



Management Committee

8:30 a.m., Thurs., Feb. 11, 2010

Pima Association of Governments
177 N. Church Ave - Transamerica Building
5th Floor Main Conference Room - Suite 501

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AGENDA

1. Call to Order

DISCUSSION/ACTION

2. PAG Regional Indicator Report

3. Air Quality Update -- Ozone

4. RTA Assumption of Regional Transit Operations

5. Federal Transportation Funding

6. Budget/Overall Work Program for FY 2010-11

2. Discussion/Action

3. Discussion/Action

4. Discussion/Action

5. Discussion/Possible Direction

6. Discussion/Possible Direction

CONSENT AGENDA

7. Consent Reports

a. Legislative Update

b. EPA Approval of State Implementation Plan Revision: Carbon Monoxide Limited Maintenance Plan

7. Recommend Approval of Consent Agenda

a. Information/Discussion

b. Information/Discussion

OTHER INFORMATION/DISCUSSION

8. Future Agenda Items

Members of the Committee and the Executive Director may request items for future discussion/action.

8. Discussion

9. Adjournment

ACTION MAY BE TAKEN ON ANY ITEM

The Meeting Room is accessible to the handicapped. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large-type face print, sign language or other reasonable accommodations, may request those through the administrative offices at: 177 N. Church, Suite 405, Tucson, AZ 85701 (520) 792-1093, at least 24 hours before the meeting.



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AGENDA PACKET MEMO

PAG REGIONAL INDICATOR REPORT

Background:

PAG has completed its 2009 Greater Tucson Region Indicators Report to measure the region's progress across an array of environmental, energy and community values. The report provides progress from indicator benchmarks established in the initial report in 2006. Some indicators have long historical trends identified such as air quality levels; others have been introduced as new indicators of regional concern such as buffelgrass.

Discussion Points:

With a growing population now exceeding 1 million, PAG's Indicator Report provides a snapshot of the region's current condition in key areas and, despite the recent economic downturn, the report is positive. Air pollution is currently in check, our reliance on groundwater is decreasing, we are using more reclaimed water for irrigation and saving energy by using more alternative fuels. Solar energy utilization is expanding rapidly. Several new energy-saving buildings have received LEED certifications, with many more being planned. Fleet vehicles are using higher volumes of alternative fuels, decreasing the demand for petroleum. Sun Tran ridership shows an increasing trend, and new bike-facility miles have been added, showing the region's commitment to alternate modes. The effects of the Regional Transportation Authority's 20-year transportation plan will continue this positive trend in the future.

Buffelgrass is featured for the first time in this report and regional progress to control this invasive and flammable species through removal events and training opportunities is shown.

The PAG Indicator Report is a compilation of information collected from a variety of sources and provides a brief but informative overview of our region's progress in balancing the pressures of growth with environmental and community values.

Recommendation:

This is an information item.



AGENDA PACKET MEMO

AIR QUALITY UPDATE – OZONE

Background:

In order to protect public health and welfare, the U.S. Environmental Protection Agency (EPA) sets primary and secondary standards that are reviewed every five years.

On Sept. 16, 2009, the EPA announced that it would reconsider the National Ambient Air Quality Standards set for ozone on March 12, 2008. The standards set in 2008 were more stringent than the previous standards set in 1997, but were not as protective as those recommended by EPA's Clean Air Scientific Advisory Committee.

Exposure to elevated ozone levels can lead to breathing difficulty, can adversely affect children, can trigger increased frequency of asthma attacks and affect other "at risk" populations, including those with decreased lung function. Vegetation and ecosystems also can be impacted by elevated ozone levels. Cumulative exposure to ozone can result in plant damage, reduced tree growth, and an increased susceptibility to disease.

Discussion:

On January 19, 2010, the proposed changes to the ozone standards were published in the Federal Register, after the EPA's reconsideration of the scientific and technical record used for the 2008 ozone standards review. The EPA has proposed more stringent levels for the primary standard (a range of 0.060 to 0.070 ppm for an 8-hour average) to protect public health. EPA also proposed a new secondary standard (a range of 7 to 15 ppm-hours) using a new seasonal methodology, to protect public welfare, that includes vegetation and ecosystems. Many new areas could be designated nonattainment with the levels being proposed.

The Tucson region had a fairly good summer in 2009 with respect to ozone, and would be considered in attainment for the ozone standards set in 2008. However, the region would be considered a nonattainment area for the primary standard, under the least stringent level proposed at one monitor, using 2007-2009 data from Pima County Department of Environmental Quality's ozone network. In addition, with the range and methodology proposed for the secondary standard, almost all counties in Arizona (including Pima County) would be considered nonattainment, even under the least stringent level of the range.

While an additional year of data (2010) will be used for nonattainment area designations for the primary standard, it is highly likely that the ozone standards will be set at a more stringent level, and that the Tucson region could then be facing an ozone nonattainment designation. This will require the development of a plan to control emissions of pollutants that contribute to the formation of ozone by December 2013. The plan could include requiring the use of cleaner-burning gasoline, a more stringent vehicle emissions inspection program and lower permit thresholds.

The EPA has proposed an accelerated schedule for the primary standard with the same final deadline that was set for the 2008 ozone standards. The primary standard will be finalized by Aug. 31, 2010, after the public review

process. Area designations will be finalized by July 2011, and any plans needed would be due to the EPA by December 2013.

Staff is tracking developments regarding this issue and is continuing to maintain communications with the EPA, ADEQ and National Association of Regional Councils.

Recommendation:

This is an information item.



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RTA ASSUMPTION OF REGIONAL TRANSIT OPERATIONS

Background:

The RTA enabling legislation calls for the RTA to “Determine the exclusive public transportation systems to be acquired and constructed, the means to finance the systems and whether to operate the systems or to let contracts for their operation. In operation of the public transportation system, the board may use public transportation facilities used by a municipality, subject to section 48-5308, subsection F.”

Discussion:

At the Dec. 10, 2009, RTA Board meeting, the Board gave the RTA Executive Director the authorization to conduct all necessary communications with the Tucson City Manager for development of a proposal resulting in the consolidation of regional transit operations under the RTA.

At the Jan. 11 RTA Board/Manager Retreat, discussion continued on the subject.

On Jan. 13, the CART Committee met. The transition item was discussed in considerable detail.

On Jan. 28, the RTA Board met and continued discussion and staff will provide updates on status of the communications, recent actions taken in regards to this issue and other relevant information.



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FEDERAL TRANSPORTATION FUNDING

Background:

PAG, as the designated MPO for Pima County, is the agency by which federal transportation dollars are programmed. The federal process requires the region to develop an annual Transportation Improvement Program (TIP) and a long-term Regional Transportation Plan (RTP) with a minimum horizon of 20 years. Over the past couple of years, the federal transportation funds, identified in the TIP as STP (Surface Transportation Projects) funds, available to the PAG region, has been averaging \$17 million. In 2009, these federal funds were supplemented with additional federal funds received under the American Recovery and Reinvestment Act (ARRA).

Discussion Points:

PAG staff will report on what is known to date about the federal jobs bill that would act much like ARRA from last year with some major changes in the shortening of deadlines. In addition, PAG staff will discuss the current status of federal funds. The federal act that authorized STP funds for the region lapsed Oct. 1, 2009, but STP funds have continued via a "Continuing Resolution" by Congress. Additionally, the federal transportation funding bill (known as SAFETEA-LU) contained within it a provision called "rescission." Staff will discuss recently received information about how rescission has impacted funding within Arizona and the PAG region.

Recommendation:

This is a discussion item.



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BUDGET/OVERALL WORK PROGRAM FOR FY 10/11

Background:

Each year, the PAG Regional Council adopts a budget and overall work program, with funding identified from federal, state and local sources. Federal and state funding is received to support our transportation program and related requirements. Local funding from each of the PAG member agencies is received as the required match for those federal and state funds, and is also used to fund non-federally funded activities such as our watershed program.

Also this year, we will have our certification review with the federal highway and federal transit administrations, as well as ADOT. This occurs every four years and involves a more in-depth on-site review by the federal agencies and others regarding our work program and operations. The review is tentatively scheduled for June 22 to 24.

Discussion:

PAG staff will begin the discussion with the committee regarding the budget and overall work program for next fiscal year.

Recommendation:

Discussion and possible direction.



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LEGISLATIVE UPDATE

Background:

The 2010 legislative policy positions are a set of 17 legislative positions to guide regional coordination of legislative issues and provide for timely and effective actions to meet the legislative goals of the Regional Council. The 2010 legislative policy positions which include the following:

- A. Maintain Integrity of the Highway Users Revenue Fund (HURF)
- B. Adjust and Index State Gas Tax
- C. Seek to Expand Transportation Revenues such as a statewide Sales Tax for Transportation
- D. Support a Statewide Congestion Mitigation and Air Quality Program
- E. Continue Local Transportation Assistance Funds (LTAF I and II) for Transportation Purposes
- F. Protect and Retain State Shared Revenues
- G. Maintain Vehicle License Tax Revenues
- H. Support Restoration of HURF Revenues Lost to the Region
- I. Support Adoption of a Primary Seat Belt Law
- J. Maintain the Airport Capital Improvement Program
- K. Protect and Maintain the Integrity of the Regional Transportation Authority Enabling Legislation
- L. Support Legislation that Provides for Tax Equity Exemption for Prior Purchases
- M. Oppose Intergovernmental Competition for Economic Development
- N. Support Bottle-Bill Legislation that Requires a Deposit for Certain Recyclable Retainers
- O. Support Legislation that Provides for Safer and More Efficient Transit Operations such as "Yield to Bus" Legislation
- P. Oppose Any Change in the Make-up of the Arizona State Transportation Board Unless that Change Results in Improved Representation for the PAG Region
- Q. Support Legislation that Recognizes Buffelgrass as a Health and Safety Hazard

Discussion:

The 2010 legislative session is in full swing. While new bills continue to be filed with 1,104 bills filed as of February 3, 2010, the legislature also continues to address the FY 2010 budget crisis and develop the FY 2011 budget.

In the Joint Legislative Budget Committee's (JLBC) list of budget reductions on January 26, 2010, LTAF II was targeted for elimination for the remaining portion of FY 2010 and for all of FY 2011. The JLBC projects an estimated general fund savings of \$3.85 million for FY10 and \$7.65 million for FY11 through the LTAF II cuts. In addition, HURF revenue transfers are expected to continue this year.

Pima County is supporting a noxious weed bill, House Bill 2211. The bill is designed to allow public entities, such as Pima County, to utilize volunteers to spray herbicides on noxious weeds e.g. buffelgrass, under the immediate supervision of licensed county employees (applicators) without the necessity of licensing the volunteers. The

spraying program would supplement, over even supplant, ongoing programs weed pulling programs. Since this bill falls within PAG's Policy Position Q," Support Legislation that Recognizes Buffelgrass as a Health and Safety Hazard", PAG has offered support for this bill.

PAG staff will update the committee on relevant legislative issues that may impact transportation as appropriate.

Recommendation:

This is an information item.



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EPA APPROVAL OF STATE IMPLEMENTATION PLAN REVISION: CARBON MONOXIDE LIMITED MAINTENANCE PLAN

Background:

In June 2008, the PAG Regional Council approved and adopted the 10-year Carbon Monoxide Limited Maintenance Plan (CO LMP) for the Tucson Air Planning Area (TAPA). The State Implementation Plan (SIP) Revision was sent to the Arizona Department of Environmental Quality (ADEQ) and was submitted to the U.S. Environmental Protection Agency (EPA) prior to the deadline of July 10, 2008. Upon review by the EPA, additional supporting documentation was identified to be included in the CO LMP, thus needing an administrative SIP Revision. A supplement to the CO LMP was drafted to incorporate these existing materials regarding the vehicle emissions inspection program (VEIP) reauthorization.

Discussion Points:

The revisions to the Arizona SIP were approved and adopted by the EPA and published in the Federal Register on Dec. 21, 2009. These revisions include the 2008 Revision to the CO LMP for the TAPA (for 2010), submitted on July 10, 2008, and a statutory provision, submitted on June 22, 2009, that extends the life of the State's VEIP through the end of 2016. The effect of this action is to make certain commitments related to the maintenance of the CO standard in the TAPA federally enforceable parts of the Arizona SIP until 2020.

This maintenance plan is the second and final CO LMP for the Tucson region, valid through 2020 with an effective date of Jan. 20, 2010.

Recommendation:

This is an information item.