

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

December 9, 2010

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

MEMBERS ATTENDING

Peoria: David Moody	Litchfield Park: Paul Ward for Woody Scoutten
ADOT: Robert Samour for Floyd Roehrich	Maricopa County: John Hauskins
Avondale: David Fitzhugh	Mesa: Jeff Martin for Scott Butler
*Buckeye: Scott Lowe	*Paradise Valley: Bill Mead
Chandler: Dan Cook for Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Lance Calvert	Queen Creek: Tom Condit
Fountain Hills: Randy Harrel	RPTA: Bob Antilla for Bryan Jungwirth
Gila Bend: Eric Fitzer	Scottsdale: Dave Meinhart
*Gila River: Sreedevi Samudrala for Doug Torres	Surprise: Bob Beckley
*Gilbert: Tami Ryall	*Tempe: Chris Salomone
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Romina Korkes for Cato Esquivel	Wickenburg: Rick Austin
Guadalupe: Gino Turrubiarres	Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Dan Cook, City of Chandler	*Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
*ITS Committee: Nicolaas Swart, Maricopa County	*Transportation Safety Committee: Julian Dresang, City of Tempe

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

OTHERS PRESENT

Eric Anderson, MAG	Clem Ligocki, MCDOT
Sarath Joshua, MAG	Tom Remes, Phoenix
Jorge Luna, MAG	Karen Savage, Surprise
Eileen Yazzie, MAG	Cathy Brady, Citizen
Steve Hull, ADOT	Teresa Lopez, SRP
Kwi-Sung Kang, ADOT	Kent Dibble, Dibble Eng.
Fareed Bailey, Senate	Art Brooks, Strand
Tony DeMarco, Senate	

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:05 a.m.

2. Approval of Draft October 28, 2010 Minutes

Chairman Moody asked if there were any changes or amendments to the October 28, 2010 meeting minutes, and there were none. Mr. David Meinhart from the City of Scottsdale motioned to approve the minutes. Mr. Jeff Martin from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody announced that he had not any cards requesting to speak and moved on to the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson to present the Transportation Director's Report. Mr. Anderson announced that the Regional Area Road Fund (RARF) revenues for October were positive for the first month in 38 months. He acknowledged that RARF revenues were down two percent for the year. He stated that the positive figures indicated a positive sign in the economy adding that Arizona was fourth in the nation in terms of economic recovery.

Mr. Anderson reported that the previous evening, the MAG Regional Council had approved an amendment to the MAG Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP). He stated that the US Environmental Protection Agency (EPA) was intent on issuing a denial on the MAG Particulate Matter-10 Plan on January 28, 2011. Mr. Anderson expressed a belief that the freeze would last for few months due to the level of activity to resolve the issue.

Then, Mr. Anderson informed the Committee that Congressman John Mica from Florida would serve as the new Chairman of the Committee on Transportation and Infrastructure in the House of Representatives. Mr. Anderson stated he was unsure what direction the committee would take under Congressman Mica.

Mr. Anderson summarized discussions at the federal level on upcoming legislation. He addressed discussions on banning earmarks noting some pushback on prohibition discussion. He expressed concerns about discussions to return transportation funding to levels that could be supported by the Highway Trust Fund (HTF). Mr. Anderson stated that if federal transportation funding was generated solely from the HTF, the region would experience a significant drop in funding. He explained that currently, 30 percent of federal transportation funding was generated through the general fund. He stated that those funds would equate to a \$5-8 billion reduction in transportation funding.

Moving on, Mr. Anderson reported that MAG Staff was working on the programming methodology for 5307 transit funds. He stated the methodology may be presented to the Committee in January after it had been heard by the MAG Transit Committee.

Mr. Anderson announced the Mr. Bob Hollis from ADOT was retiring. He stated that the MAG Regional Council had presented Mr. Hollis with a resolution of appreciation the previous evening.

Chairman Moody asked if there were any questions or comments about the Transportation Director's Report. There were none, and he proceed to the next item on the agenda.

5. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

Chairman Moody announced that Mr. Eric Anderson would present the project changes to the MAG FY2011-2015 Transportation Improvement Program. Mr. Anderson informed the Committee that Ms. Eileen Yazzie could not attend the meeting in person to provide the presentation adding that she was available via audio-conference to answer any questions that arose.

Mr. Anderson directed the Committee's attention to the revised project change handout at their places, which also had been emailed to the Committee members on Tuesday. He stated that the project changes listed in the handout were on the agenda item for action dependent on a finding of air quality conformity. Mr. Anderson explained that the extensive project change sheet was an effort to refine the current TIP prior to the impending conformity freeze in January.

Ms. Yazzie informed the Committee that the revised handout included 62 transit projects. She explained that the transit projects had been included in the previous TIP and needed to be added to the current TIP for the region to complete a federal transit grant.

Mr. Terry Johnson from the City of Glendale inquired if conformity had been conducted on the projects listed. Ms. Yazzie replied that the new finding of conformity would be available for public review the next day and that an advertisement had been placed in the newspaper regarding the public review. She stated that the project change request needed to move forward to obtain approval from the Regional Council Executive Committee on January 18. Mr. Johnson expressed concerns that project changes in FY2014 and FY2015 were not included in the project change sheet. He cited the example of a City of Glendale project that was slated for construction in FY2013 and FY2014 stating that only one of the two work phases would appear in the approved TIP.

Mr. Grant Anderson from the Town of Youngtown expressed a general concern that projects slated for work in FY2014 and FY2015 had not been included in the project change sheet. He questioned why some projects were omitted from the change sheet while street car projects in FY2014 and FY2015 had been included. He stated a preference to have all FY2014 and FY2015 projects included in the project change sheet.

Ms. Yazzie explained that project change requests submitted by MAG Member Agencies had been thoroughly reviewed by MAG Staff before inclusion in the project change sheet. She stated that if the freeze lasted long enough to pose an issue for FY2014 or FY2015 projects that the region would be in a conformity lapse and that under federal law, no projects, regardless of funding source, could proceed.

Then, Ms. Yazzie addressed the transit projects in FY2014 and FY2015 that had been included in the project change sheet. She explained that Tempe Streetcar project needed to be added to the TIP after the Regional Council's action the previous evening. She stated that once a general description of the project was included in the TIP that the actual location of the streetcar could be modified at a later date. She emphasized that the action on the transit projects was directed by the Regional Council.

Mr. Eric Anderson informed the Committee that projects in FY2015 were not recognized in the State Transportation Improvement Program (STIP) or by the Federal Highway Administration (FHWA). He stated that FHWA only recognized the first four years of an approved TIP. Mr. Anderson stressed that the current TIP had been approved in July and that most agencies should have had their projects included in the TIP at that time. He explained that the current project change request was a due diligence effort by MAG Staff in preparation of the conformity freeze. He reminded the Committee that the TIP was a fiscally constrained document, per federal regulations.

Mr. Grant Anderson noted a FY2015 listing in the project change sheet. He stated that the project change requests should be more consistent. A brief discussion followed.

Mr. David Meinhart from the City of Scottsdale inquired if the project change sheet would proceed if the Committee did not recommend approval of the proposed changes as listed. Mr. Eric Anderson replied that a public meeting was scheduled for the next day. He added that the Management Committee and Transportation Policy Committee would hear the agenda item next week.

Mr. Rick Naimark from the City of Phoenix stated that his staff had the same concerns expressed by the other members. He added that MAG Staff had done a good job of explaining the project sheet as presented. Then, Mr. Naimark motioned to approve the amendments and administrative modifications to the FY2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity. Mr. Jeff Martin from the City of Mesa seconded the motion.

Mr. Grant Anderson inquired if there was a negative effect to including the additional projects in FYs 2014-2015 and when the next update could be done. Mr. Eric Anderson replied there would not be a negative effect to including the projects adding that the next update would occur once the freeze was lifted.

Mr. John Hauskins reminded the Committee that MAG revisits the TIP every year stating that the intent of the project changes was to get us past the conformity freeze. Mr. Johnson expressed appreciation for the ability to have a mid-year modification to the current TIP. Then,

Chairman Moody called the vote, and the motioned passed by a unanimous voice vote of the Committee.

6. Programming of Pave Dirt Road Projects for MAG Federal Congestion Mitigation and Air Quality Funding in the FY 2011-2015 MAG Transportation Improvement Program

Next, Chairman Moody invited Mr. Steve Tate, MAG Transportation Planner III, to present on the programming of paving dirt road projects with MAG Congestion Mitigation and Air Quality (CMAQ) funds in the MAG FY2011-2015 TIP. Mr. Tate outlined the project review and selection process. He explained that in October the MAG Street Committee reviewed projects and heard presentations on projects submitted for funding consideration. He stated that in November the Street Committee met to hear updated information requested at the previous meeting as well as to conduct the final discussion on the projects submitted. He added that in November, the MAG Air Quality Technical Advisory Committee (AQTAC) met to review and rank order the projects submitted.

Mr. Tate announced that 15 applications had been submitted for funding consideration. He stated that of those, 14 applications were eligible for funding consideration. Mr. Tate informed that Committee that \$4,898,000 in CMAQ funds were available in FY2014 to pave unpaved roads. He stated that the 14 applications had requested \$9,211,627 in CMAQ funding.

Then, Mr. Tate displayed a map indicating the location of projects submitted for funding consideration. He stated that AQTAC had ranked the projects submitted in order of cost effectiveness and PM-10 emission reductions. He announced that the AQTAC had recommended funding six projects adding that a balance of \$88 in CMAQ funds remained.

Mr. Rick Naimark from the City of Phoenix motioned to recommend the list of pave unpaved road projects to be funded with CMAQ funds, and that the work phases and costs from the project applications are added to the FY2011-2015 MAG Transportation Improvement Program. Mr. Hauskins seconded the motion, and the motion passed with a unanimous voice vote of the Committee.

Mr. Grant Anderson expressed concerns about the MAG Street Committee's role in the selection process. He stated that the Street Committee reviewed projects to determine eligibility; however, the committee did not have a role in priority setting. He suggested the role of the Street Committee in the project review and selection process be revisited.

Chairman Moody stated that the Street Committee's role in the process could be added to a future agenda and requested that MAG Staff add the item to the Transportation Review Committee's agenda in January.

Chairman Moody inquired if there were any additional questions or comments about the agenda item. There were none, and he moved on to the next agenda item.

7. FY 2011 MAG Highway Safety Improvement Program (HSIP) Projects

Chairman Moody invited Mr. Sarath Joshua, MAG Intelligent Transportation Systems (ITS) and Safety Program Manager, to present the programming of MAG Highway Safety Improvement Program (HSIP) projects for FY2011. Mr. Joshua stated that the programming of HSIP projects had been heard by the Committee at a previous meeting. He stated that annually, MAG received \$1 million in HSIP funds from the Arizona Department of Transportation (ADOT) for safety projects that could be implemented quickly. He noted that ADOT had an obligation deadline of May 1, 2011 for the FY2011 projects.

Mr. Joshua reiterated the prior MAG action to allocate \$200,000 of the \$1 million for Road Safety Assessments (RSA) and the remaining \$800,000 for safety improvements. He directed the Committee's attention to a list of projects and funding allocations recommended by the MAG Transportation Safety Committee for funding consideration.

Mr. Hauskins motioned to recommend the FY 2011 list of safety improvement projects as described in Attachment Three of the agenda packet. Mr. Gino Turrubiarres seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

Chairman Moody inquired if there were any additional questions or comments about the agenda item. There were none, and he moved on to the next agenda item.

8. Revised Sales Tax and Highway User Revenue Fund Projections

Next, Chairman Moody invited Mr. Eric Anderson, MAG Transportation Director, to discuss the revised sales tax and highway user revenue fund projections. Mr. Anderson directed the Committee's attention to a graph displaying how long sales tax revenues from Proposition 400 had been down. He then compared the cumulative revenue projects used to prepare the Regional Transportation Plan (RTP) in 2003 and the current sales tax projections.

Mr. Anderson stated that economists on the expert panel at ADOT had expected the economic downturn to be relatively short term, which is why the previous projections were slightly optimistic. He stated that collections had been significantly under the projections. Mr. Anderson reported that historically, when the region came out of a downturn that double digit growth occurred. He cautioned that a double digit rebound was unlikely citing the protracted nature of the current downturn.

Mr. Anderson stated that if the economy improved, that revised forecasts might improve as well. He posited that the most optimistic scenario would add \$500 million back to the program. He warned that the region had been optimistic about data before and been crushed by the actual data. He explained that ADOT was following a more conservative view on projections due to the overly optimistic forecasts in the past.

Next, Mr. Anderson compared previous forecasts to actual revenue collections. He informed the Committee that the previous forecasts had anticipated contracting and retail sales to be the

major factors in revenue collections. He explained that revenue collections from contracting was half the forecasted amount. He also explained that vehicles sales were a major component of retail sales. Mr. Anderson reported that vehicle sales peaked in July 2005 and that in July 2010 vehicle sales were half of what they had been at the peak.

Mr. Anderson emphasized the importance of vehicle sales. He stated that without new car sales being added to the fleet, the fleet value declined over time. He explained that as the fleet value declined the HURF revenues from the vehicle license tax also declined. He stated that issue compounded when no influx of car sales occurred and the valuation of the existing fleet decreased.

Moving on, Mr. Anderson presented a graph depicting the change in sales tax growth rates for several member agencies. Mr. Naimark inquired about the source of the projections. Mr. Eric Anderson replied that the projections were obtained from each city and that projection methods would vary.

Mr. Anderson reported the HURF revenues were \$1.2 billion lower than last year's projections. He noted that half of HURF revenues were allocated to ADOT while the remaining HURF was divided between cities and counties. He stated that the decreased HURF revenues also impacted the highway program.

Mr. Anderson reported that decreased revenue projections had impacted the ability to bond in the freeway program. He stated that some offsets that might occur included reducing costs and lowering debt service in the Freeway Life Cycle Program (FLCP). Mr. Anderson announced that the revised projection had resulted in a negative balance of \$589.1 million in the FLCP. He stated that MAG Staff was coordinating with ADOT to review the FLCP and adjust projects to rebalance the program.

Mr. Anderson informed the Committee that the current FLCP was approved by the MAG Regional Council in October 2009. He stated that during the approval process, the Regional Council had requested that MAG Staff present the FLCP in 18 months. Mr. Anderson reported that ADOT was reviewing cost estimates, particularly regarding right-of-way, to find potential cost savings.

Mr. Calvert from the City of El Mirage inquired if the region should be consider reductions in project scopes instead of continuously delaying projects. He referenced the experience of other states that encountered problems obtaining the reapproval of a transportation sales tax after projects were cut.

Mr. Eric Anderson replied that a review of all project scopes would occur to determine if changes could be made and still maintain the utility of the projects. He noted four major projects in the FLCP slated for work in the next few years: South Mountain, Loop 303, Interstate 10 and Interstate 17. Mr. Anderson cautioned that those project scopes and footprints were assessed during the last rebalancing.

Mr. Eric Anderson stated that region had learned a lot from Proposition 300. He cited when Proposition 300 revenues were down in the early 1990s when costs were high. He stated that during that time, the Pima Freeway was built as an interim facility and improved later when revenues rebounded.

Mr. Turrubiarres inquired about the role of the committees as well as the member agency(s) in reducing the project scope and delaying projects. Mr. Eric Anderson replied that the FLCP had different partners than the Arterial Life Cycle Program (ALCP). He stated that MAG Staff would solicit policy guidance from the Transportation Policy Committee as the body that developed the RTP. He stated that once MAG Staff received guidance from the TIP, then staff could coordinate with the project partners on rebalancing the programs. He added that the ALCP Working Group would meet on December 13th to discuss potential programming scenarios to address the deficit.

Mr. Dan Cook from the City of Chandler discussed the current phenomenon of low bid prices. He stated that bid prices deserved attention even though they were difficult to quantify. Mr. Eric Anderson responded that ADOT consultants would review costs and scopes in the FLCP. Mr. Johnson stated that before projects scopes were cut, an assessment of costs should be conducted. He stated that project costs should be lower now due to decreased right-of-way costs. A brief discussion followed.

Mr. Robert Samour from ADOT suggested caution regarding right-of-way (ROW) costs. He explained that ADOT had experienced issues in the past due to land acquisition costs, but agreed that current prices seemed a bit on the high side. Mr. Eric Anderson stated that MAG had met with the ADOT ROW Division in late spring to discuss ROW estimates. He stated that at that meeting, ADOT had committed to meeting again to discuss the ROW costs to compare actual and estimated costs for the Loop 303 project. Mr. Anderson explained that although ROW acquisition costs for a single home are down that ADOT had to negotiate with the homeowner and the financial institution that holds the mortgage.

Mr. John Hauskins stated that Maricopa County had experienced interesting effects in ROW acquisitions. He explained that the County had not experienced a decline in industrial values as it had with single family properties. He cautioned that the classification of a property could make a significant difference in the ROW costs. He encouraged a good and thorough project scoping process to ascertain the closest ROW cost estimates.

Chairman Moody stated that item was on the agenda for information and discussion. He inquired if there were any additional questions or comment about the agenda item. There were none, and he proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. He acknowledged Mr. Grant Anderson's previous request to hear the role of the MAG Street Committee in the project review

and selection process. He inquired if there were any additional requests. There were none, and Chairman Moody moved onto the next agenda item.

10. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

11. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on January 27, 2011. There be no further business, Chairman Moody adjourned the meeting at 11:07 a.m.