

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

April 24, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair  
Phoenix: Rick Naimark, Vice Chair  
ADOT: Kwi-Sung Kang for Floyd  
Roehrich  
Buckeye: Jose Heredia for Scott Lowe  
#Cave Creek: Ian Cordwell  
Chandler: Dan Cook  
El Mirage: Jorge Gastelum  
Fountain Hills: Randy Harrel  
Gila Bend: Ernie Rubi  
\*Gila River: Tim Oliver  
Gilbert: Kristin Myers for Leah Hubbard  
Glendale: Debbie Albert  
Goodyear: Cato Esquivel

Litchfield Park: Julius Diogenes for Woody  
Scoutten  
Maricopa (City): Paul Jepson  
Maricopa County: John Hauskins  
Mesa: Jeff Martin for Scott Butler  
\*Paradise Valley: Jim Shano  
Peoria: Andrew Granger  
Queen Creek: Mohamed Youssef  
Scottsdale: Todd Taylor for Paul Basha  
Surprise: Martin Lucero for Dick McKinley  
Tempe: Marge Zylla for Shelly Seyler  
Valley Metro: John Farry  
\*Wickenburg: Vince Lorefice  
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

\*Street Committee: Charles Andrews,  
Avondale  
\*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

Margaret Boone, MAG  
John Bullen, MAG  
Alice Chen, MAG  
Roger Herzog, MAG  
Chaun Hill, MAG  
Sarath Joshua, MAG  
Teri Kennedy, MAG  
David Massey, MAG  
Alex Oreschak, MAG  
Nathan Pryor, MAG  
Brian Rubin, MAG  
Amy St. Peter, MAG

Steve Tate, MAG  
Eileen Yazzie, MAG  
Farzana Yasmin, ADOT  
Eric Gudino, ADOT  
Reza Karimvand, ADOT  
George Diaz, City of Buckeye  
Samuel Stevenson, Valley Metro  
Todd Cencimino, Burgess & Niple  
Ogbonna Abarikwu, The CK Group, Inc.  
Art Brooks, Strand Associates, Inc.  
Steve Jimenez, SCI

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 April 24, 2014 TRC meeting was 13 committee members.

2. Approval of Draft March 27, 2014 Minutes

Mr. John Hauskins from Maricopa County motioned to approve the minutes. Mr. Jeff Martin from the City of Mesa 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. Roger Herzog, Senior Project Manger at MAG, to provide the Transportation Director's Report.

Mr. Herzog noted that in March 2014, the half cent sales tax revenue increased 8.5% over revenues from March 2013, 0.6% higher than estimated growth. Year to date, the half cent sales tax revenue increased 8% over 2013, and has recorded \$362 million in revenue for the fiscal year, still below the high of \$391 million in 2007. The Highway User Revenue Fund (HURF) revenue in March 2014 increased 2.8% over revenues from March 2013. Year to date, the HURF revenues increased 2.8% over 2013, and are projected to total \$1.22 billion this year, still below the high of \$1.38 billion in 2007.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A - FY 2015-2017 MAG TA Non-Infrastructure Safe Routes to School Projects and 5B - FY 2015 Title VI and Environmental Justice Program. Chairman Fitzhugh asked the Committee if there were any questions or comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. Hauskins motioned to approve the consent agenda. Mr. Rick Naimark from City of Phoenix seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. FY 2015-2017 MAG TA Non-infrastructure Safe Routes to School Projects

The MAG Transportation Review Committee, by consent, approved the FY 2015-2017 MAG TA Non-infrastructure Safe Routes to School Projects.

## 5B. FY 2015 Title VI and Environmental Justice Program

The MAG Transportation Review Committee, by consent, approved the FY 2015 Title VI and Environmental Justice Program.

### 6. Arizona Department Of Transportation Loan Program And Northern Arizona Loan Request

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Arizona Department Of Transportation Loan Program And Northern Arizona Loan Request.

Ms. Kennedy noted that the item was on the agenda for recommended approval. Ms. Kennedy explained that the ADOT Councils of Governments, including the Metropolitan Planning Organizations, have developed a statewide loan program to address sub-allocated FHWA funds that annually need to be expended; if funds are not spent in the year that they are programmed, the funds will be swept from the region. MAG was approached by the Northern Arizona Council of Governments (NACOG). NACOG would like MAG to take on funding from them this year, available because some of their projects have slipped from their implementation schedule. The funds would be repaid to NACOG from FY 2016 to FY 2019. \$4,252,198 would be transferred from NACOG to MAG in 2014. The repayment schedule indicates that no interest would be charged for this loan.

Ms. Kennedy explained that MAG held a CMAQ closeout process in February 2014, and all eligible requests were met. In March 2014, MAG held a HSIP closeout process, and all eligible requests were met. Ms. Kennedy indicated that the funds from NACOG could be used to advance ALCP projects that are federally funded, that are already underway, and that could advance. Those ALCP project must obligate at ADOT by June 30, 2014.

Ms. Kennedy noted that the NACOG funds would go toward three projects: Avenida Rio Salado in Phoenix, Northern Parkway in Maricopa County, and the Main Street: Mesa Drive to Gilbert Road Light Rail Extension in Mesa. This proposal would allow MAG to fill in gaps between available funding and expenditures, and will allow MAG to advance other projects moving forward. Ms. Kennedy provided an overview of ALCP goals for programming FHWA funds: advance underway FHWA funded projects to fully utilize FFY 2014 federal revenues, advance other projects funded with STP or CMAQ funding based on projected revenues and project schedules, narrow the expenditure to revenue gaps across the program, and maintain financially constrained program.

Ms. Kennedy stated that MAG is able to take on funding from NACOG because MAG is minimizing carry-forward funding in the region, and can now find uses for the funding. MAG ended last year with negative \$400,000 in carry-forward, which was possible because the project workbooks are helping to ensure project schedules are addressed and funds are spent effectively. ADOT has allowed MAG up to \$1 million of leeway to meet the target last year of zero carry forward.

Ms. Kennedy requested action for approval of entering into a loan agreement with NACOG, and, if the committee chose to do so, advancement of the projects outlined in the presentation.

Mr. Martin asked if the motion would include the outlined projects. Ms. Kennedy replied that inclusion of the projects would be preferable.

Chairman Fitzhugh asked for a motion. Mr. Martin moved to recommend approval with the inclusion of advancement of the projects outlined in the presentation. Ms. Kristin Myers from Town of Gilbert seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program.

Ms. Kennedy noted that there was no formal presentation for this item, but that all the information was included in the agenda packet and updated mailout. Ms. Kennedy noted that there was one correction to the project changes. On April 23, 2014, ADOT Priority Planning Committee moved to increase the total cost of Project DOT-14 429 from \$197,000 to \$297,000.

Chairman Fitzhugh asked for a motion. Mr. Dan Cook from the City of Chandler moved to recommend approval. Mr. Grant Anderson from the Town of Youngtown seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

8. Update to the Arterial Life Cycle Program Policies and Procedures

Chairman Fitzhugh invited Mr. John Bullen from MAG to present on the update to the Arterial Life Cycle Program (ALCP) Policies and Procedures.

Mr. Bullen noted that the item was on the agenda for action. Mr. Bullen provided an overview of the ALCP, which serves as the financial management tool for the arterial component of the Regional Transportation Plan (RTP). The ALCP is guided by the ALCP Policies and Procedures, which were last approved by the MAG Regional Council on December 9, 2009. On April 29, 2013, the Managers Working Group convened to discuss changes to the ALCP policies. There was concurrence that the Policies and Procedures should be revised to strength project commitment, better define the annual program development and budget process, and include a toolkit of program rebalancing methodologies. The Managers Working Group asked that the ALCP Working Group reconvene to update the ALCP Policies and Procedures. The ALCP Working Group held seven meetings between August 2013 and February 2014 to discuss the proposed changes.

Mr. Bullen explained that there were two elements added to the policies to strengthen project commitments. The first change would require an agency's Town or City Manager (or a department-level director or higher designee) to provide an annual commitment letter. The second change would be the creation of programming principals. Within the programming principles, the group looked at a possible deferral policy, but determined that it would be difficult to implement. The programming principles included a proactive approach to project

commitment. The programming principles would address reimbursements programmed in the short term (two to three years) with work-based milestones. This will ensure that the projects meet milestones prior to reimbursement, and advancement priorities were developed to fill gaps when projects became delayed. In order to implement the policy, MAG would first collect work information. Next, MAG would evaluate project progress against work milestones. MAG would defer reimbursements in accordance with progress, and would move reimbursements up to fill gaps.

The update to the Policies and Procedures also adds language requiring that program deficits and surpluses go to the Managers Working Group first. The policies were revised to create a toolbox of rebalancing methodologies to provide options for the Managers Working Group. Lastly, the policies have been updated to include lessons learned since 2009. Federal fund invoice approval and payment processes has been documented, administrative requirements were streamlined, and the match requirements for federally funded projects have been addressed.

Mr. Cook noted that Mr. Bullen and Ms. Kennedy did an excellent job of completing the process of updating the ALCP Policies and Procedures. Mr. Martin agreed with Mr. Cook's statement.

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

#### 9. Freeway Management System (FMS) Expansion – Revised Budget and Schedule

Chairman Fitzhugh invited Mr. Sarath Joshua from MAG to present on the Freeway Management System (FMS) Expansion – Revised Budget and Schedule.

Mr. Joshua noted that the MAG ITS committee recommended this item to the Transportation Review Committee. Additionally, the TRC agenda referred to the 2010 RTP update, while it should refer to the 2035 RTP update.

Mr. Joshua provided an overview of the key functions of FMS. The key functions are to monitor traffic flow on the freeway system, reduce congestion through effective traffic management strategies during peak periods, manage traffic during traffic incidents, and coordinate with DPS and emergency response agencies to manage traffic at crash sites and restore traffic flow. Mr. Joshua provided a photo of the ADOT Traffic Operations Center, which was updated in 2013. Mr. Joshua also noted that travel time display during peak periods and real-time freeway traffic speed maps are additional functions of FMS.

Mr. Joshua explained that benefits to the region from the FMS include reduced freeway congestion, improved safety through prompt crash clearance, well-informed travelers with access to real-time freeway condition information, and support of freeway performance measurement.

Mr. Joshua noted that the RTP set aside \$8,700,000 each year in CMAQ funds for FMS projects. The RTP also includes \$720,000 a year in state funds for FMS preservation and \$120,000 in state funds for travel time displays, for a total of \$9,560,000 a year for FMS coverage expansion. In 2003, there were 83 miles of FMS coverage in the region. The 2003 RTP planned for 125 new miles of FMS coverage by 2025, for a total of 211 miles of FMS coverage by 2025. By the end

of 2014 there will be 160 miles of FMS coverage, and the proposed FMS expansion would reach a total of 265 miles by 2021 and would also include SR-303.

Mr. Joshua described the recommended MAG FMS study. The study would include a state of the practice review of urban FMSs, recommendations for the first phase of Active Traffic Management, exploit new traffic data sources to help reduce infrastructure costs, evaluate staffing needs and tools for complex traffic operations, and add new features such as reducing wrong-way freeway entry. The study would be funded by MAG through the Unified Planning Work Program (UPWP) by 2017, with the study scope being developed by the ITS Committee.

Mr. Anderson asked whether this was an appropriate time to ask the committee to request a study by 2017, and asked whether this proposed study would redirect funds from other projects. Mr. Joshua noted that there has not been a FMS study looking into the future of the FMS system. Mr. Anderson clarified that he thought the study is a good idea, but that he was worried that providing MAG funding for the project would take funding away from other worthy studies. Mr. Joshua clarified that the decision of whether the study should be funded would be made by MAG during the work program process.

Mr. Cook asked what the timeline of the proposed budget and schedule approval would be, and what the cost of the proposed study would be. Mr. Joshua noted that MAG did not have an estimate for the budget of the proposed study at this time. Mr. Ferry asked whether the proposed study should be addressed as part of the Unified Planning Work Program (UPWP) process and not through the TRC. Mr. Joshua noted that the UPWP process for the current year was nearly complete, and that it was too late to include this study into the current UPWP.

Mr. Cook recommended that the item be deferred to the next month's agenda. Mr. Joshua noted that the proposed project schedule would go through 2021 and that the budget would go through 2025. Mr. Martin asked what the savings would be that could go toward implementing additional FMS projects, or advancing other projects. Mr. Joshua noted that the entire system was being completed, with \$35 million remaining that could be dedicated to other projects beyond the existing proposed system, or could be considered as savings. Mr. Martin noted that some segments of the freeway system have very low traffic, and wondered whether there was value in spending money on these segments at this time.

Mr. Hauskins noted that normal project prioritization includes a 5-year plan, while the FMS system indicates a 10-year plan for project prioritization. Mr. Hauskins noted that MAG may be looking too far into the future for funding approval, and that five years may be a more appropriate timeframe for approval. Mr. Cook agreed with Mr. Hauskins that MAG should bring back additional details in a five year program rather than a ten year program, with additional information on the scope and budget of the proposed study. Chairman Fitzhugh asked whether there were any fatal flaws or issues that would result from deferring action and asking MAG to return next month with additional information. Mr. Kwi-Sung Kang from ADOT noted that ADOT is in the process of approving a new five year plan, and that ADOT was planning to approve that plan in June 2014. Mr. Kang noted that ADOT would prefer that a five year program approval be passed, which would help ADOT in the budget approval process.

Chairman Fitzhugh asked whether ADOT could tentatively include the FMS projects while the

TRC tabled the motion until the next month. Mr. Reza Karimvand from ADOT noted that approving the five-year budget and schedule, while tabling the proposed study and the future years of the budget and schedule, would be acceptable in terms of ADOT's budget process. Ms. Debbie Albert from the City of Glendale asked whether all of the money in the proposed budget has already been allocated in the Regional Transportation Plan. Mr. Joshua indicated that was correct. Ms. Albert asked whether the proposed study would look at how to potentially program the already allocated \$35 million that did not have specific projects attached to it. Mr. Joshua noted that was correct. Ms. Myers noted that the proposed study would not affect ADOT's five year program, as it is a separate study that would be done by MAG. Mr. Cook asked what the total amount of the budget recommended for approval was. Mr. Kang responded that the approval was \$8.72 million per year.

Chairman Fitzhugh asked for a motion. Mr. Cook moved to recommend approval of a five-year program as detailed in the attachment, with \$8.72 million per year, as well as a recommendation that the proposed study be included in the MAG UPWP process, with MAG returning to TRC at a later date to provide more information on what the cost of that study would be. Mr. Martin seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

#### 10. Draft - Transit Oriented Development (TOD) Regional Strategy

Chairman Fitzhugh invited Ms. Eileen Yazzie from MAG to present on the Draft - Transit Oriented Development (TOD) Regional Strategy.

Ms. Yazzie noted that the item was on the agenda for action. Ms. Yazzie explained that the TOD strategy was a joint strategy previously approved by Valley Metro and the MAG Transit Committee. The strategy promotes the integration of land use and transportation planning to leverage and increase transit ridership in the high-capacity transit system. Ms. Yazzie noted that Valley Metro Rail started a transit-oriented development (TOD) working group in 2011, which was expanded to include all member agencies, not only those with high-capacity transit systems.

Ms. Yazzie mentioned that additional collaborations were occurring throughout the region, including the Sustainable Communities Collaborative, which has a \$25 million financial fund to support development along the light rail, including affordable housing. Ms. Yazzie explained that MAG would have the main role in promoting regional TOD principles in this strategy, including assessment of regional TOD potential as a part of system planning, incorporating and supporting TOD principles with regional planning goals, and collaborating in the development of a regional TOD plan.

Chairman Fitzhugh asked what comments were received from the development community, and what parts of the industry were involved. Ms. Yazzie noted that the development community has not participated in the TOD working group as yet, but they have contributed with collaborative efforts such as the Sustainable Communities Collaborative, and in the MAG STLUIS study. Mr. Martin expressed appreciation for MAG and Valley Metro for their work on developing the TOD strategy, and noted that educating people to the benefits of TOD is important. Mr. Naimark agreed with Mr. Martin's comments, and noted that the strategy is forward-thinking.

Chairman Fitzhugh asked for a motion. Mr. Martin moved to recommend approval. Mr. Naimark

seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

11. 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.

12. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. Mr. Hauskins noted that Maricopa County was hosting an AZTECH Executive Committee meeting, which would include releasing the AZTECH Regional Information System. Mr. Hauskins noted that Maricopa County would be glad to present on the technology at TRC, if requested.

Mr. Naimark noted that the City of Phoenix was applying for a TIGER grant, with the application due on April 24, 2014, as discussed at the March 27, 2014 TRC meeting. Mr. Farry noted that Valley Metro has created the Mayor Scruggs Internship after Ms. Scruggs retired from the Valley Metro Board, and introduced the first intern hired under that title, Sam Stephenson. Mr. Paul Jepson from the City of Maricopa noted that the City of Maricopa's membership in MAG had been a great asset to the City in their project efforts.

13. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, May 29, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:10 a.m.