

MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

May 13, 2010
Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair	*Paradise Valley: William Mead
ADOT: Mike Normand	Peoria: David Moody for Maher Hazine
Avondale: Rogene Hill	*Queen Creek: Wendy Kaserman
#Buckeye: Andrea Marquez	Scottsdale: Theresa Huish
*Chandler: RJ Zeder	*Surprise: Michael Celaya
El Mirage: Pat Dennis	Tempe: Jyme Sue McLaren
Gilbert: Ken Maruyama for Tami Ryall	#Tolleson: Chris Hagen
Glendale: Cathy Colbath	Valley Metro Rail: Jim Mathien for Wulf Grote
Goodyear: Cato Esquivel	Regional Public Transportation Authority: Bryan Jungwirth for Carol Ketcherside
Maricopa County: Mitch Wagner	
Mesa: Mike James	

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

OTHERS PRESENT

Kevin Wallace, MAG	Jeff Martin, Mesa
Marc Pearsall, MAG	Jorie Bresnahan, Phoenix
Alice Chen, MAG	Stephanie Child, Phoenix
Maureen DeCindis, MAG	Kini Knudson, Phoenix
Steve Tate, MAG	Jorge Luna, Phoenix
Eileen Yazzie, MAG	Lauri Wingenroth, Phoenix
Kristen Sexton, Avondale	Bob Antila, RPTA
Jenna Goad, Glendale	Jim Swanson, Surprise

1. Call to Order

The meeting was called to order at 1:33p.m. by Chair Debbie Cotton of the City of Phoenix. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced two members of the Transit Committee, Committee members Ms. Andrea Marquez of the Town of Buckeye and Ms. Chris Hagen of the City of Tolleson who were participating via teleconference. Chair Cotton proceeded to the next item on the agenda.

2. Approval of Draft April 8, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the April 8, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve the draft minutes as amended. Mr. Dave Moody of the City of Peoria moved to approve the minutes. Mr. Mike Normand of ADOT 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

Chair Cotton introduced Mr. Kevin Wallace of MAG for the Transit Program Manager's Report agenda item. Mr. Wallace explained that there were a few items to report. The first was the Transit Committee would receive an update on the Tempe South Alternatives Analysis from Wulf Grote at the June meeting as well as an update on the federal transit administration grant process from the City of Phoenix.

Mr. Wallace noted that as the MAG Region was developing the TIP Program a few months ago, member agencies requested to have transit program policy discussions during the transit programming process this fall. One candidate topic would be a regional policy regarding structured parking. Mr. Wallace added that MAG would form a working group on the transit programming process to discuss this and other policy issues in the August time frame.

Mr. Wallace discussed that MAG was still waiting on the FY10 Federal funding apportionments for the Program of Projects and noted that when MAG receives this report, it would be brought to the Committee for review. He also explained Senate Bill 1063 was signed by Governor Brewer on April 28, 2010, and that it was now state law. He explained that the SB 1063 pertained to, defined and clarified transit planning roles and responsibilities for the various MAG region agencies.

Mr. Wallace also explained that the Sustainable Transportation & Land Use Integration Study would be ready for FY11. The study's purpose was to review changing land use along transit, high capacity and commuter rail corridors established in the MAG Regional Transit Framework Study and MAG System Commuter Rail Studies. He noted that the study could look into the possible improvements that could be implemented to increase the efficiency of transit use in those corridors. He added that MAG would have an open meeting to discuss description and scope of work elements, with open input from various member agencies on what elements could be a part of the study.

Mr. Wallace closed with a reminder that there was a current information request out to member agencies for transportation revenue and expenditure data. He explained that some of the agencies had returned this info to MAG, but requested that all agencies should return this information as soon as possible as it was an important step the region needed to take in demonstrating financial constraint to our federal agencies for our TIP and plans.

Chair Cotton asked if there were any questions for Mr. Wallace. Mr. Mike James of the City of Mesa requested a clarification and elaboration on the parking structure issue. Mr. Wallace explained that the goal of the working group this Fall would be to begin discussions on regional parking structure policy, as well as a number of other policies and issues, in context of the TIP programming procedures and how the region prioritized projects. He noted that MAG staff was researching peer region parking structure policies and would have a summary available for the working group in the future.

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

5. Project Change Requests to the FY 2008-20 12 MAG Transportation Improvement Program

Mr. Wallace introduced Ms. Alice Chen of MAG to explain Project Change Requests to the FY 2008-20 12 MAG Transportation Improvement Program.

Ms. Chen explained that the item was on the agenda for information, discussion and action and referred to the attachment-handout that included a list of ten Project Change Requests items. She noted that the first two items were City Of Phoenix projects that were not moving forward at this time, so those funds were allocated to two preventative maintenance items. She explained that the Valley Metro Rail project items were not eligible for CMAQ operating funds as those funds could only be used for startup service, that the Goodyear bus purchase was deleted due to lack of local operating funds, and that RPTA/Valley Metro would be reimbursed for only five buses in its fleet, with the funding remainder allocated to preventative maintenance. She noted that this project change request was time sensitive due to the ending fiscal year.

Chair Cotton asked if there were any questions for Ms. Chen.

Ms. Jyme Sue McLaren of the City of Tempe asked if the deferred Valley Metro Rail project was deleted, would the obligation for those operating funds be returned to the local jurisdiction that operated rail. She also asked if those funds were allocated to another grant elsewhere, and inquired if the cities that operated light rail were eligible for those deferred \$300,000 in CMAQ funds.

Ms. Chen responded that the operating funds for CMAQ were very specialized, and that the they could be allocated only for startup service, not general operating service. She noted that since those funds could only be used for startup service, the leftover \$300,000 in CMAQ funds would be distributed to the line item underneath the deleted item in the report, as this was an existing CMAQ project identified for additional TVMs (ticket vending machines) and fare validation systems.

Ms. Eileen Yazzie added that since Valley Metro Rail did previously begin service in December 2008, those leftover CMAQ operating funds could not be used for operations or late night services. She suggested that each rail operating city agency might contact Valley Metro Rail and inquire further on the existing payment agreements between those entities.

Hearing no further questions or comments for Ms. Chen or Ms. Yazzie, Chair Cotton called for a motion to approve the action item. Mr. Moody of the City of Peoria motioned to approve Project Change Requests to the FY 2008-20 12 MAG Transportation Improvement Program action item. Ms. Rogene Hill of the City of Avondale seconded and the motion passed unanimously.

Chair Cotton thanked Ms. Chen for her presentation and proceeded to the next item on the agenda.

6. Transit Federal Funding Grant Opportunities

Ms. Eileen Yazzie of MAG referred the committee members to their agenda packets and to a two page chart that identified transit federal funding grant opportunities. She explained that she would review the four recent grant opportunities for the benefit of the Transit Committee as these recent grants had become available within the past month.

She mentioned that the first grant was ‘Clean Fuels’, the second was ‘Discretionary Bus & Bus Facilities/State of Good Repair’, the third grant was ‘Transit Investments for Greenhouse Gas and Energy Reduction’ under the auspices of the TIGGER Grant program and the final and fourth grant was the ‘Transportation Investments Generating Economic Recover’, also known as TIGER II. All of these grants were funded with discretionary dollars and apportioned funds were not used, and Ms. Yazzie added that the FTA administered the first three grants and the fourth grant, TIGER II was managed directly by the DOT.

Ms. Yazzie explained in great detail the criteria and eligible activities for each grant application. The Clean Fuels Grant, and \$81 million grant, would include the following elements: Purchase/lease clean fuel buses; construction or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; and projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions buses that exhibit reductions to existing clean fuel

or hybrid technology. She explained that the project must be ready to implement and that the FTA Deadline was June 14, 2010. She noted that the applications must be submitted to the FTA by the designated grant recipient, City of Phoenix, and that Phoenix needed to receive the applicants' submittal applications by May 31, 2010 in order to review and process them.

Mr. Yazzie referenced the chart and discussed the Discretionary Bus & Bus Facilities/State of Good Repair grant. Eligible activities for this grant included capital projects such as purchase, replacement, or rehabilitation of, buses and vans and related equipment; replacement or modernization of bus maintenance and revenue service (passenger) facilities; and the development and implementation of transit asset management systems. She explained that the project must be ready to implement and that the FTA Deadline was June 18, 2010. However, she noted that the applications must be submitted to the FTA by the designated grant recipient, City of Phoenix, and that Phoenix must receive the applicants' submittal applications by June 4, 2010.

Mr. Yazzie discussed the Transit Investment for Greenhouse Gas & Energy Reduction, also known more commonly as the TIGGER grant. Eligible activities and criteria for this grant specify that the project must assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system. She noted that the applications should be submitted by an eligible city, operator or member agency directly to the FTA by August 11, 2010.

Mr. Yazzie explained the details of the final grant opportunity, the 'Transportation Investments Generating Economic Recover', also known as TIGER II. She discussed that it was very similar to the original TIGER grant of 2009 as it was administered through the ARRA/Stimulus program. She noted that qualifying activities included highway or bridge projects under Title 23, public transportation projects under Title 53, 49, passenger and freight rail projects and port infrastructure investments.

She added that the two-phased applications can be submitted by an eligible city or member agency directly to the Department of Transportation, with the pre-application due by July 16, 2010 and the final application due on August 23, 2010.

Ms. Yazzie referred the committee members to the presentation chart and explained that currently, transit projects submitted for discretionary grants are not ranked or prioritized from this region. The 'Clean Fuels' and 'Bus Grants' both feature evaluation criteria that is heavily focused on the need for planning and prioritization at the local/regional level. She noted that the FTA has strongly encouraged the MAG region to prioritize transit projects, specifically within the grant applications, in order for MAG Region projects to have more competitive opportunities at securing federal funding.

Ms. Yazzie explained that since June 10th would be the next Transit Committee meeting, and in light of the pending FTA and DOT deadlines for some of these grant applications prior to Jun 10th, there may not be time within the next month for the committee to establish any sort of regional ranking or prioritization methodology. She did however suggest that beyond these pressing deadlines at a future meeting, such a regional ranking or prioritization methodology discussion could occur.

Ms. Yazzie noted that this item was on the agenda for information and discussion and that she would invite any comments, questions or discussions from the committee.

Ms. Rogene Hill of the City of Avondale inquired for clarification on regional ranking or prioritization within the TIGER II since it was indeed a USDOT administered grant.

Ms. Yazzie replied that MAG had continued and valuable dialogue with both USDOT's FHWA (Federal Highway Administration) and FTA (Federal Transit Administration) to assist MAG with the intermodal planning and certification reviews. The USDOT recommended, although it was not required in TIGER II, that regional ranking and prioritization of local projects would help in the MAG regions' potential of acquiring funding. Ms. Yazzie noted that in the previous TIGER I application round, the MAG Region did not receive any federal funds.

Mr. Bryan Jungwirth of RPTA/Valley Metro added an observation regarding the TIGER and TIGGER funding grants in that some agencies initially refrained from applying for various grant opportunities because it there was hope that the City of Phoenix would receive funds. He also added that it was assumed that ADOT and other agencies had planned to apply for those same grants, only to not receive anything in the last round. Mr. Jungwirth inquired as to whether MAG is looking to prioritize these grant applicants, would they be a more multi-modal aspect.

Ms. Yazzie responded that in relation to TIGER, the application would indeed be a multi-modal request, and if the Transit Committee wished to look more closely into the transit individually, those recommendations could be forwarded to the MAG Transportation Review Committee and they would decide whether to include other modes. She added that in regards to the TIGGER grant, it was only an FTA application and the evaluation criteria does not specify the need for regional prioritization of projects, although that emphasis would not hurt the MAG Region's applications.

Mr. Bryan Jungwirth replied with an example of a hypothetical scenario for clarification. He mentioned that a TIGER grant that would move through the MAG process, including a prioritization of the project, he wondered how would MAG get the entire region to agree on that application.

Ms. Yazzie replied that since the pending time line was so limited, that there may not be prudent time for the region to tackle all of the issues at once and establish a prioritization ranking criteria, however she noted that there was the upcoming June 10th Transit Committee meeting where the members could take action for recommendation on any of the grant applications.

Mr. Mike James of the City of Mesa asked if the funding minimum/maximum listings for the grant applications referred to the State of Arizona as a whole, or did they refer to the MAG Region, or both. He also inquired about the minimum/maximum funding limits for planning and design for TIGER II. He mentioned that the region was currently performing a lot of planning and environmental clearance and would those tasks be eligible for TIGER II funds.

Ms. Yazzie explained that the funding totals are for the Region, not the state. She added that TIGER II funds apply only to projects that are 'ready to go' and already within an approved TIP or RTP, and both include their required associated local funding. The Phoenix SkyTrain

and the Mesa light rail extension are both in the TIP and thus were eligible projects. Discussion followed.

Mr. David Moody of the City of Peoria inquired as to whether MAG staff could present the different applications to the Transit Committee at the June meeting so that we could review them and possible rank eligible candidate projects.

Ms. Yazzie mentioned that she could coordinate with the designated grant recipient Phoenix in acquiring these applications for the June meeting and the committee could discuss any possible action.

Ms. Hill explained that it makes sense for the committee to rank the first three FTA grant application series, but that it does not seem appropriate to rank the USDOT TIGER II application as it may unnecessarily put restraints on the ability of various projects from moving forward as the time deadline was limited.

Ms. Jyme Sue McLaren of the City of Tempe asked for clarification on discretionary grant applications. Did the discussions apply to only these four applications mentioned in today's presentation, or did they also apply to New Starts and Small Starts discretionary applications as well.

Ms. Yazzie responded that this only applied to the four applications mentioned in today's presentation. However, in the future when it came to other discretionary grant applications in the future, it was assumed that the prioritizing and ranking would align with our RTP and TIP. She noted that as reported in the Transit Manager's Report, this fall 2010, MAG will be looking more closely into transit programming and the involvement of the Transit Committee in those ongoing decision making processes.

Chair Cotton commented that HUD had a new sustainable communities grant and that a criteria within that grant was an emphasis on a regional approach and how important 'regionalism' is from a federal perspective.

Ms. McLaren explained that she was familiar with the HUD grant and that the language within the sustainable grant refers specifically to regional issues, thus precluding individual cities from applying for the grant, but encouraging a regional response.

Chair Cotton further added that during the MAG certification review, the federal agencies were directing a greater emphasis on consolidation of regional approaches, with more special attention given to land use planning, work place housing and affordable housing in efforts to secure regional funding. She mentioned that she hoped that the Transit Committee could work together on a prioritization plan in the near future. Ms. McLaren replied that she believed that this grant application was indeed on the MAG Regional Council agenda in May for consideration.

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

7. Quarterly Status Report on Federal Grant Activity

Mr. Wallace thanked the City of Phoenix staff, specifically Ms. Stephanie Child and Mr. Ken Kessler for their graciousness in assisting MAG staff and the Transit Committee on understanding the complexities of the federal grant process. He discussed that in regards to the agenda item, from today forward on a quarterly basis, there will be a presentation update on the status on the federal grants to the Transit Committee. This was being initiated in the spirit of transparency, which was discussed at the first Transit Committee meeting in January 2010. He mentioned that Ms. Child was here to provide a brief overview to the committee, and that Mr. Kessler would be here in June for a follow-up agenda item pertaining to the management and monitoring of federal grants. He summarized that as the committee moves forward, there was emphasis on the importance for the region to focus on finalizing the grants and getting them closed out, as this was a primary imperative for the federal government.

Ms. Stephanie Child of City of Phoenix was introduced to the committee members and presented an overview of the Federal Grant Activity. She referred the Committee members to their packets and attachment three, the City of Phoenix' FTA Grant Status Report as of March 31, 2010. Ms. Child discussed and explained in depth the components of the status report, specifically the grant number and lines, funding year, award date, status and funding award amounts, funds expended and funds remaining.

Chair Cotton asked if there were any questions or comments for Ms. Child in regards to her presentation.

Mr. Jungwirth of RPTA/Valley Metro thanked Ms. Childs for her excellent summary report. He requested if the City of Phoenix could provide an additional breakout level of detail within each of the grant, similar to the format that was previously used by City of Phoenix in 2004, in order to see how each project was moving along within each grant line item. Ms. Child replied that City of Phoenix was willing to work with the Committee on the format of the quarterly reports so that it was more transparent and detailed.

Ms. Hill of City of Avondale asked if this grant summary was pertaining to only the Phoenix UZA(UrbaniZed Area). Ms. Child replied that it applied to the entire region, including Avondale-Goodyear UZA. Ms Child added that within the ARRA section of the report, the Avondale-Goodyear UZA was listed on page 4 under AZ96-X002, with the highway transfer grant. Ms. Hill clarified that the Avondale-Goodyear small UZA received an annual allocation and that was the item she was searching for. Ms Child replied that the operating assistance amount was listed on page 1 under AZ90-X096, and part of the \$12,590,000 was allocated for the Avondale-Goodyear small UZA. Ms. Hill thanked Ms. Child for the clarification.

Mr. Wallace commented that this was an excellent report and that it was important for the Transit Committee to be aware of this information and encouraged the committee members to review the summary report so that the discussion could be continued at the June meeting. He requested that the report feature a breakout section specifically for the Avondale-Goodyear small UZA, as well as clarifying and summarizing all of the projects within a few pages.

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

8. MAG Complete Streets Guide

Ms. Maureen Dicindis of MAG presented an update on the MAG Complete Streets Guide. She explained that this was a voluntary tool, not a mandatory one, to be used by member agencies. She added that the guide was on the MAG website and was soliciting comments and input from the committee member. She mentioned that there were four components of the guide; 1.) Complete Street Guide, 2.) MAG Complete Streets Planning Process, 3.) MAG Plan, and 4.) Implementation.

Ms. Dicindis explained that Complete Streets is characterized as safe, comfortable and convenient for all users, with facilities offering a full range of travel choices appropriate to the context. In addition, she added that Complete Streets connect to a network that offers mobility choices; facilities that support and contribute to a healthy, active lifestyle, to quality of life for drivers, transit users, pedestrians, bicyclists, older people, children, people with disabilities, and people with assisted mobility devices (including baby strollers).

Ms. Dicindis discussed that Complete Streets result from transportation agencies changing their orientation from building streets primarily for cars. She noted that instead, the policies would ensure transportation agencies routinely design and operate the entire right of way to enable safe access for all users. She highlighted the benefits of facilities for all users, namely economic (access and mode choice), cost savings, safety healthy communities (more biking and walking), easing congestion (through transportation choice), safe routes to school and air quality improvements.

Ms. Dicindis noted that the Complete Streets guide was initiated from a Federal effort. Specifically, she presented a quote from US Transportation Secretary Ray LaHood, an avid cyclist, from a recent speech he had given which underscored the goals of the Complete Streets plan: “The upcoming reauthorization of DOT’s Surface Transportation Programs provides an opportunity for us to feature bicycling as part of a new American mobility within livable communities. As I said today in testimony before the House Energy and Commerce Committee, this includes fostering communities where bicyclists feel both safe and welcome on the roadways. Bike friendly development also has the potential to contribute significantly to the revitalization of downtown districts and offer an alternative to sprawl and automobile-focused commuting.” said Mr. LaHood.

Ms. Dicindis explained that the Complete Streets Act of 2009 was not yet a bill, but that it would direct state DOTs and MPOs to adopt such policies as explained earlier, within two years of enactment of the bill and apply the policies to upcoming federally funded transportation projects. Non compliance could result in a smaller percentage of State’s STP funds. She added that what MAG was trying to achieve was consistent regional standards for complete streets, prototype and baseline of expectations, and planning guidance.

Ms. Dicindis summarized that the draft plan for the Complete Streets guide provided the following detail: definitions, prototypes, local examples of best practices, Green Streets, Healthy Communities, new ideas and innovations, intersections, performance measures, performance outcome measures, potential inventory measures, planning processes, and best practices.

Chair Cotton asked if there were any questions or comments for Ms. Dicindis in regards to her presentation.

Ms. McLaren inquired if there was any opportunity to use the criteria not just for transit exclusively, but also for roadway projects as well. Ms. Dicindis replied that it would be encouraging and that it would need to be a MAG decision, unless the USDOT required he multi-modal criteria beforehand. She added that the MAG Bike-Ped Committee is looking into applying the Complete Streets policies to the TIP. Ms. McLaren added that it seemed that the most appropriate location to apply the Complete Streets policies would be roads, especially in regards to prioritizing projects on a regional level.

Chair Cotton thanked Ms. Dicindis for her presentation 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 Transit Committee if there were any issues that they would like added as future agenda items. Mr. Wallace mentioned that the City of Phoenix would provide additional information on the grant reporting process. Chair Cotton also added that two letters were received, one from the USDOT on May 6th and one from the FTA on May 7th, reminding the region of the importance of the DBE (Disadvantaged Business Enterprise) component in all ARRA and transit projects. She cited that the FTA had recently withdrawn \$70 million from a peer region due to a lack of DBE within that project, underscoring the value in ensuring DBE representation in all scopes and contracts.

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 June 10, 2010 at 1:30 pm in the MAG Saguaro Room. There being no further business, Chair Cotton adjourned the meeting at 2:28 p.m.