that this item was on hold until the members of the informal Transit Operators Working Group could meet one more time in order to get additional information on policy issues from the MAG Transportation Policy Committee (TPC) on guidance in relation to federal funds and their relation to the TLCP.

He noted that once they received direction and input from the TPC, they would reconvene and be able to bring back some information to the Transit Committee. The next meeting of the TPC was on February 16<sup>th</sup>, so an update would be presented thereafter to the Transit Committee. He added that the December Transit Committee recommendation on 5307 funds for FY2011 was made by a non-precedent setting motion, and would be heard by the Transit Review Committee (TRC) on January 27<sup>th</sup>.

Chair Cotton thanked Mr. Luna for his presentation and asked if there any questions or comments.

Ms. Carol Ketcherside asked Mr. Luna to summarize what the policy issues were that would go to the TPC. Mr. Luna replied that the TPC would be discussing how regional funds are distributed and to stipulate what the intent of the RTP was for regional fund usage. Mr. Wallace clarified that the informal Transit Operators Working Group had made progress on this issue after three or four meetings, but that policy direction from TPC on a variety of issues related to 5307 and 5309 distribution was needed. Ms. Rogene Hill expressed concern about whether the TPC would have sufficient information available to provide the appropriate policy direction. Mr. Wallace assured the members that the TPC would be provided with a comprehensive background of the issues, their effect on transit, and the concerns of the informal Transit Operators Working Group. Mr. Moody asked whether the Transit Committee would have an opportunity to review and comment on the information provided to the TPC in advance. Mr. Wallace indicated that typically policy issues went directly to the TPC, but that MAG staff would consider the request. Discussion followed.

Mr. Luna offered further insight into the issue by noting that the issues before the TPC would be policies regarding the distribution of federal formula funds as outlined in the RTP, namely PM funds and concerns over how to distribute PM revenue miles. The TPC would be asked to weigh in on those issues so that the informal Transit Operators Working Group could proceed. Discussion followed.

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

## 6. Sustainable Transportation and Land Use Integration Study

Chair Cotton introduced Mr. Kevin Wallace to brief the committee on the new Sustainable Transportation and Land Use Integration Study. Mr. Wallace provided an overview and proceeded with a visual presentation. He noted that this study was a direct result of the 2010 Regional Transit Framework Study. Specifically, he indicated that some of the member jurisdictions had asked how land use changes might impact future recommendations related to high capacity transit for the region.

Mr. Wallace mentioned that the study was quite different from previous studies because it would include sustainability and the interrelationships between transportation and land use. He then proceeded with an overview of the scope of work for the project, including an early work elements to define ‘sustainable transportation’ for the region. Mr. Wallace explained that the study would include best practice recommendations for enhancing the land use-transportation connection, defining development patterns and densities necessary to support high capacity transit, and evaluating the economic viability of the land use alternatives.

Mr. Wallace noted that there would be a stakeholders group to help guide the study and an expert review panel to provide feedback on various study elements. Mr. Wallace then explained that the study would include a base case scenario and three alternative development scenarios. Mr. Wallace noted that existing MAG socioeconomic and travel forecasting tools would be utilized in coordination with a new socioeconomic tool developed specifically for this study, I-Place<sup>3</sup>s. Mr. Wallace then discussed how I-Place<sup>3</sup>s would be utilized in the scenario modeling process.

Mr. Wallace explained that the study would focus on developing tools to assist MAG member agencies interested in creating Transit Oriented Development (TOD) around high capacity transit corridors. He noted that the study recommendations would identify the full spectrum of policies, programs, and tools necessary for land use densities and patterns, local transit, walkability, etc. In particular, the I-Place<sup>3</sup>s model could be utilized by member agencies in the future, and could be implemented as an Internet based application, although that element had not been included in the consultant scope of work at this point. He also mentioned a project evaluation tool would be developed to assist in selecting and prioritizing future high capacity transit corridors.

Regarding schedule, Mr. Wallace noted that the notice to proceed was issued in November 2010 and the study process was pegged at an 18-month duration. He mentioned work to date had focused on data collection and development of a refined scope of work. He noted that there would be five stakeholder meetings throughout the study, the first had been scheduled for February 10<sup>th</sup> at 2pm in the MAG Saguario Room. He also added that two forums would be held to bring the transit, development, banking, and other industries together to broaden the discussion on the issues surrounding sustainable transportation. He noted that the first forum would occur in the May time frame, with a followup forum featuring recommendations at a later date.

Chair Cotton thanked Mr. Wallace for his presentation and asked if there any questions or comments.

Mr. Wulf Grote commented that METRO would be working on studies along Arizona Avenue in Chandler and Central Avenue in Phoenix that would be coordinated with this study.

Mr. Jeff Martin commented that he believed the study was a fantastic opportunity for the region. He noted the work being done in Chandler on the Arizona Avenue Corridor, as well as this study, would allow communities to make long-term commitments to high capacity corridors and their overall development. He also noted that there may be opportunities to use sample corridors, such as South Central in Phoenix and Arizona Avenue in Chandler as test cases studies for the I-Place<sup>3</sup>'s model.

Ms. Hill inquired as to the membership profile for the stakeholders group. Mr. Wallace noted that there would be a letter going out in the coming week to the MAG Management Committee requesting participation. Ms. Hill noted that Avondale was not a member of METRO, and as such didn't have a similar study underway. She asked if Avondale or other cities decided to conduct a similar study if MAG would also interface with these studies. Mr. Wallace indicated that MAG would coordinate with other similar studies.

Mr. Robert Yabes asked if there would be a technical committee for the study. Mr. Wallace replied that the stakeholders group would act as the advisory body for the duration of the study.

Chair Cotton stated that she hoped that MAG would be reaching out to planning and economic development department staff members. She endorsed the need to have all departments and agencies on the same page as MAG moves forward on this vital study. Ms. Hill commented that she wanted to ensure that the consultant would be gathering the most up to date, accurate data from the communities related to their general plans. Mr. Wallace replied that MAG would ensure that the consultants were using up to date information from the communities, although several jurisdictions would be updating their plans during the study process. Discussion followed on updated general plans.

Chair Cotton inquired as to when this new study would be heard and reviewed by the regional policy makers. Mr. Wallace replied that a study update would be provided to the various MAG committees later in the spring.

Chair Cotton thanked Mr. Wallace for his presentation and asked if there were any further questions. Hearing none, Chair Cotton proceeded to the next item on the agenda.

7. Peer Region Structured Parking Policy - Return On Investment (ROI) Summary Update

Chair Cotton introduced Mr. Marc Pearsall of MAG to brief the committee on the Peer Region Structured Parking Policies.

Mr. Pearsall noted that this was a followup report to a November presentation requested by the Transit Committee. He noted that MAG staff was directed by the Transit Committee in the summer of 2010 to identify the criteria used in other regions for providing structured parking at bus park-and-rides, and at the November Transit Committee meeting, members requested additional information concerning Peer Regions Return on Investment (ROI) criteria for structured parking, if any, for presentation to the Committee.

Mr. Pearsall noted that follow-up discussions with a variety of these peer regions (Denver, Minneapolis, Portland and Seattle) reflected a limited focus on ROI when quantifying the construction of new structured parking facilities. He added that the consistent theme between the agencies that responded was that ROI was traditionally gauged and linked overall to the general health of the total transit system, not specific structures. He explained that ROI was focused exclusively on immediate or long-lasting, indirect investment that public transit may provide; namely higher wages and private sector generated tax revenue. He specified that a common industry survey reported that a \$10 million in public transit capital investment translated into 350 higher wage jobs and \$30-40 million in business-sales tax generation.

Mr Pearsall cited examples within the sample review and explained that the Denver-RTD region measured ROI by permitting the agency to deem projects cost effective to build structured parking facilities when land costs exceeded \$15.03 per square foot. The Minneapolis Metro Transit region viewed ROI cost effectiveness with an eye towards a public-private partnership's capital contributions of over 50% to structured, mixed-use transit facility. In Portland, Tri-Met had engaged in a unique initiative that allowed for design-build of their Yellow Line LRT extension and station-parking facilities to the airport under a large public/private partnership. The private sector (Bechtel) was permitted to contribute 25% of the total project funding in return for exclusive development rights to the Port Authority Cascades site near Portland's International airport. Lastly, he noted that Seattle's Sound Transit 2 initiative allowed public/private partnerships that permitted the agency to use private funds for current transit parking facilities, thus allowing currently limited or constrained public transit funds to be deferred for future use.

Mr. Pearsall summarized that as there was no one criteria for return on investment from the peer review sample, MAG staff was requesting direction from the Transit Committee on this topic as well as whether to proceed with perhaps drafting a policy on the issue of regional structured parking.

Chair Cotton thanked Mr. Pearsall for his presentation and asked if there were any further questions or comments.

Mr. Moody asked the committee how the region should move forward with this information. He noted that there may be opportunities to establish criteria on structured parking in the future, but advocated not delving into the issue until some of the other regional studies were completed and given that some member cities' structured facilities were not yet completed.

Ms. Hill agreed with Mr. Moody that the region had a long way to go in understanding transit and sustainability issues and that prematurely constraining individual efforts on structured parking was not in the best interest of the region at this time.

Mr. Grant Anderson added that he did believe it was best not to act prematurely on this issue, but that the region should be aware of potential federal funding directed at parking facilities and surface transit park and ride parking lots. He noted that there may be future funding opportunities in the next wave of federal funding, but he said there was value in the analysis presented before the committee as it moves forward.

Mr. Martin noted that this discussion came about originally in 2010 due to the request for funds for a specific structured parking facility. He noted that it was still a valid issue and since there were limited transit resources, there was risk in overspending on structured parking facilities when there had been recent severe cuts in bus service. He felt that it was important to continue to take a look at this issue and to make a decision on a regional level. Ms. Hill advocated the value of public private partnerships when discussing structured parking facilities. Discussion followed.

Mr. Grote endorsed looking at structure parking on a case by case basis, instead of a rigid uniform standard. He also advocated using federal guidelines in the review of the facilities. Mr. Martin concurred and discussion followed. Mr. Wallace noted that the MAG research did show that structured transit parking facilities for bus-only systems was uncommon in the transit industry and this was important to keep in mind as the committee proceeds with potentially establishing a policy.

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

#### 8. Request for Future Agenda Items

Chair Cotton asked the members of the Committee if there were any issues that they would like added as future agenda items.

Mr. Jeff Martin commented that he had attended the State Transportation Board meeting regarding the State Rail Plan. He noted that some of the discussion at the meeting focused on the fact that in five or six years ADOT wouldn't have enough funding to build new projects, and would only have funding maintain existing facilities. He added that ADOT was discussing issues that may have huge financial impacts on the MAG region, depending on how the funding scenarios are used to shore up the state budget. He noted that if some of the State Rail Plan was implemented, namely the multi-billion dollar Phoenix-Tucson intercity rail project, there would be funding requirements for the region while we already have many of the projects committed for years. He mentioned that some of those new projects could actually compete with MAG Region projects, especially if there is a sweep of funding by the legislature.

He recommended that a conversation between MAG and ADOT on the issues should take place to address the concerns of potential huge financial impacts on the MAG Region, at a time

of drastic transit cutbacks. He recalled that the Time Coalition in 2008 included virtually no MAG Region input in their attempt at a statewide ballot initiative, and cautioned that regional transportation planning would have been in the hands of the State had it been successful.

Chair Cotton requested that MAG staff bring the structured parking policy discussion back to the Transit Committee in the future in order to further evaluate the direction and position the region should take on the issue. She noted that there were elements that the Committee was interested in, such as following federal guidelines as well as reviewing each park and ride on a case by case basis, which could be embedded into a regional policy. She asked that MAG compile a summary report that could be presented to the Transit Committee for a future action item in order to get the region on the record for this issue so that it does not remain unresolved.

Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

9. Next Meeting Date

Chair Cotton thanked those present for attending the MAG Transit Committee meeting. She announced that the next meeting of the MAG Transit Committee would be held on Thursday February 10, 2011 at 10:00 a.m. in the MAG Cholla room. There being no further business, Chair Cotton adjourned the meeting at 11:04 a.m.