

MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

February 10, 2011
Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Cholla Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair	*Paradise Valley: William Mead
ADOT: Mike Normand	Peoria: Maher Hazine
Avondale: Rogene Hill	Queen Creek: Tom Condit
#Buckeye: Sean Banda for Andrea Marquez	Scottsdale: Theresa Huish
Chandler: RJ Zeder	Surprise: David Kohlbeck for Michael Celaya
*El Mirage: Leah Hubbard	Tempe: Greg Jordan for Jyme Sue McLaren
*Gilbert: Ken Maruyama	*Tolleson: Chris Hagen
Glendale: Cathy Colbath	Valley Metro Rail: Ben Limmer for Wulf Grote
Goodyear: Christine McMurdy for Cato Esquivel	Youngtown: Grant Anderson
Maricopa County: Mitch Wagner	Regional Public Transportation Authority: Paul Hodgins for Carol Ketcherside
Mesa: Jeff Martin for Mike James	

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

OTHERS PRESENT

Kevin Wallace, MAG	Kristen Sexton, Avondale
Marc Pearsall, MAG	Jeff Martin, Mesa
Eric Anderson, MAG	David Moody, Peoria
Alice Chen, MAG	Jorie Bresnahan, Phoenix
Micah Henry, MAG	Ken Kessler, Phoenix
Jorge Luna, MAG	Karl Matzinger, Phoenix
Nathan Pryor, MAG	Tom Remes, Phoenix
Eileen Yazzie, MAG	Julie Augeri, TSA-Phoenix
	Brian Towle, TSA-Phoenix
	Karen Savage, Surprise
	John Farry, METRO
	Bob Antila, Valley Metro-RPTA
	Mark Shorett, ARUP
	Bob Reiss, Gannett Fleming

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 noted that one member was participating via teleconference, 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 January 13, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the Draft January 13, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve the draft meeting minutes. Mr. RJ Zeder moved to approve the motion. Mr. Grant Anderson 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 noted that on the regional financial picture, there was some good news to report. The MAG Region had three months of positive sales tax revenues (October through December), with December up 2.7% over the previous year of 2009. This was a positive trend after a few years of decline. He also reminded the members that the next meeting of the Transit Committee on March 10th would actually take place in the Saguaro Room instead of the usual Cholla Room. 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. Update on Transit Programming and Preventive Maintenance

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

Mr. Luna noted that his presentation was an update on 5307 Urbanized Area Formula Funds distribution methodology for Preventive Maintenance(PM) as well as an information review from the most recent informal Transit Operators Working Group meeting. He referred to the agenda attachment which showed the progress made since last fall by the Transit Operators Working Group on the distribution methodology for Preventive Maintenance(PM).

Mr. Luna explained that due to Transit Life Cycle Program (TLCP) project deletions and deferments, American Recovery and Reinvestment Act (ARM) funding, and budget reductions of both local and regional funding sources, about \$30 million of 5307 federal formula funds were programmed for regionwide preventive maintenance (PM) as a placeholder in the FY2011-2015 MAG TIP.

He mentioned that of the \$30 million available, the Regional Council approved \$11.7 million for FY2011, and \$11.5 million for FY2012. He noted that in December 2010, the Transit Committee recommended a non precedent setting distribution of the 5307 funds for PM, only for FY2011. The distribution methodology included maintaining the current PM allocations as shown in the TIP for FY2011 and distributing the additional PM funds to all eligible transit operators in the region based on a 2-tiered methodology. He noted that the Transit Committee also recommended that the region's transit operators meet again in order to evaluate alternatives and recommend a transparent, data-driven, and regionally equitable method for allocating future year federal funds for PM.. He added that in January 2010, the informal Transit Operators Working Group met to discuss scenarios on how to distribute 5307 federal funds for PM by using a time line to phase out the old PM distribution percentages, while phasing in new PM distribution methodology and whether the inclusion of non-vehicle factor in the new PM distribution methodology.

Mr. Luna explained that a majority of the operators supported phasing out the current allocation percentages in twenty-five percent increments beginning in FY2012. Pertaining to the new proposed distribution methodology, there was general support from the group to include passenger miles as well as the need to update the distribution methodology on a yearly basis using the latest National Transit Database (NTD) data. The group also discussed if the new PM distribution methodology should account for non-vehicle PM expenditures (e.g. facilities). It was noted that the overall need for PM (vehicle and non-vehicle) in the region far exceeded not only the current PM TIP allocated amounts, but also the total 5307 funds allocated to the region. Due to this, the group agreed that at this time non-vehicle expenditures should not be taken into consideration in the new PM distribution methodology.

Mr. Luna explained that the next steps for the PM distribution methodology for future years had been placed on hold. This was done in order to get overall policy direction from MAG Transportation Policy Committee (TPC) regarding federal funds and the federal fund programming guidelines. He pointed to a variety of policy questions that would be referred to the TPC during the February meeting.

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

Mr. Maher Hazine asked for clarification on distinguishing between ADA and non-ADA, and noted that if the region selected passenger and revenue miles, the methodology for Dial-a-Ride (DAR) service should be looked at separately due to the constraints and needs of some of the DAR customers. Additional discussion followed on passenger and revenue miles.

Mr. Greg Jordan inquired as to when the Transit Committee would be permitted to review the policy questions that would be presented to the Transportation Policy Committee. Ms. Eileen Yazzie replied that the TPC's agenda item in the following week would be for information and discussion only, so it was anticipated that the TPC would ask for additional information on three issues from the Transit Committee prior to making any decisions or taking any action in the future. Discussion followed on policy advisement to the TPC and ensuring that the TPC members were fully advised of all the components of transit issues.

Mr. Eric Anderson addressed Transit Committee regarding the process for policy related issues. He noted that the challenge before the MAG Transportation Policy Committee was that it had essentially been tasked with replicated the policy making role it took in 2002-2003 when crafting and building the original Regional Transportation Plan. The TPC was the lead agency in determining what was included in the RTP. The recommendations put forth by the TPC in 2002-2003 were then presented to the MAG Committee process, specifically TRC, Management and Regional Council, with feedback from those committees were sent back to TPC for further consideration. He noted that this process and format ensured that the policy makers were in charge of establishing the RTP.

Mr. Anderson also explained that in the RTP there was explicit language within the plan that prohibits regional funds from being utilized for non-ADA dial-a-ride. He added that times had changed in the succeeding decade and that the region should review these assumptions and be fully prepared to discuss the different modes and options for transit. He reiterated that we should ensure that the regional policy makers are aligned with what their own technical advisors are recommending regarding funding allocations, most notably 5307 funds. He noted that the Transportation Policy Committee, through MAG staff presentations and communications, were fully aware of the different options available, the Transit Committee may be asked for further technical input on these issues. Some in the region wanted to remind each committee of their role, and while the Transit Committee is a technical advisory committee, it is not the designated policy making committee at MAG. Additional brief comments followed.

Chair Cotton thanked Mr. Luna, Ms. Yazzie and Mr. Anderson for their presentations and discussion 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. Update on Passenger Rail Planning Activities

Chair Cotton introduced Marc Pearsall of MAG to brief the committee on the Western High Speed Rail Alliance/State Rail Plan Update.

Mr. Pearsall noted that the MAG Executive Committee requested a report on how the State Rail Plan was to coordinate with the Western High Speed Rail Alliance (WHSRA) initiatives. WHSRA, of which MAG is a member, the Nevada Department of Transportation (NDOT) and

the Regional Transportation Commission of Southern Nevada (Las Vegas) had made progress in working with the Federal Railroad Administration (FRA) on the pending high speed rail studies. Funding had been allocated by the FRA in late 2010 for high speed rail corridor studies between Phoenix, Los Angeles and Las Vegas, also known as the Golden Triangle, and additional details were forthcoming at a future Transit Committee meeting. Mr. Pearsall noted that all Golden Triangle rail study efforts were to be managed through the Nevada DOT on behalf of the WHSRA, and then discussed the DesertXpress rail line between Victorville, California, and Las Vegas, Nevada.

Mr. Pearsall stated that MAG is also coordinating with the Arizona Department of Transportation (ADOT) to assist in implementing the MAG region's goals and objectives as identified within the new ADOT/BQAZ State Rail Plan. He explained that a completed State Rail Plan was a federal requirement for federal funding participation. The final draft of the State Rail Plan was presented to the State Transportation Board on January 10, 2011, and comments and suggestions from the Board were to be incorporated into the document and the final report will be submitted to the FRA in spring/summer 2011, with a concurrent public release. The FRA had encouraged that the plan be updated and revised annually by ADOT, as it was considered a dynamic, ever-changing document. Chair Cotton thanked Mr. Pearsall for his presentation and asked if there were any further questions. Hearing none, Chair Cotton proceeded to the next item on the agenda.

7. 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 explained that the first Stakeholders Group meeting for Sustainable Transportation and Land Use Integration Study would commence at MAG that afternoon at 2:00 p.m. in the Saguaro Room. He noted the topics and agenda items that would be featured at the Stakeholders Group, including. Mr. Wallace then introduced Project Manager Mark Shorett of Arup, who would provide an overview of the study.

Mr. Shorett presented a series of peer region case studies that Arup had investigated for this study, including Denver, Colorado; Perth, Western Australia; and the Rosslyn/Ballston corridor in the Washington DC metropolitan area. Discussions followed on multi-modal corridor planning, transit-oriented development, market-based approaches and the award-winning Perth TravelSmart program.

After providing his overview, Mr. Shorett asked if there were any questions or comments. Mr. Wallace added that one of the primary reasons for the long range study was to look at a market-based approach in gauging general interest in sustainability, where transit corridors, transit oriented development and other improvements could be made for the MAG Region. Mr. Shorett explained that throughout the study, Stakeholder input and data collection would help craft a transit score card, which would help define Sustainable Transportation that best

suits the MAG Region. He also cited a study from Strategic Economics on regional demand for transit oriented development. Strategic Economics was on the study team and their expertise was used to gauge market potential for TOD in the MAG Region.

Mr. Grant Anderson inquired on what peer regions, namely Denver, did to change in their overall land use and previous plans to allow for sustainable development in their current and future plans. Mr. Shorett noted that one of the goals of the research would be to include information on which regions had demonstrable results from those changes, and then track back how they arrived at those results. He noted that such items as integrated corridor planning could be included in a summary of overall successful policies that were adopted by those regions. Ms. Christine McMurdy asked how each community and region paid for the transit improvements. Mr. Wallace noted that both the Dallas and Denver regions had a one cent sales tax dedicated for transit capital and operating costs. Discussion on sustainability funding initiatives, best practices of peer regions and comments on the potential components on a future RTP followed.

Chair Cotton suggested that the MAG study efforts should be coordinated with the Arizona Transit Association (AzTA) and their efforts to broaden the goals of sustainable transportation and transit within the Region. She added that cross-attendance and joint meetings would be an efficient way to share the progress of each group.

Mr. Banda noted that he was unable to access the presentations from the MAG website. Chair Cotton noted that the MAG staff would endeavor to correct the error and would contact Mr. Banda directly and ensure access to the documents in a timely manner in the future.

Chair Cotton thanked Mr. Wallace and Mr. Shorett for their presentations and asked if there were any further questions. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

8. Quarterly Status Report on Federal Grant Activity

Chair Cotton noted that Mr. Ken Kessler of the City of Phoenix Transit Department was present to answer committee questions for the Quarterly Status Report on Federal Grant Activity. She asked if there were any questions or comments on the agenda item.

Mr. Hazine referred to line item AZ90088 in the report wherein there was pending evaluation of need for two vehicles for the City of Peoria. He noted that Peoria would indeed require the purchase of the two vehicles and was currently working with RPTA to utilize surplus Sun City Area Transit (SCAT) fleet to fulfill their needs.

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

9. 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 requested that transit 'visioning' be discussed at a future meeting. Mr. Paul Hodgins requested information on the proposed transit projects in the FY2012 UPWP and whether they would be coming through the Transit Committee. Mr. Wallace affirmed that they would. Mr. Hodgins also requested that newly released 2010 Census data be shared with the MAG Region agencies as soon as it became available. He noted that this was important so that the census' effects and impacts on transit related issues, such as federal apportionment, formulas, and service levels in the MAG Region, could be understood.

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.

10. 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, March 10, 2011 at 10:00 a.m. in the MAG Cholla Room. There being no further business, Chair Cotton adjourned the meeting at 11:05 a.m.