

MEETING MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

January 24, 2013

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

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	Maricopa County: John Hauskins
Avondale: David Fitzhugh, Vice-Chair	Mesa: Jeff Martin for Scott Butler
ADOT: Kwi-Sung Kang for Floyd Roehrich	*Paradise Valley: Jim Shano
Buckeye: Scott Lowe	Peoria: Andrew Granger
Chandler: Dan Cook for Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Sue McDermott	Queen Creek: Troy White
Fountain Hills: Randy Harrel	Surprise: Bob Beckley
*Gila Bend: Eric Fitzer	*Tempe: Chad Heinrich
*Gila River: Doug Torres	*Valley Metro: John Farry
Gilbert: Kurt Sharp for Leah Hubbard	*Wickenburg: Rick Austin
Glendale: Debbie Albert	Youngtown: Grant Anderson for Lloyce Robinson
Goodyear: Cato Esquivel	
*Guadalupe: Gino Turrubiarres	
Litchfield Park: Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
ITS Committee: Vacant Position	*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	Monique de los Rios-Urban, MAG
John Bullen, MAG	Greg Haggerty, Dibble Engineering
Kiran Guntupalli, MAG	Andres Paiva, Fort McDowell Yavapai Nation
Roger Herzog, MAG	Paul Ward, Fort McDowell
Sarath Joshua, MAG	Mark Wavering, Gannett Fleming
Teri Kennedy, MAG	Clem Ligocki, McDOT

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:00 a.m. He began by informing the committee of the two handouts available related to Agenda 5a Project Changes and Agenda 9 National Highway System Revisions.

2. Call to the Audience

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

3. Approval of Draft October 25, 2012 Minutes

Chairman Meinhart asked if there were any changes or amendments to the December 13, 2013 meeting minutes, and there were none.

Mr. Rick Naimark from City of Phoenix motioned to approve the minutes. Jeff Martin from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by Eric Anderson, MAG Transportation Director.

Mr. Anderson reported that RARF revenues are up 5.6 percent over December 2011. Year to date revenues are up 5.4 percent, tracking pretty close to forecast. The December revenues were higher than November in terms of rate of change. HURF continues flat, 0.2% growth in December minus 1.5% year to date. Gas tax continues trend downwards, use fuel is up, VLT is down the components.

Mr. Anderson explained that staff is working on boundary issues for planning area from 2010 census. Map-21 says that boundaries shall include all urbanized area as defined by the decennial census which includes portions of Pinal County including the Santan valley area. MAG staff is currently working with ADOT and FHWA on defining the boundaries.

Mr. Anderson informed the committee that in December 2012, City of Maricopa passed a resolution to join MAG by 4 to 3 vote of the City Council. Staff is working on the changes in that bylaws necessary to incorporate City of Maricopa and the other Pinal County areas.

The Governor released her executive budget last week. It continues to propose using HURF money for the Department of Public Safety which amounts to about \$119 million as proposed for 2014. Although \$20 million is the statutory limit, the legislature has to fund at a much higher level. ADOT assumes that this level of funding will continue as they develop the new five year highway construction program. COG and MPO directors are

discussing options for how to get that changed. Over the next five years, it is about 500 million going to DPS over and above what is allowed by state law.

Mr. Anderson announced that MAG will be hosting many meetings next week including the intermountain MPO. Representatives from Spokane, Boise, Denver, Salt Lake, Colorado Springs and Las Vegas will meet to discuss common issues. NARC has a session on Thursday to discuss MAP-21. The Arizona COG and MPO directors will meet on Friday.

Mr. Martin inquired if the Association of General Contractors has tried to reduce the amount taken from HURF. Mr. Anderson replied that it was tied up in Prop 204 and was not very effective. This topic may be addressed at a luncheon attended by key legislature.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding consent Agenda item 5A Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, 5B Arterial Life Cycle Program Status Report - April 2012 through November 2012, 5C, and the Arizona Department of Transportation Red Letter Process. There were none. Mr. Cook motioned to approve the remaining consent agenda. Mr. Marin seconded, and the motion passed with a unanimous voice vote of the Committee.

6. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft 2014-2018 MAG Transportation Improvement Program

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present on Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft 2014-2018 MAG Transportation Improvement Program.

Ms. Kennedy communicated that the planning process began in March 2012. Review of CMP requirements Modal Committee presentations and discussions. Criteria identification Applications released August 6, 2012 one Working Group Meeting held on August 13, 2012. Two additional working group meetings with technical assistance Modal Committee reviews, evaluations, AQ scores, recommended ranking. Funding estimates are from ADOT and RTP distribution. Three years of programming; FY 2015, 2016, and 2017 projects are collected. Overflow on draft 2014-2018 TIPS. The ranking is important because our funding is unknown. Approximate funding agreed upon with ADOT and all projects will be programmed to that level.

Ms. Kennedy explained that Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. The CMAQ Programs MAG manages include FLCP, ALCP and ITS, Transit, Bike/Pedestrian and Air Quality which includes Paving and street sweepers. There were 29 bicycle and pedestrian applications received and of those 26 were funded. One additional project was recommended for other funding. There

were 35 applications ITS projects received and 31 are funded. For paving projects there were twelve paving applications received, with one retracted and eleven fully funded. One project was split in order to make funding accommodations.

Ms. Kennedy noted that the reason to include the 2015 projects in the current TIP was to make them eligible for close out and possibly design funds.

Mr. Martin commented that in previous years funding for bicycling led concerns from FHWA regarding its use to mitigate air quality. Ms. Kennedy assured him that funding split is based on the Regional Transportation Plan and as well, there is an FHWA member on the panel providing additional oversight.

Mr. Cook inquired why in TIP years 2015-2017 there were \$14 million available for PM-10. However, in Scenario 3, paving applications add up to 11 million. Ms. Kennedy explained that the difference was due to street sweeper and paving projects. The street sweepers are a separate item and currently working through the committee process and will be discussed at a later meeting.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Cook motioned to approve the lists of FY2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY2015-2017 projects to the Draft FY 2015-2018 MAG Transportation Improvement Program. Mr. Naimark seconded, and the motion passed with a unanimous voice vote of the Committee.

7. Road Safety Assessments at Intersections

Chairman Meinhart invited Mr. Sarath Joshua, MAG Safety and ITS Program Manager, to present the agenda item on Road Safety Assessments (RSAs) at intersections.

Mr. Joshua introduced the topic and the Transportation Safety Committee recommendation to carryout RSAs at ten intersections. In October 2012, MAG issued a call for projects for RSAs at intersections and corridors. In response, ten applications were received. He explained that the RSA concept originated out of England and Australia and has now been adopted by many states in the US including ADOT. The MAG program was developed along the same lines as the ADOT program with the assistance of the ADOT RSA Program Manager . MAG is one of the few urban areas to have developed a formal RSA process. It is a proactive approach to identifying road safety issues and may not necessarily be based on high crash occurrence. The RSA team consists of a traffic engineer, a police officer, a human safety expert and a safety planner. Staff from the affected local agencies are not included in the RSA team. The MAG RSAs utilized human factor experts from a local consulting firm and a retired psychology professor from ASU. Each RSA produces a final report with a list of recommendation. While MAG had safety on-call consultants under contract, only one firm had experience in performing RSAs. With help from FHWA, MAG organized a workshop in December 2010 that provided hands-on training on performing RSAs. The

on-call consultants were required to attend; local agency staff and local police officers were also part of the workshop. Initially ADOT led in performing seven RSAs while the consultants also participated and helped with documentation. The next eleven RSAs were led by the consultant teams.

Mr. Joshua explained that the RSA field review includes a walk through and drive through and took place during various times of the day, including school discharge times, AM/PM peak periods, mid-day and night time. As well, they talked to bicyclists and pedestrians. The consultant's final report is provided to MAG, which is then forwarded to the affected local agencies. MAG has recommended that the local agencies develop a response plan and a timeline for the response. The findings of RSAs are subject to discovery in the event of potential litigation resulting from a crash at these sites. However, the legal opinion has shown that agencies which have a mitigation approach can better present a defense.

Mr. Hauskins asked if local agencies participated in the audit process. Mr. Joshua responded that the RSA multidisciplinary team does not typically include staff from the local agency at which the site is located, as that is the recommended RSA best practice. Mr. Hauskins indicated that Maricopa County has performed a few RSAs using County staff based on the recommendation of the local FHWA office.

Mr. Lowe asked when the call for projects occurred. Mr. Joshua replied that it occurred back in October 2012. However, there more funds available than projects requested so a future call for projects is expected next fiscal year for around \$300k. The remaining funds from the previous round will be added to the balance.

Mr. Meinhart inquired about the local agency notification process regarding the call for RSA projects. According to Mr. Joshua, the memo calling for RSA projects was sent to the MAG Management Committee with copies sent to the Transportation Safety Committee and the Intergovernmental Representatives. This occurred around the same time as the TIP applications. Mr. Anderson encouraged committee members to review the information on the RSA process available at the MAG website citing their value regarding scope and outcome of the process. Mr. Meinhart also voiced City of Scottsdale's support for the RSA Program.

Ms. Albert requested a clarification on funding years. Mr. Joshua replied that the goal is to fund all projects in FY 2013.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Lowe moved to recommended approval of the list of ten intersections for performing RSAs. Mr. Naimark seconded and the motion passed with a unanimous voice vote of the Committee.

8. 2010 Census Boundary Smoothing Methodology

Chairman Meinhart invited Teri Kennedy to present on 2010 Census Boundary Smoothing Methodology.

Ms. Kennedy introduced the two issues to discuss: Smoothing boundary and MPO planning area for 2010. The methodology included looking at all roadways to make sure there were no fragments, both in the urban and rural areas. The results of this process will affect STP, 5310, and transit funding. The process also ensures that the reporting on principal arterials are coded correctly.

ADOT developed nine methodologies for conducting the smoothing boundaries. A few of the key ones include incorporating the previous smoothing boundaries, filling in "donut holes" in the region, such as Carefree and Cave Creek, and including urban islands such as Estrella in Goodyear. The rule also allowed incorporating entire roadways that are otherwise fragmented into rural and urban, into the urban boundary. Other item of note includes consideration of State and Federal lands. The rule also included consideration for roadways that connect residents of urbanized areas traveling to commercial areas outside the urbanized area. Ms. Kennedy invited committee members to review the maps on line.

Ms. Kennedy stated that the timeline for approval include sending any recommendations to ADOT by March 1, 2013. ADOT staff would review the changes and submit the final recommendations to FHWA. FHWA will provide concurrence or corrections by 2014. Ms. Kennedy advised the Ms. Garrison from MAG will be the primary contact on the project.

Mr. Naimark inquired as to why the census boundary does not automatically include all areas? Ms. Kennedy explained that the census is largely determined by population density and large areas of tract with no residential property or density are initially excluded. Mr. Naimark confirmed with Ms. Kennedy that these would merge at one point and the justification to connect commercial centers outside of urbanized areas.

Mr. Anderson added that the census bureau made the decision to not combine Avondale-Goodyear and Phoenix-Mesa planning areas. This will impact transit funding and applications. Avondale-Goodyear 5307 funds will remain within the UZA. Ms. Kennedy added that ADOT will continue to program for Avondale-Goodyear UZA regardless of smoothing and for statewide. On the highway and street side, it will impact HPMS reporting, however, funding will not be affected.

Mr. Lowe inquired as to why Buckeye is considered an urbanized area given that the Avondale-Goodyear planning boundary extends several miles into the city. Ms. Kennedy responded that the smoothing can be expanded slightly or justified with travel to a commercial area. With regard to transit funding, it is eligible for both 5307 and 5311.

Mr. Grant Anderson asked how the smoothing impacts STP funding. Ms. Kennedy explained that Mr. Anderson and Mr. Smith are currently working on that through that with ADOT. Mr. Eric Anderson added that according to ADOT financial management. There is about 120 thousand people in Pinal County will be part of the MAG region, which will impact STP allocation. However, it will not affect CMAQ in the region with the new allocation of PM 2.5 for Maricopa and Nogales.

Mr. Grant Anderson inquired about air quality boundaries. Discussion ensued. The air quality area stays the same. Some areas are smoothed but not others due to limits to expansion. The smoothing methodology for SRPMIC was due to travel to their central business as well it this enhances their eligibility for competitive projects. As well, it was due to trips to the community along Loop 101.

Mr. Meinhart requested the smoothing boundaries include Via Linda and 96th Street.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Cook moved to approve the presented map of the smoothed MAG urbanized area boundaries, adjusted to include the segment within the Salt River Pima-Maricopa Indian Community west of the 96th Street alignment to SR-101 and north from East Via de Ventura to East Via Linda. Mr. Martin seconded and the motion passed with a unanimous voice vote of the Committee.

9. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

Chairman Meinhart invited Monique de Los Rios-Urban to present on Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

Ms. de los Rios-Urban began with an overview of the National Highway System and Principal Arterial Network. As part of MAP-21, there is a new funding source - the NHPP which actually is the result of combining NHS, Interstate Maintenance and Bridge Funding. NHPP Funding allocations are to be made at the State level by ADOT. All qualified projects to receive this funding are to be located on the NHS. MAP-21 expands the NHS to include a number of rural and urban principal arterials. In Maricopa County, the increase in miles of facilities is 137%, adding 850 miles.

It is important to note that funding levels did not increase, NHPP is a replacement of funds which are substantially already committed by ADOT mainly to the Arizona State Highway System. It is unlikely that funding will be available for improvements to the additional mileage and to comply with performance measures, meet targets and requirements. Federal regulations do allow for the removal of routes from the NHS.

With NHPP funding there is also increased federal oversight and additional requirements. Since work performed on these facilities is funded from federal sources, it is subject to increased federal oversight and numerous Federal requirements including:

- Requiring to comply with Design standards and exceptions that need to be approved by FHWA.
- An independent quality assurance program is required to be done by an ASHTO certified or equivalent laboratory, with personnel that are certified and have detailed data collection and testing plans. Additional requirements concerning value engineering for large projects, warranties, outdoor sign control and the control of junkyards.

A list of full requirements is located at your places and is also available on the MAG website.

The proposal is to request the removal of the principal arterials that are not critical to the nation's economy and defense. Two maps, existing and proposed are located at your places and on the MAG website, as well as a list of facilities proposed to be eliminated. The existing map includes all the principal arterials currently under MAP-21.

The removal of the principal arterials is depicted on the proposed map, including the following exceptions:

- 1- Addition of US60 from the 202 Red Mountain to the Maricopa County border
- 2- Addition of proposed Williams Gateway Freeway from the 202 Santan to the Maricopa County border
- 3- Addition of the proposed 303 South from I-10 to the alignment of the I-10 Reliever
- 4- Addition of the I-10 Reliever from the Proposed 303 alignment to the 202 South Mountain alignment
- 5- Deletion of County Club Drive /Arizona Avenue from the 202 Santan to the 202 Red Mountain
- 6- Deletion of S. 44th Street (formerly SR153) from Washington Street to University Drive

Mr. Anderson asked about the advantages of roadways being in NHS. Ms. De Los Rios-Urban replied that it offered the potential for federal funding; however, it requires additional oversight.

Mr. Esquivel inquired about the impact of SR 153 now being designated as 44th Street. Mr. Anderson replied that although projects built with federal funds does not necessarily have to be in the NHS.

Ms. Albert requested the removal of 51st Avenue as intermodal connector. The facility is currently served by Grand Avenue. The trucking center has limited use and is being considered for relocation. Given the restrictions under NHS, it is requested that the facility be removed.

Ms. de Los Rios-Urban advised that any requested changes be referred to ADOT by March 1st. Mr. Eric Anderson clarified that any recommended change by the committee will be reflected on the Management Committee agenda.

Mr. Cook asked about the federal funds impacted. Ms. Kennedy replied that these funds are designated as National Highway Performance Program funds but will not affect STP. NHPP is a new program under MAP-21 that combined previous funding programs under SAFETEA-LU. Mr. Anderson added that National Highway program is fully programmed by ADOT to be used for freeways. No additional funds were made available under NHPP.

Mr. Meinhart stated the city experienced challenges associated with having Shea Blvd on the NHS, including the inability to have the City self-manage federal grant projects on the roadway and additional oversight regardless of funding source. He requested Shea Blvd

within the City of Scottsdale be removed. Town of Fountain Hills did not object to Scottsdale's request. Ms. Albert inquired about the process for future changes. Ms. de Los Rios-Urban agreed to research and post the process for future changes.

Mr. Anderson noted that SR 74 from I-17 to west valley is not included but perhaps it should be and requested further research.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Martin moved to approve the presented map and listing of roadways, with recommendation of removal of Shea Blvd from Loop 101 to Route 87 and 51st Avenue Intermodal connector within City of Glendale, to be included in the NHS system for FHWA and ADOT. Mr. Cook seconded and the motion passed with a unanimous voice vote of the Committee.

10. Request for Future Agenda Items

Chairman Meinhart requested Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting.

11. Member Agency Update

Mr. Lowe share with the committee an Art Fair hosted by City of Buckeye and encouraged participants to join in.

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, February 28, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room. There being no further business, Chairman Meinhart adjourned the meeting at 11:09 a.m.