

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

January 29, 2015

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair  
ADOT: Trent Kelso for Floyd Roehrich  
#Buckeye: Scott Lowe  
Cave Creek: Ian Cordwell  
Chandler: Mike Mah for Dan Cook  
El Mirage: Jorge Gastelum  
#Fountain Hills: Randy Harrel  
\*Gila Bend: Ernie Rubi  
Gila River Indian Community: Tim Oliver  
Gilbert: Kristin Myers for Leah Hubbard  
Glendale: Debbie Albert  
Goodyear: Cato Esquivel  
Litchfield Park: Woody Scoutten

Maricopa (City): Paul Jepson  
Maricopa County: Clem Ligocki for Jennifer Toth  
Mesa: Jeff Martin for Scott Butler  
\*Paradise Valley: Jim Shano  
Peoria: Dan Nissen for Andrew Granger  
Phoenix: Rick Naimark  
Queen Creek: Mohamed Youssef  
Scottsdale: Todd Taylor for Paul Basha  
Surprise: Mike Gent  
Tempe: Shelly Seyler  
Valley Metro: John Farry  
Wickenburg: Vince Lorefice  
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

\*Street Committee: Maria Deeb, City of Mesa  
\*ITS Committee: Catherine Hollow, City of Tempe  
FHWA: Ed Stillings

\* Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County  
\* Transportation Safety Committee: Renate Ehm, City of Mesa

\* Members neither present nor represented by proxy.

+ - Attended by Videoconference  
# - Attended by Audioconference

OTHERS PRESENT

Alice Chen, MAG  
Eric Anderson, MAG  
Nathan Pryor, MAG  
Dean Giles, MAG  
Teri Kennedy, MAG  
John Bullen, MAG  
Eileen Yazzie, MAG  
Bob Hazlett, MAG

Kwi-Sung Kang, ADOT  
Giao Pham, City of Apache Junction  
Roquel Schatz, City of Apache Junction  
Jessica Blazina, City of Avondale  
Maik Sabatini, Baker  
Stacey Bridge-Denzak, Town of Carefree  
Randall Overmyer, CK Group  
Maria Deeb, City of Mesa  
Myesha Harris, City of Phoenix  
Jenny Grote, City of Phoenix  
Martin Lucero, City of Surprise  
Dan Marum, Wilson and Company

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:01 a.m. Chairman Fitzhugh noted that the quorum requirement for the January 29, 2015 Transportation Review Committee meeting was 13 committee members. Chairman Fitzhugh informed the committee that there were four handouts at the table.

2. Approval of Draft October 29, 2014 Minutes

Chairman Fitzhugh asked the committee if there were any comments on the draft October 29, 2014 minutes. There were none and with that, Mr. Jepson from the City of Maricopa motioned to approve the minutes, Mr. Mah from the City of Chandler seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report. Mr. Anderson reported that the Regional Area Road Fund grew by 5 percent in December 2014 which equates to a 4.7 percent increase year-to-date. The projected growth is 3.7 percent for the full fiscal year. It is expected, given lower gas prices and the activities related to the Super Bowl in the region, that the state will experience an increase in sales tax revenue. In 2008 when the Super Bowl was last held in the region, sales tax actually experienced a 13 percent negative change. However, that was also the beginning of the recession so it is difficult to utilize the previous Super Bowl as an indicator of its impact to the region's economy. The final revenue estimates are expected to be available in March 2015.

The Arizona Highway User Revenue Funds increased by 3.7 in December 2014, which translates to an increase of 2.9 for the fiscal year. This was partially due to the gas tax revenue increasing by 4.9 percent in December. Mr. Anderson noted that lowered gas prices have likely lead to increased sales tax revenue and increased driving activity.

Mr. Anderson provided an update on South Mountain freeway, a project that has been in the Regional Transportation Plan since 1985. The Environmental Impact Statement was initiated in July 2001. The Record of Decisions from the Federal Highway Administration is expected at the end of February 2015 or early March 2015. The project has received many comments which are currently being addressed. The South Mountain project will be a contained design-build P3 project. ADOT is evaluating Request for Qualifications responses, and will conduct a financial and technical review on the interested parties. The final Request for Proposals and the contract is expected to be selected in the fall of 2015 and with construction activity to begin 6-12 months after that. This is expected to be the largest design-build project the ADOT has ever done, with a current construction estimate cost of \$1.1 billion. MAG staff is working with ADOT on identifying cash flow and it is

programmed in the Transportation Improvement Program based on expected future revenue. Mr. Anderson also informed the committee about upcoming public meetings on the MAG Spine Study, which will be discussed by Mr. Bob Hazlett in a presentation today.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A and 5B. Item 5A - Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan Item 5B is -Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

Chairman Fitzhugh asked the Committee if there were any questions or comments. There were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from the City of Mesa moved to recommend approval. Mr. Gastelum from City of El Mirage seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

5A - Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan.

The MAG Transportation Review Committee, by consent, approved Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan.

5B -Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

The MAG Transportation Review Committee, by consent, approved the Information Update-Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

6. Arterial Life Cycle Program Changes Technical Review: Black Mountain Boulevard

Chairman Fitzhugh invited Mr. John Bullen, MAG staff, to present on Arterial Life Cycle Program Changes Technical Review: Black Mountain Boulevard. Mr. Bullen provided an introduction on the Arterial Life Cycle Program. The ALCP serves as the financial management tool for the arterial component of the RTP. The program contains 201 projects across 13 jurisdictions. The program is guided by the ALCP Policies and Procedures. The ALCP Policies and Procedures require that all requests to change original ALCP project scope or a substitute a project in the ALCP must meet be presented to the MAG Street Committee for a technical review and recommendation. On January 13, 2015 the MAG Street Committee recommended approval of the proposed change. The MAG Street Committee also recommended that the change be presented to the Transportation Review Committee. Additional information and relevant policies can be found in the agenda.

The City of Phoenix will present specifics on their project change request.

Ms. Leticia Vargas presented the City of Phoenix request to expand the limits of the Black Mountain Boulevard project to Pinnacle Peak Road. She noted that the project is a joint project with the Arizona Department of Transportation and uses the Congestion Manager at Risk (CMAR) process to deliver the project.

Ms. Vargas said the project is located north of Loop 101 in the Desert Ridge area. The planned roadway is envisioned as the main arterial route through the area, it fills in a three mile gap in the roadway network for the area and has been on the City's street classification map since 1994. It was included in Proposition 400 that was approved by the voters in 2004 and design for the project began in 2011.

Ms. Vargas stated that the project will serve projected population in the area, fill in a gap in the roadway network, help relieve current congestion in the area and provide a direct connection to State Route 51. ADOT is serving as the design and construction administrator for the project as the project includes freeway ramps. The FHWA has also been heavily involved in the project and has attended every public meeting for the project. MAG has provided funding for the project. The State Lands Department, the Bureau of Reclamation, the Central Arizona Project, the City's park and recreation department, Pinnacle High School and many homeowners associations have been heavily involved in the design process for the project.

Pointing to a diagram, Ms. Vargas indicated that the public was concerned about the speed of traffic coming from State Route 51 and the proximity of that traffic to Pinnacle High School. It was also a consideration to provide better access to Pinnacle High School and the rest of the roadway network.

In summary the scope of the project was expanded to include:

- An extension of the roadway to Pinnacle Peak Road.
- Improvements to the west leg of Deer Valley Road at its intersection with Black Mountain.
- Improved access to Pinnacle High School.
- A pedestrian overpass and fencing.
- Landscaping near residences, and
- A roundabout at the entrance of the Reach 11 Recreational Area to calm traffic.

Ms. Vargas noted that all items were developed in coordination with FHWA and ADOT. Without the extension of the project to Pinnacle Peak Road, the roadway would operate at Level of Service (LOS) E during the morning and afternoon peak periods. With the extension a LOS C in the morning peak hour and LOS D in the afternoon hour would be achieved. These reductions are consistent with the goal of relieving traffic congestion in this location.

Ms. Vargas explained the change in project limits increases the project cost by \$3.4 million, however, the City is also seeing some cost increases in other areas. These increases are partially offset by a contribution from the freeway program. The City will be paying a thirty percent match on the project.

Ms. Vargas stated that the entire project to Pinnacle Peak Road has been environmentally cleared and the northern section is under construction. Final design is nearing completion on the southern end of the project and construction is anticipated to begin in May. The City recognizes that prior approval should have been obtained to extend the limits of the project, but is at the Committee to address the problem.

Mr. Eric Anderson added that the project includes over three million dollars in freeway funds. The north bound connection off of State Route 51 exits to the City of Phoenix street system. He stated that when the project was originally initiated, there was some debate as to whether or not it should be done as two separate projects. The conclusion was rather than doing two projects, one under the Arterial Life Cycle Program and one under the freeway program, the project would be combined into one. From the freeway programs perspective, the project is important due to lack of good connections on the Loop 101 in that area.

Mr. Martin inquired if the agenda item included funding modifications given that the project cost has increased by 5 million. Mr. John Bullen clarified that the request is only related to project scope and does not include a programming component.

Mr. Martin asked if freeway funds were being transferred to the Arterial Life Cycle Program (ALCP). Mr. Anderson explained that the project has both a freeway and a ALCP component that was not split initially. Had it been separated into two projects, there would have been a larger freeway cost component than the three million in funding that was initially included. Mr. Martin expressed concern that the move of funds from freeway to the ALCP would be setting a precedent. Mr. Anderson stated there are firewalls in place to prevent that for regional funds, however, there is flexibility to move federal funds if needed.

Mr. Grant Anderson noted that the Streets Committee recommended approval of the recommendation.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from City of Mesa motioned to approve and Mr. Grant Anderson from the Town of Youngtown seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

Mr. Naimark added after the vote that the project will not only benefit mobility on the north-south corridors but also on the Loop 303 because it will be eventually become a parkway alternative to Loop 101. The project has allowed development to occur north of the Loop 101.

7. MAG Federally Funded, Locally Sponsored Project Development Status Report

Ms. Kennedy, MAG staff, presented on the MAG Federally Funded, Locally Sponsored Project Development Status Report. Ms. Kennedy said that the agenda item included the acceptance of the Status Report as well as the TIP changes associated with the updated report. She noted a correction to the report as presented. The report omitted a project for the City of Avondale (AVN16-409) which is an ITS project. The correction will be made for the MAG Management Committee moving forward. Ms. Kennedy reminded the committee

that the Status Report is developed two times a year and used as precursor to close-out. ADOT requires funds to be obligated annually.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin made the motion to approve and Ms. Albert from City of Glendale seconded the motion. The committee, by unanimous voice vote recommends the acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of the associated actions that defer, delete, advance, and change projects, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

8. Federal Fiscal Year (FFY) 2015 Funds, & Funding Levels for Tier 3 Programming

Ms. Kennedy, MAG staff presented on the Federal Fiscal Year (FFY) 2015 Funds, & Funding Levels for Tier 3 Programming. Ms. Kennedy explained that the purpose of Close out is to insure that the MAG region utilize all suballocated funds from the Arizona Department of Transportation. ADOT requires suballocated funds to be obligated on an annual basis. These funds allocated for bicycle-pedestrian, ITS, transit, paving dirt roads, roadway projects, and Unified Work Program related activities. The funding amounts are impacted by project schedules, final vouchers, cost savings and the redistribution of unobligated funds. The available funding currently includes, a correction from ADOT for an incorrectly billed freeway project from last year, and a loan that is being returned to the SouthEastern Arizona Governments Organization (SEAGO) .

Ms. Kennedy noted that there were incorrect billings that belong on the Regional Freeway, and ADOT highway-related projects and these corrections are being addressed partially this year and partially next year. Request to member agencies for close-out funding was sent in December and due in January and staff reviewed the eligible projects submitted for funding. Total project requests came in at more than \$15.6 million. Ms. Kennedy explained the amount of funding that is estimated to be available for closeout is \$6.3 million and the process by which projects need to be submitted to ADOT no later than June 1, 2015.

Ms. Kennedy reviewed Options 1, 2, 3, and the "Mesa" proposal that was distributed prior to the meeting.

Mr. Martin indicated that engineering cost have been higher than expected. The City of Mesa has proposed additional funding for fiscal year 2015 projects and no additional funding for fiscal year 2014. However, he conceded that capping the awards to agencies at \$700,000 might be too low.

A discussion on funding for street sweepers and agency funding cap ensued. Mr. Naimark commented on the funding limit and expressed his support for dropping design assistance and increasing the funding cap. Mr. Fitzhugh stated that he would support an \$800,000 cap. Ms. Albert stated that she could not support a hybrid of options 4 that would eliminate design. Mr. Lowe stated his support for funding of street sweepers. Mr. Taylor also stated his agency's support for street sweepers.

Mr. Fitzhugh inquired about the time line for implementation. Ms. Kennedy replied that they could defer another month but this would eliminate eligibility for FY2014 projects that had just opened bids. Ms. Kennedy explained that with an approved proposal there may still be changes and project cancellations. Mr. Eric Anderson added that funds for street sweepers is easy to obligate and as money becomes available due to final vouchers, the ensuing action, can include an options to fund sweepers as funds become available through May. Mr. Paul Jepson from City of Maricopa stated his support to fully fund street sweepers.

Ms. Kennedy stated that a modified option 4 that limits by agency's awards to 900,000 and funds street sweepers by priority would be possible.

Mr. Jeff Martin moved to approve Option 4 with the modifications. Mr. Grant Anderson 2nd the motion. A vote was not taken.

Ms. Albert requested to include funding for design. Mr. Martin stated his support for the request. The request would put the agency cap at \$800,000 and fund design. Mr. Naimark agreed to the agency cap of \$800,000. Ms. Kennedy stated that under this scenario, she would need to meet with individual agencies to discuss which projects received full funding and which ones received partial funding.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion. Mr. Martin from City of Mesa made the motion to modify the cap and to include design, and the balance of the sweepers in priority order. Mr. Grant Anderson from town of Youngtown seconded the motion. The committee, by voice vote recommend acceptance of the modified motion. Mr. Jepson from the City of Maricopa dissented.

9. Pinal County STP Programming and Evaluation Policy

Mr. Bullen, MAG staff, presented on the Pinal County STP Programming and Evaluation Policy.

Mr. Bullen noted that on May 9, 2013 Governor Brewer approved the MAG metropolitan planning area boundary expansion into Pinal County. The new boundaries include the Town of Florence, City of Maricopa, portions of Pinal County, and the balance of the City of Apache Junction, Gila River Indian Community, and Town of Queen Creek. With the addition of this area into to MAG came a sub-allocation of federal Surface Transportation Program (STP) funds, which are distributed based on population. Because, the STP funds in the MAG region are programmed based on Proposition 400 and the Arterial Life Cycle Program (ALCP), Pinal County could not transition into program. It became necessary to establish regional goals and then evaluative criteria toward the funding of projects.

Mr. Bullen explained that a working group composed of city, county, town, and tribal managers was tasked with generating regional goals and evaluative criteria to program the sub-allocated STP funds. The Working Group met a total of four times from June 2014 through September 2014. The working group agreed to six goals and objectives:

1. Expand capacity on existing roadways or intersections of high demand.
2. Maintain and preserve the region's transportation system.
3. Address safety concerns in the existing roadway/intersection conditions.
4. Promote connectivity between high demand/capacity roadways and activity centers to advance economic viability.
5. Maintain consistency with stated jurisdictional policy.
6. Achieve a significant reduction in congestion on the region's transportation system.

Mr. Bullen said the group decided on six weighted quantitative criteria and six weighted qualitative criteria, all of which related to goals and objectives. The quantitative criteria included: Annual average daily traffic (AADT) - 13%, Pavement/bridge condition - 13%, Peak period speed - 13%, Segment/intersection capacity (VPLPH) - 13%, Crash rate - 9%, Number of injuries/fatalities - 9%. The weighted qualitative criteria included : Connectivity (regional) - 5%, Proximity to activities centers - 5%, Intersection improvement throughput - 5%, Intersection improvement safety - 5%, Jurisdictional policy - 5%, Community involvement - 5%.

The Financial Ceiling for award of initial construction programming will be \$2 million, or a maximum of \$3 million for joint projects. Funding will be provided for both design and construction phases. The project applications will be presented, reviewed, and recommended initial ranking at the Streets Committee and then forwarded to TRC. Additional detail about eligible roadways and activities can be found in the draft MAG Pinal County STP Programming and Evaluation Policy document. If the draft MAG Pinal County STP Programming and Evaluation Policy is approved by Regional Council on February 25, 2015 then a call for projects will be issued on February 26. The projects will go to Street Committee and TRC in May, and to Management and Regional Council in June. Included are funds from fiscal years 2014, 2015 and 2016 when the regional did not have any fully programmed projects. An intra agency loan was developed.

Mr. Grant Anderson inquired how the programming tool will fit into the freeway program. Mr. Bullen informed him that this tool is for small funding and that a study process will address long term conceptual issues. This will serve as a transitional program in the short term prior to the adoption of the long-term Regional Transportation Plan.

Mr. Eric Anderson also confirmed that MAG STP and funds and Transportation Management Area funds are not included in this process.

Chairman Fitzhugh asked the Committee if there were any questions or comments and there were none and with that Chairman Fitzhugh requested a motion to adopt the Pinal County STP Program into the MAG Federal Fund Programming Guidelines. Mr. Jepson from City of Maricopa made the motion to Pinal County STP Programming and Evaluation Policy. Mr. Mr. Moussaf from the Town of Queen creek seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

10. Interstate 10/Interstate 17 Corridor Master Plan Update

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/Interstate 17 Corridor

Master Plan and a demonstration of the MetroQuest tool for public outreach. Mr. Hazlett stated that this 35-mile section of the region's freeway system is referred to as "The Spine." He noted that \$1.47 billion is programmed in the Regional Transportation Plan for improvements to this corridor.

Mr. Hazlett stated that this corridor extends from the North Stack (Interstate 17/Loop 101) to the Pecos Stack (Interstate 10/Loop 202). He said that the corridor involves the MAG member agencies of ADOT, Chandler, Guadalupe, Phoenix, and Tempe. Mr. Hazlett noted that about 40 percent of the daily freeway trips in Metro Phoenix use some portion of the corridor.

Mr. Hazlett stated that ADOT had been conducting environmental impact statement studies, but there was little guidance as to the vision for the corridor. He stated that Interstate 10/Interstate 17 Corridor Master Plan began in response to the 2012 decision for suspending the two environmental impact statement studies for the corridor between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges.

Mr. Hazlett stated that on October 31, 2014, a joint meeting of the participating agencies including: ADOT, FHWA, City of Phoenix streets, transit, aviation, Cities of Chandler, Tempe and Guadalupe, was held to define a path forward for the corridor. He stated that improvements include a near term improvement strategy to address bottlenecks in the corridor.

Mr. Hazlett stated that the Corridor Master Plan is a four-step process to identify the vision for Interstate 10 and Interstate 17. He stated that the goal is for completion by December 2016. Mr. Hazlett displayed a photograph of the Charter Partners, which includes elected officials and executive directors, the Management Partners, which includes staff from MAG, ADOT and Federal Highway Administration Arizona, and the Planning Partners, which includes Federal Highway Administration, Federal Aviation Administration, ADOT, Department of Safety, MAG, Chandler, Guadalupe, Phoenix, Tempe, and Valley Metro.

Mr. Hazlett stated that public meetings will be launched on February 23, 2015. He noted that a project fact sheet was at each place and includes the locations of the public meetings. Mr. Hazlett stated that MetroQuest, a public outreach tool, was developed. He described it as a bilingual online engagement/survey tool used to obtain input regarding public's values/concerns, and feedback on potential scenarios and improvements. He stated that MetroQuest is more interactive than just taking a survey. Mr. Hazlett stated that MetroQuest will be embedded into the study website: [spine.azmag.gov](http://spine.azmag.gov), which will be live approximately the second week of February. He noted that an online survey would be available throughout the duration of the public comment period and is mobile device compatible.

A demonstration of the tool developed by metroquest was provided. Mr. Farry inquired how the priorities indicated on the tools were determined. Mr. Hazlett replied that it was through a public involvement process.

Mr. Hazlett discussed the next public information schedule. The same material will be

presented in each location and each meeting will be conducted in an open house format. Attendees will be allowed to write on maps and surveys will be conducted on tablets. The tool is expected to be live in the 2nd week February.

Mr. Hazlett explained the benefits of ITS including technology related to variable speed limits. The benefits, as demonstrated in a system in Australia, can include increased capacity, and reduction in crashes. Mr. Eric Anderson added that an increase throughput of 10% would not only yield a substantial return on investment but also increase safety, lower insurance rates, lower out of pocket expenses, and improve the driving experience.

Mr. Hazlett added that dynamic timing will not long lead to congestion reduction improvements on the freeway but also on arterial streets by allowing drivers to make better decisions on trips while creating a more reliable travel system. Technology such as variable speed limits may be implemented by the ADOT director.

Mr. Martin complimented Mr. Hazlett on his effort on this study. Ms. Kristin Meyers inquired about the cost of the survey tool. Mr. Hazlett replied he could discuss with her the cost and also mentioned that the MAG IT staff have expressed interested in developing a similar tool in-house.

Chairman Fitzhugh asked the Committee if there were any additional questions or comments and there were none.

11. Request for Future Agenda Items

There were no requests for future agenda items.

12. Member Agency Update

Mr. Martin expressed thanks to Teri Kennedy on her work on Agenda item number 8.

Mr. Ligocki reported that the Maricopa County is currently doing Transportation System Plan update. Information has been sent all the member agencies and public input meeting will be held beginning next week and will be held throughout the region. Mr. Ligocki invited the committee to participate in the public participation process.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, February 26, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 11:44 a.m..