

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 27, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	*Maricopa (City): David Maestas for Paul Jepson
* ADOT: Floyd Roehrich	Maricopa County: John Hauskins
* Buckeye: Scott Lowe	Mesa: Jeff Martin for Scott Butler
* Cave Creek: Ian Cordwell	*Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
* Fountain Hills: Randy Harrel	Scottsdale: Todd Taylor for Paul Basha
Gila Bend: Ernie Rubi	Surprise: Dick McKinley
Gila River: Tim Oliver	Tempe: Shelly Seyler
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Parab Abdabala for Debbie Albert	#Wickenburg: Mark Lemon for Vince Lorefice
Goodyear: Cato Esquivel	Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*ITS Committee: Catherine Hollow, City of Tempe	*Transportation Safety Committee: Renate Ehm, City of Mesa
* FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Eric Gudino, ADOT
John Bullen, MAG	Clem Ligocki, MCDOT
Alice Chen, MAG	Paul Basha, City of Scottsdale
Roger Herzog, MAG	Susan Conklu, City of Scottsdale
Teri Kennedy, MAG	Evelyn Ng, City of Scottsdale
Alex Oreschak, MAG	Mike Sabatini, Baker
Brian Rubin, MAG	Ogbonna Abarikwu, The CK Group, Inc.
Steve Tate, MAG	Art Brooks, Strand Associates

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:03 a.m. Chairman Fitzhugh noted that the quorum requirement for the February 27, 2014 TRC meeting was 13 committee members.

2. Approval of Draft January 30, 2014 Minutes

Jeff Martin motioned to approve the minutes. Cato Esquivel from the Town 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 noted that sales tax revenues in January increased 14.8%, the highest increase since March 2006. Part of that increase may have been because some Christmas shopping shifted from November to December due to the late Thanksgiving. Year-to-date sales tax revenues increased 8.1%. Highway User Revenue Fund (HURF) revenues increased 6.9% in January. Year-to-date HURF revenues increased 3.1%. All categories of HURF revenues increased from last year.

Mr. Anderson stated that the US DOT released a TIGER grant notice of funding availability on February 26, 2014. The funding totals \$600 million nation-wide, and includes a set-aside for planning project funds.

Mr. Anderson informed the committee that the West Valley Vision project kicked off in February 2014, with Tim Strow from MAG managing the study along with Anubhav Bagley. MAG staff will be conducting interviews in each community with staff, mayors, City/Town council members, and City/Town managers. Additionally, MAG is kicking off the Southeast Valley Transit System Study in March 2014 with RPTA.

Mr. Grant Anderson asked what the scope of the West Valley study was. Mr. Eric Anderson noted that the objective was to gather information on a variety of topics, including current plans and how agencies might want to change current plans to address future needs. Mr. McKinley noted that MAG staff did a very good job during their meeting with the City of Surprise.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A - ADOT Red Letter Process and 5B - Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation

Improvement Program and as appropriate to the 2035 RTP. Chairman Fitzhugh asked the Committee if there were any questions or comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. Grant Anderson motioned to approve the consent agenda. Cato Esquivel seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. ADOT Red Letter Process

The MAG Transportation Review Committee, by consent, approved the ADOT Red Letter Process.

5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 RTP

The MAG Transportation Review Committee, by consent, approved the Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 RTP.

6. Request for Second Deferral of the Construction Phase for Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash Project by the City of Scottsdale

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG and Mr. Paul Basha from Scottsdale to present on the Request for Second Deferral of the Construction Phase for Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash Project by the City of Scottsdale.

Ms. Kennedy noted that federal fund policies and procedures approved by MAG Regional Council in October, 2011 allow for a first time deferral for CMAQ projects. If a second deferral is needed, the agency must receive approval through MAG committee process. The agency must address four items for consideration: the reason for the initial deferral, the need for a second deferral, the demonstration of financial resources and staff availability, and an updated schedule. Ms. Kennedy then introduced Mr. Basha to present on the deferral request for the City of Scottsdale.

Mr. Basha presented an aerial view of the City of Scottsdale and its path system. Mr. Basha noted that Scottsdale has paved and improved a number of paths along the canal system since 1999, and that the proposed project was the last link missing from the citywide path network in this corridor. Mr. Basha noted that when this project is completed, there will be eight miles of paved path along the Arizona Canal and 49 total miles of connected paved paths within the City.

Mr. Basha explained that the first project deferral involved combining two projects into one longer corridor project, along with expediting a separate project along the same canal. Mr. Basha provided an overview of the original plan for the project. The project intent was to provide a ten foot wide path (AASHTO guidance requires eight feet) and five foot canal clearance (AASHTO guidance requires four feet) on the east embankment of the canal. There was strong public opposition to the preferred east side alignment. When the public opposition intensified, the City of Scottsdale re-analyzed the project and considered changing the alignment to the west side of

the canal. However, the west side of the canal was not ideal because short sections of the embankment where preferred path widths would not be possible. Mr. Basha provided photographs documenting some of the public's reasons for opposition to the original east side alignment. On the east side, the canal bank is above the height of adjacent property walls, allowing sight lines into backyards.

Mr. Basha indicated that the final alignment on the west side does conform to all AASHTO requirements, though small sections are more narrow than the original project goals recommended. Mr. Basha provided an overview of the requested revised schedule. The schedule indicates that the final submittal to ADOT and FHWA would occur in December 2014, with construction authorizing in the spring of 2015 and completing by the end of 2016. Mr. Basha noted that the Scottsdale City Council has approved a larger local match for the project than is normally required. Mr. Basha noted that there was a nine month delay caused by FHWA in the design reimbursement approval process. Mr. Basha also explained that an additional eleven months of delay resulted from stronger than anticipated public opposition to the initial project design.

Mr. Dan Cook from the City of Chandler noted that this was a good project and that Scottsdale has been developing their canal system for a long time. Mr. Cook asked about how the public process delay was out of the City of Scottsdale's control. Mr. Basha noted that the delay was a combination of the federal authorization process and the public process, the delay in the federal authorization process delayed the start of the public process, and that Scottsdale acted as quickly as possible after the delayed federal approval in October 2012. Mr. Basha noted that the City did not anticipate intense public opposition, as the City has generally had strong public support for their paved path system. Mr. Basha noted that the City anticipated the opposition would dissipate, but it only intensified. Mr. Cook asked whether the environmental clearance submittal indicated in the schedule was still on track. Mr. Basha noted that the environmental process was continuing as indicated in the schedule, and that the City anticipated receiving environmental clearance by June 2014.

Mr. Martin noted that the City of Mesa had intense opposition to a paved path project in the past, and had to return federal design funding due to intense neighborhood opposition. Mr. Naimark asked if, going forward, there were any other anticipated difficulties remaining in the process. Mr. Basha noted that while all contingencies cannot be anticipated, the opposition to the project has dissipated since the change of alignment to the west side, and that Scottsdale anticipated meeting all deadlines.

Mr. Scoutten asked if the City talked to people who live adjacent to the west side of the canal, and if they would start opposing the project with the new alignment. Mr. Basha noted that the west side residents have generally voiced approval, and have asked for greater levels of vegetation adjacent to the path. Mr. Fitzhugh asked why the original two projects were combined and deferred initially, and whether the projects could have been completed individually if they were not combined. Mr. Basha noted that they may have been able to be constructed individually, but that Scottsdale determined a need to evaluate the corridor holistically in order to address neighborhood connections and roadway crossings. Mr. Fitzhugh asked whether moving the alignment to the west side with the power poles would create any issues with the utility companies, or whether they have voiced approval of the new alignment. Mr. Basha noted that the utility poles are owned by the Salt River Project, that the City of Scottsdale has extensively

collaborated with SRP, and that Scottsdale has provided 20-foot clearances around the poles as requested by SRP. Mr. Basha noted that SRP was also more supportive of the west side alignment than the east side alignment.

Mr. Fitzhugh asked Ms. Kennedy how many times second deferrals for projects have been considered and approved in the last few years. Ms. Kennedy noted that there had been three requests for a second deferral of a project. Mr. Hauskins noted that he has worked on projects like this in the past, and was sympathetic to the City's issues. Mr. Hauskins expressed his support for moving forward with a positive vote.

Chairman Fitzhugh asked for a motion. Mr. Martin moved to recommend approval. Mr. Rick Naimark from the City of Phoenix seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP), the 2035 Regional Transportation Plan.

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP), the 2035 Regional Transportation Plan.

Ms. Kennedy noted that the item was on the agenda for action, and that Regional Council approved the federally funded project status report on February 26, 2014. The report included Tier I evaluation of CMAQ and Transportation Alternatives projects. Ms. Kennedy noted the need to evaluate Tier II and Tier III requests if funding was made available.

Ms. Kennedy explained that 2014 estimated funding was \$111,306,568. There was a negative \$451,758 obligation authority carry forward from FFY 2013. ADOT has indicated that final vouchers and project savings were \$4,166,420. Total project costs for FFY 2014 were \$114,534,317. As a result, the balance of funding available in the MAG region is approximately \$486,000. Ms. Kennedy explained that Tier II requests involve advancement of projects from future years. One project request was received for Tier II. Ms. Kennedy explained that Tier III requests involve providing additional funding for current year projects in order to meet unmet needs. There were \$3.4 million in Tier III requests.

Ms. Kennedy offered two options for the committee to consider. Option One would leave a balance of \$41,000. Option Two would leave a deficit of \$3.3 million. Ms. Kennedy explained that final vouchers from ADOT might affect funding levels, as ADOT and FHWA have been emphasizing closing out completed projects, and that MAG anticipates approximately \$3.9 million in additional final vouchers before the end of the year.

Mr. Cook asked what the discrepancy was between the handout and the presentation regarding Tier III requests. Ms. Kennedy noted that there was originally a right-of-way request from City of Mesa for the Fiesta Paseo project, but Mesa removed that request and asked to use local funds for that instead. Mr. Grant Anderson noted that there was other money unaccounted for in the discrepancy. Ms. Kennedy noted that resulted from extra carry-forward from street sweeper

projects. Mr. Grant Anderson asked Ms. Kennedy to clarify the impact of the final vouchers on the available funding. Ms. Kennedy noted that MAG currently has received \$4 million in final vouchers, but that MAG received \$8 million last year, and that MAG anticipates additional vouchers of \$4 million before the end of this year. Ms. Kennedy noted that these projects are existing projects that could make the upcoming deadlines. Mr. Grant Anderson asked when MAG would receive additional information on final vouchers. Ms. Kennedy noted that final actuals would come in around March, and that final vouchers would come in as they completed, so Ms. Kennedy would look in April or May to update those numbers. Mr. Grant Anderson asked whether the committee could wait until May to approve these requests. Ms. Kennedy noted that waiting could cause delays at ADOT for authorization due to a large influx of requests, and that ADOT has said this year that any additional funding not authorized in time would be swept.

Mr. McKinley asked which of the options Ms. Kennedy would recommend. Ms. Kennedy noted that approving Option Two would increase the likelihood of having all the funding available for all projects to move forward earlier rather than later and making sure that the projects authorize this year. Ms. Kennedy noted that another option is using any MAG surplus to help other planning agencies in the state by using a loan program. Mr. Cook asked what would happen if Option Two was approved, but the money did not come through. Ms. Kennedy explained that additional deferrals are expected, so the funding would likely be available. Ms. Kennedy noted that when projects go to ADOT for authorization, some projects get very close to authorization, but have not quite reached approval level. Those projects could be moved back to the next fiscal year to ensure enough funding is available for Tier II and Tier III requests.

Mr. Martin noted his appreciation of how closely MAG staff work with ADOT on tracking funding and finding additional money for projects. Mr. Eric Anderson noted that one provision of MAP-21 is that small projects (less than \$5 million of federal funds) would probably qualify for a streamlined Categorical Exemption approach, which may expedite projects and reduce costs. Ms. Kennedy thanked all the agency staff for submitting project workbooks, and thanked the City of Phoenix for looking closely at their larger projects to make sure they were using all their funding. Mr. Cook thanked MAG staff for tracking money and maximizing utilization of funds in a very good process.

Chairman Fitzhugh asked for a motion. Mr. Martin moved to recommend approval of Option Two. Mr. Grant Anderson seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

8. Job Access and Reverse Commute Programming Goals and Objectives

Chairman Fitzhugh invited Ms. Alice Chen from MAG to present on the Job Access and Reverse Commute (JARC) Programming Goals and Objectives.

Ms. Chen noted that the item was on the agenda for possible recommended approval. Ms. Chen explained the JARC program, and that any type of project that provides transportation access for intended audience is eligible for funding under JARC, including programs such as bike share, car loans, bicycle and pedestrian programs, and mobility management.

Ms. Chen provided a timeline of the JARC program. On March 2, 2013, MAG Regional Council approved the regional programming guidelines for Federal Transit Administration formula funds,

including a section on JARC, which indicated that the City of Phoenix would lead the JARC evaluation process, as under SAFETEA-LU. The City of Phoenix recommended that MAG assume the lead role after the fiscal year 2013 process. On October 15, 2013, the MAG Regional Council approved changing the lead agency from City of Phoenix to MAG. Three working group sessions to draft the guidelines and application were held in January and February of 2014. On February 13, 2014, the MAG Transit Committee recommended approval of draft JARC Programming Guidelines.

Ms. Chen noted that staff incorporated national best practices and peer cities concepts in the original draft for consideration. Ms. Chen explained that the program focus includes partnerships with non-profits, an increase in coordination between MAG member agencies and service providers, additional community input and outreach, accountability and performance metrics, and coordination with Human Services transportation staff.

Ms. Chen provided a summary of recommendations. The program goal would be improving access for low-income persons to jobs and job-related services. The program would provide two years of operating funding and one year of non-operating funding, with the ability to re-apply for either with the demonstration of success. With regards to funding, there would be a minimum of \$30,000 and a maximum of \$200,000 (or \$400,000 for a multi-agency application). Evaluation criteria would include the target population served (30%), coordination and outreach (30%), performance indicators (20%), and ability to meet the program intent (20%).

Ms. Chen explained that the preliminary time line for a call for projects would include making applications available on March 14, 2014, providing JARC training on March 18, 2014, having an application due date in April 2014, evaluation of projects in May 2014, Transit Committee approval on June 12, 2014, and Regional Council approval on July 30, 2014.

Chairman Fitzhugh asked for a motion. Mr. Cook moved to recommend approval. Mr. Martin seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

9. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Eric Anderson suggested a future presentation on a change in FHWA guidance on Categorical Exclusions under MAP-21.

10. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community.

Mr. Naimark noted that there was a Downtown Phoenix Transportation Study open house from 11am to 1pm on February 27, 2014 at the Arizona Commerce Authority offices. The study will recommend transforming transportation corridors in the downtown area. Mr. Naimark suggested that the study could be considered for a future TRC agenda item. Mr. Naimark also announced that Wylie Bearup, the City of Phoenix Street Department Director, would retire from the City of Phoenix in April 2014.

Mr. Fitzhugh noted that Phoenix International Raceway would host their spring race during the upcoming weekend.

11. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, March 27, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:03 a.m.