

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

February 28, 2013

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

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	Maricopa County: Clem Ligocki for 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: Jamal Rahimi for Andrew Granger
Chandler: Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Jorge Gastelum for Sue McDermott	* Queen Creek: Troy White
Fountain Hills: Randy Harrel	* Surprise: Bob Beckley
* Gila Bend: Eric Fitzer	* Tempe: Vacant
* Gila River: Doug Torres	Valley Metro: John Farry
Gilbert: Edgar Medina for Leah Hubbard	* Wickenburg: Rick Austin
Glendale: Cathy Colbath for 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	Art Brooks, Strand
John Bullen, MAG	Bill Cowdley, HDR
Alice Chen, MAG	Dawn Fortuna, Hoskin Ryan Consultants
Bob Hazlett, MAG	Mindy Kimball, ASU School of Sustainability
Teri Kennedy, MAG	Eric Iwerson, City of Tempe
Nathan Pryor, MAG	Farzana Yasmin, ADOT
Monique de los Rios-Urban, MAG	

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 5b - Project Changes and Agenda 8 - Transit Programming Guidelines.

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 January 24, 2013 Minutes

Chairman Meinhart asked if there were any changes or amendments to the January 24, 2013 meeting minutes, and there were none.

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

4. Transportation Director's Report

This item was discussed out of order.

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 Regional Area Road Fund (RARF) was up 4.1% versus January 2012 which is a year-to-date increase of 4.8%. Highway Users Revenue Fund (HURF) is up 1.1% in January, year-to-date flat .2%. The positive news is Vehicle License Tax (VLT) revenue, which is a part of HURF revenue, is up 8.1% in January. Based on additional information from ADOT, it was shown that revenue from new car sales is up 25% from last year and new registration to Arizona is up 31.2%, indicating possibly increased migration into Arizona.

Mr. Anderson announced that on March 6, 2013 the Joint Advisory Planning Council (JPAC) will host a retreat at Wild Horse Pass. Mayor Lopez-Rogers, will open the meeting. Ralph Becker, the Mayor of Salt Lake City, will be the keynote speaker. The discussion will include political alignment from the transportation perspective among local, state and regional elected officials. Final recommendations from the Freight Framework Study will be presented. Also invited is Chris Gutierrez, the President of Kansas City Smart Corridor who will speak about their current planning activities and its impact on the City's economic activities. A panel discussion between several Arizona Mayors will take place. Sandra Watson from Arizona Commerce Authority will talk about their activities.

Mr. Anderson also provided an update on MAG planning area boundaries. Under MAP-21 and federal transportation law, the MPO planning boundary has to include the urban area as defined by the latest decennial census. This extends the MAG planning area into Pinal County and almost to Town of Florence. In December, the City of Maricopa passed a resolution to join MAG. On Monday, the Town of Florence passed a resolution to join MAG. Discussions will be held MAG member agency Mayors and the intent is to finalize the boundaries in the next 30 days.

Mr. Anderson also mentioned that the scheduled March Transportation Review Committee conflicts with the Roads and Streets conference in Tucson which may lead to an issue with the quorum. Several options are being explored, including cancelling the meeting. Staff and committee member's schedules will be reviewed and an email update will be forthcoming.

Mr. Grant Anderson inquired if the extra number of agencies will include more committee members. Mr. Eric Anderson replied that the option to be represented at a committee would be at the discretion of the member agencies. Participation at the committee is optional and the members are self selected.

Chairman Meinhart mentioned that the process concerning his replacement is underway. Mr. Meinhart asked about additional updates regarding transportation funding sources. Mr. Anderson replied that there was a bill that allowed ADOT gas tax alternatives. At the March Transportation Policy Committee, Mr. Anderson will conduct a presentation on transportation funding including, HURF, RARF, and federal funds. He noted that other states are looking at ways to fund transportation but in Arizona, there are challenges with revenue increase.

Mr. Martin encouraged a discussion on gas tax increase. Mr. Anderson iterated that revenues to cities from HURF are lower than they were in 2000. He noted that while the amount collected is higher than it was in year 2000, the amount being diverted from transportation has increased to about almost 20% of HURF revenue. Mr. Martin requested clarification regarding the statutory limit on how much the state can take. Mr. Anderson replied that the statutory cap is \$20 million but the legislature diverts part of the revenue before it goes into HURF and then would be protected as part of HURF.

## 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 5A Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, 5B Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road, 5C Development of the FY 2014-FY 2018 MAG Transportation Improvement Program and Update of the Arterial Life Cycle Program (ALCP) Mr. Naimark motioned to approve the remaining consent agenda. Mr. Martin seconded, and the motion passed with a unanimous voice vote of the Committee.

6. FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY 2015 Congestion Mitigation and Air Quality (CMAQ) Projects

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present on FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY 2015 Congestion Mitigation and Air Quality (CMAQ) Projects.

In December 2012, there was a carryover funding for fiscal year 2013 estimated at around 14 million. Conversely, fiscal year 2014 CMAQ and STP funds was overprogrammed. We came up with at close-out methodology to obligate 14 million. In December 2012, TRC recommended funding all current projects to maximum federal amount and also to fund design for pending FY 2015 CMAQ construction projects. Overall the funding for construction and row was \$5.6 million, construction and design for 2014 projects 1.3 million and currently \$1.9 million for design included a rail advance for pre-design.

That would leave us 1.3 million worth of obligation authority based on current projection and on full year projections. Currently, we only have ½ year of funding pending federal action and accounting for sequestration.

Mr. Grant Anderson requested clarification of the required local match. Ms. Kennedy responded that 5.7% is the lowest required match percentage for CMAQ, based on sliding scale.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Grant Anderson motioned to approve the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. Recommendation for approval of the lists of FY 2015 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 FY 2015-2017 projects to the Draft FY 2015-2018 MAG Transportation Improvement Program. Mr. Ligocki seconded, and the motion passed with a unanimous voice vote of the Committee.

7. Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present on Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program.

Ms. Kennedy explained that the Transportation Alternatives (TA) program is a new program under MAP-21 that combines the Safe Routes to School and the Transportation Enhancements Program. It is currently authorized for fiscal year 2013 and 2014.

MAG staff is recommending a near term and long term approach for programming the Transportation Alternative funds. For the near term, MAG is recommending utilizing obligation authority under MAP-21 for projects ADOT has evaluated and fund to the full amount. The balance of unprogrammed TA funding would be provided as a loan. For the long term goal, in 2015, MAG would utilize the carry forward and conduct a new call for projects.

Ms. Kennedy referred to a list of projects eligible for Transportation Alternatives funding included in the agenda packet. The recommendation is to fully fund design and construction. The total budget is approximately \$2 million under the current apportionment and around 3 million for 2014. The funding is contingent on MAP-21 continued.

Mr. Ligocki commented that it was a good approach for short term.

Chairman Meinhart requested clarification on the original of the list of projects. Ms. Kennedy replied that they were Transportation Enhancements or Safe Routes to Schools project funded by ADOT that were eligible under the TA program and needed additional funding.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Ligocki motioned to approve the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, the FY 2010 RTP Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft FY 2014 RTP Update as appropriate. Mr. Naimark seconded, and the motion passed with a unanimous voice vote of the Committee.

Mr. Eric Anderson joined the meeting.

8. MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application

Chairman Meinhart invited Ms. Alice Chen, MAG Transportation Planner, to present on MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application. Ms. Chen introduced the agenda item noting that it included two related items, Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

Ms. Chen provided a history transit programming in the region. In early 2010 MAG assumed the role programming federal funds from RPTA. Prior to that, RTPA was responsible for programming both federal and Transit Life Cycle Projects. At the time, due to a down turn in the economy, the regionally priority was allocating available funds after TLCP projects had been programmed towards preventive maintenance. The methodology for allocating preventive maintenance, currently being utilized, was adopted by MAG Regional Council on May 25, 2011.

In June 2012, MAG began developing a process that would encompass the various transit programming priorities in the region, including Transit Life Cycle and federal funds. An overview of funds available to the Phoenix-Mesa UZA and to the Avondale-Goodyear UZA and the changes in apportionment under SAFETY-LU and MAP-21 was provided.

Ms. Chen referred to the presentation and provided a summary of the programming guidelines as developed and approved by the Transit Committee. She explained that guidelines prioritized services as required by law. Next priority was for Preventive Maintenance, followed by allocated to JARC-related services and capital projects and Transit Life Cycle Projects. The last regional priority was to program remaining funds through a Competitive Process. Ms. Chen noted that the Competitive Application process has been initiated due to time constraints of the current Transportation improvement Programming cycle.

Mr. Anderson asked how much money will be available for the 5307 competitive program. Ms. Chen indicated that we don't have the exact number yet, as it will depend on the full year funding apportionment and the program of projects in the FY 2014 Transit Life Cycle Program update. Ms. Chen added that if we were to use programming levels from last year, the total will be between \$2 and \$4 million. Chairman Meinhart noted that the Transit Committee had spent a lot of time on this issue, and asked if there were any additional questions or comments. There were none.

Mr. Martin moved to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application. Mr. Naimark seconded the motion and it passed with a unanimous voice vote of the Committee.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Ligoeki motioned to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application. Mr. Naimark seconded, and the motion passed with a unanimous voice vote of the Committee.

9. 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.

10. Member Agency Update

Chairman Meinhart inquired if there were any member agency updates and there were none.

11. Next Meeting Date

Chairman Meinhart noted that the next regular Transportation Review Committee meeting is to be determined per the earlier discussion regarding schedule and quorum. There being no further business, Chairman Meinhart adjourned the meeting at 10:48 a.m.