

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 24, 2011

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Dan Cook, City of Chandler	Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
* 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	Wulf Grote, METRO
Monique de los Rios-Urban, MAG	Jeff Martin, Mesa
Jorge Luna, MAG	Karen Savage, Surprise
Eileen Yazzie, MAG	Brian Toule, TSA
Kwi-Sung Kang, ADOT	Jason Watson, Horrocks Eng.
Clem Ligocki, MCDOT	Greg Haggerty, Dibble Eng.
Kristen Sexton, Avondale	Art Brooks, Strand
Tom Callow, Phoenix	Van Ornelas, ASU

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:03 a.m.

2. Approval of Draft December 9, 2010 Minutes

Chairman Moody announced that MAG Staff had requested to make minor technical revisions to the December 9, 2010 meeting minutes. He asked if the Committee would like to make any additional changes or amendments to the minutes. The Committee did not request additional revisions. Mr. John Hauskins from Maricopa County motioned to approve the minutes with the requested minor technical revisions. Mr. Bob Antilla from Valley Metro/RPTA 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 received 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 January were up 6.8 percent based on sales activity in December. He stated that revenues had been positive for the last four months adding the year-to-date revenues were up one-half percent. Mr. Anderson stated that the RARF projection forecasted 0.6 percent growth for the current year.

Mr. Anderson reported that the Highway User Revenue Fund (HURF) collections for January were up 4.4 percent over 2010. He stated that HURF revenues were up 1.2 percent year-to-date and that the forecast had projected a 0.9 percent increase. He noted that HURF collections for the year were slightly higher than forecasted.

Mr. Anderson informed the Committee that the three life cycle programs in the Regional Transportation Plan (RTP) were being rebalanced due to decreased program revenues. He stated that he did not anticipate major changes to the Freeway Life Cycle Program (FLCP). He noted, however, a loss of bonding capacity due to decreased revenues. Mr. Anderson reported that Valley Metro/RPTA would be conducting a series of meeting to address revisions to the Transit Life Cycle Program (TLCP) and that the rebalancing of the ALCP would be discussed in a later agenda item.

Moving on, Mr. Anderson discussed the federal funds continuing resolution, which was set to expire on March 4, 2011. He stated that the federal government would shut down if a new continuing resolution was not passed before the current resolution expired. He expressed concerns about discussions at the national level to limit transportation funding to trust fund

revenues. Mr. Anderson explained that if approved, the limitation would reduce federal transportation funding by approximately 30 percent. He stated that he did not know at this time how the change would affect the various transportation programs.

Next, Mr. Anderson discussed the air quality programs and plans. He informed the Committee that the Air Quality PM-10 Plan had been officially withdrawn in January. He stated that region was not in a freeze at this time and that a new finding of conformity under the old budgets was required. He stated that MAG was working to submit a revised PM-10 Plan to the Environmental Protection Agency (EPA) by January 2012. He reported that MAG was coordinating with the EPA to resolve the issues.

Mr. Anderson announced that the Proposition 400 performance audit was underway. He stated that the auditors were conducting monthly progress meetings. He reported that auditors hoped to announce the audit findings by summer and issue the final report in October 2011.

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. Consent Agenda

Addressing the next item of business, Chairman Moody 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 on the Arizona Department of Transportation (ADOT) Red Letter Process. There were none. Mr. RJ Zeder from the City of Chandler motioned to approve the consent agenda. Mr. Hauskins seconded, and the motion passed with a unanimous voice vote of the Committee.

6. Arterial Life Cycle Program Deficit and Rebalancing Process

Chairman Moody announced that materials for the agenda item had been sent to the Committee electronically and that copies were available at their places. Then, Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present on the Arterial Life Cycle Program (ALCP) program deficit and rebalancing process. Ms. Yazzie announced that her presentation would address actions taken by the MAG Transportation Policy Committee as well as next steps in the rebalancing process.

First, Ms. Yazzie presented a graph of Regional Area Road Fund (RARF) forecasts from 2003, 2009, and 2010. The graph depicted a decline in the RARF forecast since the initial forecast in 2003. Ms. Yazzie informed the Committee that the current forecast resulted in a program deficit that began in FY 2012 of the current ALCP. She explained that the availability of program funds were impacted immediately. She cautioned the Committee that shifts in programmed reimbursements would be needed to maintain the fiscal balance of the program even though portions of the program would be deferred to Phase V during the rebalancing effort.

Ms. Yazzie announced that the MAG Transportation Policy Committee (TPC) had approved Scenario III as the method to rebalance the ALCP in lieu of the current policy. She stated that under the method recommended by the TPC, cuts would be holistic and based on each agency's allocation of the ALCP under Scenario III; whereas, the current policy required reimbursements to be deferred in priority order. Ms. Yazzie stated the previous reimbursements would not be affected by the rebalancing method; however, the reimbursements would be considered in the determination of each agency's share of the ALCP.

Ms. Yazzie stated that the rebalancing effort would provide agencies with the opportunity to review projects for scope changes and consolidations. She encouraged member agencies to review project priorities and to reprogram projects accordingly. Ms. Yazzie estimated that \$216.9 million would need to be cut from the program during the rebalancing effort. She cautioned that the amount could increase to \$250 million depending on inflation and other factors.

Next, Ms. Yazzie discussed the MAG Congestion Management Process (CMP). She announced that MAG Staff had developed a CMP in accordance with federal requirements for Metropolitan Planning Organizations. Ms. Yazzie encouraged MAG Member Agencies to use the CMP tool in the reprogramming and decision-making process. She stated that the CMP tool was linked to the goals of the Regional Transportation Plan (RTP).

Ms. Yazzie explained that the CMP tool allowed users to apply qualitative and quantitative measures to evaluate and prioritize projects and that users could change weights and priorities. She stated that MAG Staff had conducted a trial run of the CMP using available data on arterial street projects.

Mr. Eric Anderson informed the Committee that during the performance audit of Proposition 400, the auditors had inquired how the original arterial projects in the Regional Transportation Plan (RTP) had been selected. He reported that MAG had used a vehicle miles traveled per dollar spent methodology to select projects. He added that with the CMP, a tool was available to apply in the project selection and prioritization process. He announced that MAG Staff was available to assist users with the tool.

Moving on, Ms. Yazzie discussed the FY2011 ALCP schedule. She explained that the annual update process had been compressed and that meeting deadlines was essential to ensure approval of the draft FY2012 ALCP in July. Ms. Yazzie announced that a technical training on the annual update forms would occur on March 2nd and that the next meeting of the ALCP Working Group would occur the following day. She stated that at the March 3rd meeting, MAG Staff would discuss the schedule, process, and an overview of the CMP.

Mr. Meinhart from the City of Scottsdale inquired if reducing the local match requirement had been discussed with the TPC. Mr. Eric Anderson replied that MAG had not addressed the issue with the TPC at that time because the focus of the discussion had been to obtain policy direction on the rebalancing process. He stated that MAG Staff would conduct analysis on changing the local match and return to TPC for guidance on that issue in the future.

Mr. Eric Anderson informed the Committee that the TPC had discussed if Scenario III would be a policy change at this time. He stated that the TPC had not recommended to change the current policy, but had requested projects be restored by same means they were deferred that as revenues increased. He noted the TPC's request that once all projects had been restored that MAG Staff revisit the TPC for additional guidance on how to program any excess funds. A brief discussion followed.

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. Transit Policy and Programming in the Region

Chairman Moody invited Ms. Yazzie to address the transit policy and programming in the region. Ms. Yazzie stated that in June 2010, a motion was made in conjunction with the approval of the Fiscal Year 2011 -2015 MAG Transportation Improvement Program that MAG Staff address preventative maintenance. She stated the MAG Staff had coordinated with transit operators and conducted several scenarios to determine how to program these funds.

Ms. Yazzie informed the Committee that the MAG Transit Committee had approved an allocation for FY 2010. She stated that the allocation recommended had not moved forward. She explained that in conducting analyses, MAG Staff had found gaps and other issues pertaining to the distribution methodologies. She stated that the gaps included the type of transit currently using preventative maintenance funds, the implications of preventative maintenance, and the programming process for unprogrammed regional federal funds.

Ms. Yazzie announced that MAG Staff had sought policy guidance from the MAG Transportation Policy Committee (TPC) regarding these issues. She reported that MAG Staff was requesting policy clarification from the TPC on three main policy questions:

- (1) clarifying the use of regional federal funds to support different levels of transit service,
- (2) integrating preventive maintenance funding in the Regional Transportation Plan (RTP), and
- (3) establishing a process to program any unallocated federal funds.

Ms. Yazzie explained that the RTP did not address preventative maintenance and that MAG needed to established a process for programming these funds. She informed the Committee that discussions with the TPC on these issues were initiated in February. She reported that a motion was not passed by the TPC at that time and that MAG Staff would revisit the issue with the TPC and continue the policy discussions on the issue.

Mr. Eric Anderson stated that TPC member Mr. Dave Barry with Swift Trucking, who maintained a fleet of trucks, provided insight on preventative maintenance. According to Mr. Eric Anderson, Mr. Barry stated the MAG needed to refine the definition of preventative maintenance to clarify what did and did not qualify as preventative maintenance. Mr. Eric Anderson cautioned that any decisions made should not have a negative impact on the Transit Life Cycle Program (TLCP).

Mr. Terry Johnson from the City of Glendale stated that the cuts from the Arizona Department of Transportation had a major ripple effect on the TLCP. He stated that Glendale would like to maximize the amount of surplus funds flexed to the maintenance of the current transit capital.

Mr. Eric Anderson stated that the TPC had discussed the economic situation of transit operators in the region. He reported that the discussion addressed the possibility of approving a policy in the short-term and then revising the policy when the economy improved. He stated the TPC did not adopt any policies during the meeting.

Mr. Eric Anderson stated that MAG was working to develop a transparent process and to document how things had been done. He stated that the region needed to improve documentation methodologies.

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. Phoenix West Alternative Analysis Update and Operating Plan

Next, Chairman Moody invited Mr. Tom Callow with the City of Phoenix to discuss the Phoenix West Alternative Analysis Study and Operating Plan. Mr Callow informed the Committee that in the past MAG typically had not seen alternative analysis studies before the preferred alternative had been selected. He stated that the study began in 2007 when construction of the initial system was underway. Mr. Callow noted that the current system carried 50 percent more riders than initially expected. He reported that the Phoenix West corridor was slated for completion in 2021.

Mr. Callow reported that the Phoenix West Alternatives Analysis was divided into two study areas: the mainline section between Thomas Road and Buckeye Road from 99th Avenue to Interstate 17 (I-17) and the downtown section from Interstate-17 to 7th Street. He stated that the study focused on determining what technology(s) and alignment to use. Mr. Callow announced that the study recommendation was to use light-rail transit (LRT) along the mainline and downtown alignments.

Mr. Callow informed the Committee that the study indicated the preferred alignment was in the Interstate-10 (I-10) right-of-way west of I-17. He explained that the alignment in the I-10 right-of-way had been selected due to the increased right-of-way and construction costs associated with the other potential alignments. Mr. Callow stated that most transit riders were north of I-10 and that the trend was due to amount of industrial development south of I-10.

Mr. Callow explained that one issue with the selected alignment was historic developments. He explained that residents in the historic neighborhood were unhappy with preferred alignment. He stated that each alignment studied would impact a historic neighborhood.

Mr. Callow announced that in addition to taking the proposed alignment to the public the study team had developed a near-term bus action plan. He explained that the actions could be

conducted in conjunction with existing Bus Rapid Transit (BRT) system. Mr. Callow stated that interim activities included the construction of ramps from Interstate-10 to the frontage road and converting the frontage road into a busway. He stated that other actions included building park and ride facilities.

Next, Mr. Callow presented the project schedule. He stated that the study team had presented the alternatives analysis for approval to the Citizens Transit Commission, the Central City Village Planning Committee, the Maryvale Village Planning Committee, and the Estrella Village Planning Committee in January 2011. He added that the Planning Commission had recommended approval on February 9, 2011. Mr. Callow informed the Committee that presentations to various commission, committee, and neighborhood public meetings would be an on-going process. Mr. Callow announced the study team would present the alternative analysis for approval by the City of Phoenix in April 2011 and by the MAG Regional Council in May 2011.

Mr. Rick Naimark from the City of Phoenix inquired if the LRT trains would travel in different directions once the trains connected with the existing system. Mr. Callow replied that it was possible that would occur. He stated the individuals were on both sides of that issue and that a decision would be made at a later date.

Mr. Eric Anderson asked Mr. Callow to discuss the grade separation issue with the alignment along parts of I-10. Mr. Callow explained that Mr. Anderson's comment referenced discussions on whether to build at-grade or grade separated facilities at arterial street crossings. Mr. Callow stated that grade-separated crossing were safer, but more expensive than at-grade crossing, which were not as safe. Mr. Eric Anderson asked if the study looked at the possibility of going under the arterials instead of over the arterials. Mr. Callow replied yes noting that the light rail system in Denver, Colorado had grade-separated crossing above or below the arterial in several locations.

Mr. Grant Anderson stated that the study area was to the Loop 101 and inquired why the study only focused on the area out to 67th Avenue. Mr. Callow replied that the study team was involved with an on-going study with the City of Glendale that addressed the area between 67th Avenue and Loop 101. Mr. Callow added that the revenues from Proposition 400 stopped at 79th Avenue.

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. Mr. Grant Anderson requested that the Committee revisit the programming of projects in the later years of the Transportation Improvement Program (TIP). He explained that during the last round of

amendments and administrative modifications to the FY2011-2015 TIP approved in preparation for the air quality conformity freeze did not include several requests for projects in FY2014 and FY2015. He asked the Committee discuss the inclusion of those projects given that the freeze did not go into effect.

Mr. Eric Anderson replied that the last year of the MAG TIP was not included in the State Transportation Improvement Program (STIP) and was not reviewed by the Federal Highway Administration (FHWA). He explained that since these projects are not included or reviewed that they did not need to be amended in the MAG TIP at this time and could be included in the MAG TIP during the next update. He also explained that conformity would be finalized in June 2011 and that MAG Staff was in the process of analyzing the previous changes to ensure conformity was met. He stated that adding other projects at this time would affect this process.

Mr. Grant Anderson replied that he would like the projects in question to be incorporated into the TIP sooner. He added that by starting the process now, member agencies would have more time to work on requests. Mr. Eric Anderson replied that MAG would initiate the process of updating the current TIP in the late summer or early fall of 2011 with amendments being made in the interim, as necessary.

Mr. Hauskins stated that it was prudent to hold off on the additional changes for several reasons. He explained that the impact of revenues changes needed to be determined. He added that the region was in the midst of a reprogramming effort that would result in additional project changes.

Mr. Eric Anderson announced that the current agenda item was to propose future agenda items and cautioned the members that a lengthy discussion could constitute a violation of the open meeting law. He also acknowledged Mr. Grant Anderson's previous request to hear the role of the MAG Street Committee in the project review and selection process.

Chairman Moody 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 Wednesday, March 30, 2011. There be no further business, Chairman Moody adjourned the meeting at 10:55 a.m.