

1. CALL TO ORDER

1.1 Roll Call:

Chairmen Ellsworth called the meeting to order at 1:30 p.m. with roll call taken via ZOOM teleconference. A quorum was established.

1.2 Introduction of Members and Guests:

Committee members and guests introduced themselves and their affiliations, and provided information on their interest in this committee, and the desired outcome of its efforts.

2. PUBLIC FORUM:

There were no public comments

3. APPROVAL OF MINUTES FROM PREVIOUS MEETINGS:

3.1 Approval of July 20, 2022, meeting minutes:

The committee unanimously approved the meeting minutes from the July 20, 2022, meeting.

3.2 Approval of the August 24, 2022, meeting minutes:

The committee approved the meeting minutes from the August 24, 2022 – voting was recorded as follows:

Committee Member	Vote
Ellsworth	Yea
O'Donnell	Yea
Romig	Abstain – Not Present at the meeting
Segner	Abstain – Not present at the meeting
TenBroek	Yea

4. Future Meeting Dates:

4.1 The committee to set the next regular meeting date for Monday October 24, 2022, at 1:30 p.m.

4.2 Robert Weber requested that the Chair authorize a special meeting of the STAC to review the site selection analysis for the transit maintenance & operations facility. Weber explained that the completion of that analysis requires public comment, which can be provided by the STAC & during a general public meeting which shall be scheduled for a later date. Weber also explained that the completion of this analysis is also a precondition to a pending 5339 FTA grant application which requires a timely resolution. The STAC set a special meeting date to discuss this item on **Weds October 5, 2022, at 1:30 p.m.** The meeting will be held vis ZOOM and noticed to the SedonaShuttle.com website. At the request of committee member TenBroek, information on each site considered for this project

shall be provided to the Committee in advance if its October 5th meeting.

5. REGULAR BUSINESS:

5.1 STAC membership – new applicant review:

Following the review of the applications and some discussion, the committee had no objections to the city Manager's recommendation that the following candidates to be appointed to the STAC:

Candidate	Affiliation
Mike Berly	Citizen of the Village of Oak Creek
Michia Casebier	Citizen of Clarkdale
Tom Huthwaite	Business Sector - Sedona

All three of the new Committee members were present and immediately assumed their membership responsibilities to the STAC.

5.2 Transit Marketing plan update & discussion:

The Chair requested that this item be held for discussion at the next regular meeting to allow the new STAC members to review the information previously presented by the Sedona Chamber of Commerce and Visitors Bureau. Staff will forward that information to the new members.

5.3 Line 11 Dry Creek Vista / Mescal Productivity:

Following extensive discussion of this issue, no specific recommendation(s) were offered however, the Committee did request that this item be kept on the agenda for future discussion.

5. REPORTS & INFORMATION ITEMS:

5.1. MV Transportation Inc service update (Bruce Morrow GM Division 536)

Bruce Morrow, General Manager of MV Transportation Inc, reported that everything was running smoothly, however, his team was working through some warranty issues relating to the regenerative braking hybrid units on the buses. Morrow reported that ridership was increasing on the shuttles as the temperatures began to cool in the last few weeks.

5.2. Public Transit Overview (Robert Weber – Transit Administrator – City of Sedona)

Robert Weber provided a presentation discussing the history and the Federal regulatory requirements of U.S. public transit services.

6. FUTURE AGENDA ITEMS:

The committee requested that the following agenda items be added to the agenda for the next meeting:

Regular Business:

a) Shuttle data review and discussion. **Note:** *Committee member TenBroek will update his analysis with data through the end of September. Also, he will reach out to the Chamber of Commerce for data on hotel occupancy to include in his analysis.*

7. ANNOUNCEMENTS AND RECOGNITIONS:

Robert Weber announced that the Sedona Shuttle won National RTAP's "The Bus Stops Here" photo contest. The photo, taken by Al Comello, was of the Line 14 at Soldier's Pass Road bus stop. The photo was chosen over 150 Nationwide submittals.

8. ADJOURN:

With no further business to discuss, Chair Ellsworth adjourned the meeting at 3:14 p.m.

PREPARED BY:



Transit Administrator
City of Sedona

Enclosures: R Weber PowerPoint presentation – History & Federal Regulatory Compliance of public transit services.

NEXT REGULAR MEETING DATE: MONDAY OCT 24, 2022
NEXT MEETING TIME: 1:30 P.M.
VENUE: ZOOM

Please check online at <https://sedonashuttle.com/transit-advisory-committee/> for future meeting dates, agendas, Zoom conference login credentials and other information.

The City of Sedona operates its programs and services without regard to gender, religion, age, sexual orientation or race, color, national origin or disability in accordance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA). Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the City of Sedona. For additional information on the city's Title VI program and complaint procedures please navigate to <https://sedonashuttle.com/title-vi-policy/>

Upon request, The City of Sedona shall provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

If information is needed in another language, contact (928) 203-5199. *Para información en Español llame: Victor Estrada, Right-of-Way Specialist, (928) 204-7800.

Public comments may be submitted for any item on the agenda by contacting the city of Sedona: Mail: Attn: Transit Administrator, 102 Roadrunner Dr., Sedona AZ, 86336 Website: [https://SedonaShuttle.com/ FAQ & More/ Contact-Us/](https://SedonaShuttle.com/FAQ%20%26%20More/Contact-Us/) • Email: sedonashuttle@sedonashuttle.gov • Phone: (928) 203-5086



PUBLIC TRANSPORTATION OVERVIEW

*Robert Weber
Transit Administrator
City of Sedona*

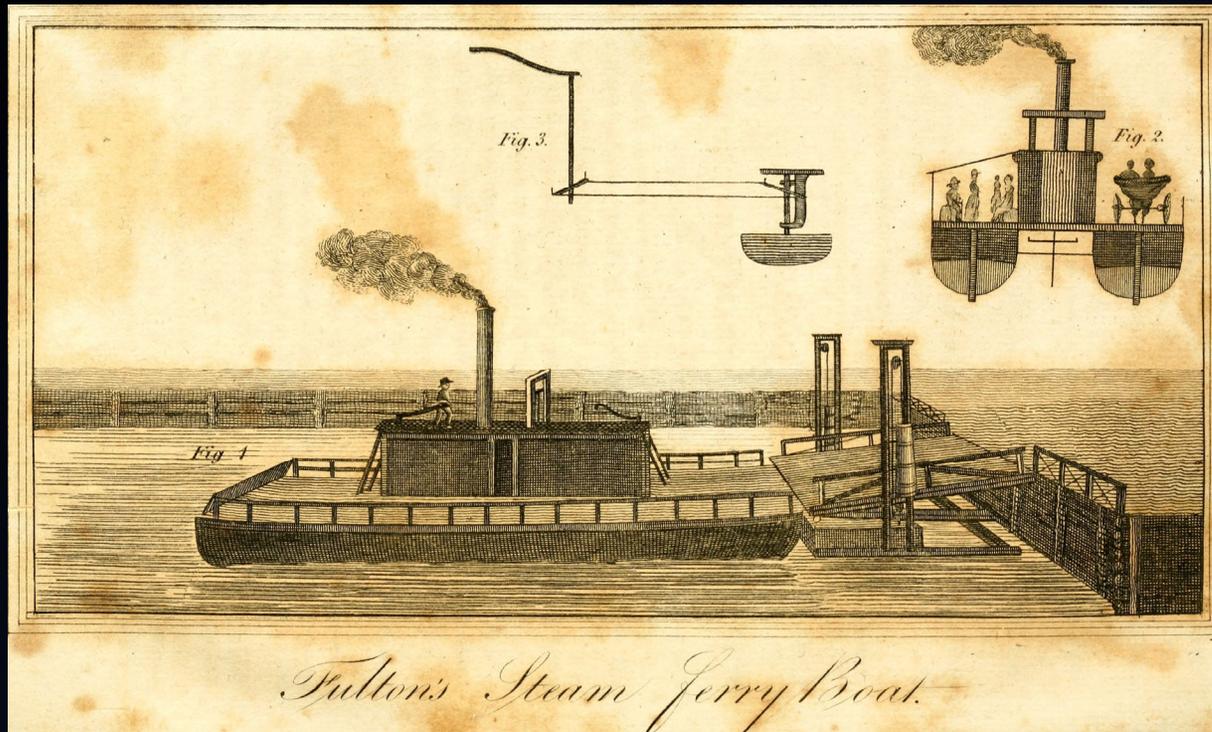


SECTION ONE

- Brief History of U.S Mass Transit
- Federal Regulatory Requirements



*A BRIEF HISTORY OF MASS TRANSIT IN 19TH AND
20TH -CENTURY IN URBAN AMERICA*



Regular Steam Ferry Service Began in New York City in the early in the 19th Century (1810)



Horse Drawn Omibus late 1820s



Horse Railways “Horsecar” mid 19th
Century



Electric Streetcars Became the
Dominant Mass Transit Vehicle a Half
Century later.



Mass Transit's Decline Began with the
Growth of Automobile Ownership in
the 1920's



World War II Saw a Steep Increase in Mass Transit Ridership Lasting Until the Early 1950s

- The push for federal funding originated from a coalition of railroad executives and big city mayors. In the late 1950s, rail companies with major freight operations cut many of their unprofitable commuter rail services that served large metropolitan areas. Together, the mayors and rail companies fought for a national transportation policy from the federal government that recognized the importance of mass transit, not just highways and automobiles.
- Major cities worried that further decline of transit would diminish the competitive advantages of their central cores over more peripheral areas in terms of business services and manufacturing. And middle-class suburbanites who relied on commuter rail worried about the loss of a service that connected them to places of work, consumption, and leisure.





Lyndon Johnson Signs the Urban
Mass Transit Act (UMTA) of 1964



The UMTA:

- Formed the Federal Transit Administration (FTA)
- Over the next decade, FTA provided more than three billion dollars, which cities used to purchase private systems, improve existing vehicles and infrastructure, and build new systems. From 1965 to 1974, the number of publicly owned transit systems rose from less than sixty to more than three hundred.

Today, the FTA's projected budget for 2022-2026 is approximately \$18 Billion Per Year



*PUBLIC TRANSIT FEDERAL REGULATORY
REQUIREMENTS*

- Access to Records & Report
- Americans with Disabilities Act
- Buy America
- BYRD Anti-Lobbying Amendments
- Cargo Preference Requirements
- Charter Service
- Civil Rights Laws & Regulations
- Clean air act & federal water pollution control act.
- Conformance with National ITS Architecture
- Contract work hours & safety standards.
- Debarment & Suspensions
- Disadvantaged Business Enterprise (DBE)
- DHS Seat, Logo & Flags
- Energy Conversation
- Equal Employment Opportunity
- Federal Changes
- Fly America

- Incorporation of FTA terms
- No U.S. Government obligation to third parties
- Notification to FTA
- Prompt Payment
- Procurement of recovered materials
- Program fraud & false or fraudulent statements & related acts.
- Public transportation employee protective arrangements..
- School bus operations
- Special notification requirements for states
- Safe operation of motor vehicles
- Federal Anti-Substance Abuse Requirements
- Termination
- Violation & breach of contract



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Americans with Disabilities Act (ADA)

- All services, facilities (including bus stops), & equipment must be fully accessible to individuals with disabilities.
- Equivalent service standards.
- ADA Paratransit service requirements for fixed route bus operators allowing equal access to individuals with disabilities who are unable to access the fixed route public transportation service.
- Service animals must be allowed access to all public transit services and facilities.
- Reasonable accommodation requirements.
- Coach Operators trained to proficiency to operate vehicles and equipment safely, assist passengers properly, and treat individuals with disabilities who use the service in a respectful and courteous way.



Civil Rights Laws & Regulations

- City of Sedona operates its programs and services without regard to gender, religion, age, sexual orientation, or race, color, national origin, and disability in accordance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA).
- All services and facilities must be open to the general public and shall not discriminate based on race, color, national origin, or disability.



Incorporation of FTA Terms

- Discount fares for individuals with disabilities and Medicare card holders. (Federal Transit Act)
- Transit personnel training standards (safety / security)
- ADA Paratransit service requirements.
- State of good repair tracking / reporting requirements.
- National Transit Database (NTD) reporting requirements.
- Vehicle spare ratio requirements
- Vehicle maintenance requirements
- Other



Federal Anti- Substance Abuse Requirements

- Applies to: Safety Sensitive Workers (Drivers, Dispatchers, Supervisors, Managers, Maintenance Technicians)
- Zero tolerance
- Random testing
- Strict testing protocol prohibits; cocaine, opioids, amphetamines, marijuana , PCP, & blood alcohol concentration of 0.02 or greater.





QUESTIONS / DISCUSSION