

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 23, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	*Maricopa (City): Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: Lynne Hilliard for 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: Chris Hauser for Jorge Gastelum	Phoenix: Ray Dovalina for Rick Naimark
Fountain Hills: Randy Harrel	Queen Creek: Mohamed Youssef
Gila Bend: Ernie Rubi	Scottsdale: Todd Taylor for Paul Basha
*Gila River Indian Community: Tim Oliver	Surprise: Mike Gent
Gilbert: Kristin Myers for Leah Hubbard	Tempe: Shelly Seyler
Glendale: Debbie Albert	Valley Metro: John Farry
Goodyear: Cato Esquivel	#Wickenburg: Vince Lorefice
Litchfield Park: Woody Scoutten	Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Maria Deeb, City of Mesa	* 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	Marc Pearsall, MAG
Margaret Boone, MAG	Steve Tate, MAG
John Bullen, MAG	Eileen Yazzie, MAG
Bob Hazlett, MAG	Kristen Sexton, City of Avondale
Micah Henry, MAG	Suparna Dasgupta, MCDOT
Roger Herzog, MAG	Evelyn Ng, City of Scottsdale
Teri Kennedy, MAG	Martin Lucero, City of Surprise
David Massey, MAG	Jorge Luna, Valley Metro
Alex Oreschak, MAG	Bill Blair, Total Transit

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 October 23, 2014 TRC meeting was 13 committee members. Chairman Fitzhugh informed the committee that there were two handouts at the table, one for agenda item #9: Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG region, and the other a draft 2015 TRC meeting schedule.

2. Approval of Draft September 25, 2014 Minutes

Mr. Todd Taylor from the City of Scottsdale noted that he attended in Mr. Paul Basha's place at the September 25, 2014 meeting, and that was not addressed in the minutes. Ms. Debbie Albert noted that the action descriptions for the consent agenda items in the minutes were incorrect, and that the acronym for the STLUIS study was incorrect on page seven. Mr. Alex Oreschak from MAG indicated that the minutes would be amended to address those issues.

Mr. Jeff Martin from the City of Mesa motioned to approve the minutes as amended. Mr. John Ferry from Valley Metro 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 there would be no Transportation Director's Report this month.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A – 2014 Annual Report on the Status of the Implementation of Proposition 400, 5B – Acceptance of the Central Phoenix Transportation Framework Study, and 5C – Arterial Life Cycle Program Status Report - May 2014 through September 2014.

Chairman Fitzhugh asked the Committee if there were any questions or comments. Ms. Albert noted that, related to the Central Phoenix Transportation Framework Study, there was a need to include the 83rd Avenue HOV lanes in the report. Mr. Eric Anderson from MAG noted that this change would not require removing the item from the consent agenda, and that since the change was already being addressed, it would be included as the item moved to the MAG Management Committee. Mr. Ray Dovalina from the City of Phoenix noted that he appreciated the efforts of MAG working with the City of Phoenix on the Downtown Phoenix Core Connections and Operations Study as part of the Central Phoenix Framework Study.

Chairman Fitzhugh requested a motion. Mr. Woody Scoutten from the City of Litchfield Park moved to recommend approval. Mr. Martin seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

5A. 2014 Annual Report on the Status of the Implementation of Proposition 400

The MAG Transportation Review Committee, by consent, received the 2014 Annual Report on the Status of the Implementation of Proposition 400.

5B. Acceptance of the Central Phoenix Transportation Framework Study

The MAG Transportation Review Committee, by consent, recommended acceptance of the Central Phoenix Transportation Framework Study.

5C. Arterial Life Cycle Program Status Report – May 2014 through September 2014

The MAG Transportation Review Committee, by consent, received the Arterial Life Cycle Program Status Report - May 2014 through September 2014.

6. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

Chairman Fitzhugh invited Ms. Eileen Yazzie from MAG to present on the Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road.

Ms. Yazzie explained that this was the second of three MAG committee steps for approving this project. The first step for the MAG Transportation Review Committee was the recommendation of approval of the Locally Preferred Alternative (LPA) of light rail for five miles on Central Avenue and recommended approval of starting the major amendment process on July 31, 2014. The major amendment process, by state statutes, requires MAG to work with and gain acceptance or approval from the State Transportation Board, Regional Public Transportation Authority, and the Maricopa County Board of Supervisors. The process also requires consultation with MAG member agencies and the Citizens Transportation Oversight Committee. Those three boards recommended approval in September 2014.

Ms. Yazzie noted that today's action was the first of two additional administrative steps in the process. This step is recommended approval of the proposed major amendment to the MAG Regional Transportation Plan (RTP), adjusting the costs, adding the line to the map, and adjusting the text of the RTP. This step also recommends approval of moving forward in the process of air quality conformity analysis. Ms. Yazzie noted that final approval in the process would come in late spring or early summer of 2015, once the air quality conformity analysis is run.

Mr. Ray Dovalina from the City of Phoenix moved to recommend approval of the Proposed Major Amendment to the MAG Regional Transportation Plan to add five miles of Light Rail Transit on Central Avenue from Washington/Jefferson to Baseline Road, and that the RTP be

amended subject to the necessary air quality analysis. Mr. Martin seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Recommendation of Projects for FY 2015 Traffic Signal Optimization Program (TSOP)

Chairman Fitzhugh invited Mr. Micah Henry from MAG to present on the Recommendation of Projects for FY 2015 Traffic Signal Optimization Program (TSOP).

Mr. Henry provided an overview of Traffic Signal Optimization. Mr. Henry noted that traffic signal optimization is the traffic engineering task of allocating green time to each intersection approach at signalized intersections. The optimization synchronizes green times along corridors, minimizing traffic delay and driver frustration, while improving safety throughout the corridor. Mr. Henry explained that synchronization works best for the posted speed limit, and that green times are balanced among intersection approaches using software that incorporates field-observed traffic and pedestrian data. The timing plans are implemented in the field and further adjusted by city traffic engineers. It is recommended practice that signal timing be adjusted once every three years, as traffic patterns change over time.

Mr. Henry noted that the key goal for the MAG program is to provide technical assistance to MAG member agencies in addressing complex traffic signal coordination. Tasks are assigned to MAG on-call consultants with expertise in the area. The program also supports staffing training needs with a MAG sponsored workshop where a software representative is brought in to provide training for anyone who is interested.

Mr. Henry explained that the MAG Traffic Signal Optimization Program started in 2004, and since then, there have been over 100 projects addressing nearly 1,000 signalized intersections, out of about 3,400 total intersections in regions. Mr. Henry noted that a call for projects is issued each cycle, with applications evaluated by the MAG ITS Committee. About 10-12 projects are selected per call for projects, with individual projects costing \$25,000-\$35,000, with no local funding match required. All projects are coordinated with local agencies, and at the project's conclusion, a report is provided to the member agency detailing the work performed, as well as any documentation and model results. Mr. Henry explained that there has recently been significant modeling work at MAG regarding traffic diversions due to freeway closures.

Mr. Henry informed the committee that some benefits of adjusting signal timing include the reduction of travel times by up to 25%, improved safety, reduced costs from fuel and delays, improved air quality due to reduced emissions, and reduced driver frustrations. In all, benefit to cost ratios for these projects can reach from 17:1 to 40:1. In this round of project applications, there were 11 proposed projects heard by the MAG ITS Committee. Nine TSOP projects were recommended for approval, as well as one project for a three-day workshop, and one project to perform a before-and-after study to determine metrics to show benefits of the improvements. A list of projects is included in the handouts in the agenda packet; the total cost of the projects would be \$303,000, including a \$3,000 balance in the program carried over from FY 2014. Mr. Henry noted that each project would be carried out by MAG on-call consultants and that no local funding match would be required.

Mr. Grant Anderson asked how the cost-benefit ratios were calculated, and what factors were

incorporated into that ratio. Mr. Henry noted that the figures are provided by the Institute of Transportation Engineers, and are general outcomes that come from traffic signal optimization. Mr. Henry noted the factors include delay, reduced fuel costs, and improvement to air quality.

Mr. Mike Gent from the City of Surprise moved to recommend approval of the Recommendation of Projects for FY 2015 Traffic Signal Optimization Program (TSOP). Mr. Mohamed Youssef from the Town of Queen Creek seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

8. Southeast Valley Transit System Study

Chairman Fitzhugh invited Mr. Marc Pearsall from MAG and Mr. Jorge Luna from Valley Metro to present on the Southeast Valley Transit System Study (SEVTSS).

Mr. Pearsall began by referring to the presentation and the topics to be addressed by the SEVTSS team, which included: study purpose, study team, community outreach, transit optimization task, travel patterns and markets and next steps. Mr. Pearsall noted that this was the third of three sub-regional studies and that this was a joint-study co-managed with Valley Metro and MAG staff.

Mr. Pearsall summarized that the study's purpose consisted of a variety of areas: 1.) Identify efficiencies and service gaps for existing and future transit services; 2.) optimize existing services; 3.) identify current unmet needs; 4.) address changing study area conditions; 5.) develop recommendations for addressing short-, mid-, and long-term transit needs; and 6.) Investigate funding strategies and partnership opportunities. Mr. Pearsall then referred to the study area map, which included a vast area from Tempe east to Apache Junction, south to Florence, west to the City of Maricopa and then north to Ahwatukee in Phoenix. The map featured three zones of service, the Transit Optimization/Core Zone, Transit Emerging / Aspiring Zone and Regional Transit Connection Zone.

Mr. Pearsall advised that the SEVTSS study team consisted of MAG and Valley Metro, the co-managing agencies of the study, with the consultant collecting data and developing the report. Valley Metro's staff managed public involvement over the 18-month period and as of October 2014, the study was approximately 60% complete. Valley Metro's efforts for community outreach for the study were expansive as per the goals and objectives. The primary purpose was to develop a public understanding of the study, which was challenge due to the size of the study area. The study had encouraged public comments by providing various opportunities to participate, and obtained input from a variety of stakeholders, notably those in the far Southeast Valley. The study had also informed and involved media outlets to maximize stakeholder participation. This data collected from the public would assist the study team with identifying short-, mid-, and long-term transit needs for the Southeast Valley. One-On-One meetings with agency staff and committees had also been frequent since the spring of 2014.

Mr. Pearsall noted that in regards to media coverage, there had been a broad public profile for the study in the following outlets: AZ Republic, Apache Junction/ Gold Canyon Independent, Queen Creek Santan Independent, La Voz, Prensa Hispana, arizona.newsrap.com; Valley Metro: Commute Solutions Newsletter, Facebook, and Twitter. Staff also attended 23 events/ presentations and solicited 1,170 self selected survey responses. Mr. Pearsall then discussed

responses by community. A majority of responses were from underserved/unserved areas of the Valley, with the largest response from periphery communities. Mr. Pearsall explained that more than 70% of responders did not work and live in same community, while personal vehicles were the primary mode of transportation. A majority of responders stated that they do not use transit, and felt that current options did not meet their needs, but about half of the responders added that they would support a fare or tax increase to fund transit improvements, with a majority requesting expanded service areas and hours.

Mr. Luna from Valley Metro then began to explain the Transit Optimization Analysis (TOA) component of the study. Mr. Luna stated that the TOA was a data-driven process that evaluated current transit successes and challenges, agency resource efficiencies, potential service improvements, and ridership growth opportunities. Mr. Luna explained that the evaluation reviewed existing conditions and established guiding principles and a framework for making draft recommendations. With stakeholder involvement, the TOA also reviewed the Southeast Valley Service Structure for transit as well as the grid network with an emphasis on strong connectivity to LRT. The analysis also looked at service types such as local bus, LINK, neighborhood circulators, express bus, Rapid, light rail, and Dial-a-Ride.

Mr. Luna noted that the fares were the same for local, LINK, and light rail service; whereas circulators were free. Ridership and performance indicated a commute (work/school) focused on transit demand, and that market conditions, rather than transit network design, were having the greatest impact on service performance, with performance strongly tied to population and employment densities. Mr. Luna stated that each service entailed different elements: local bus featured ¼ mile stop spacing, frequency and alignment typically based on local jurisdiction funding, whereas limited stop buses featured 1 mile stop spacing, extended LRT service, and faster travel times. The circulators focused on neighborhood / ASU based trips, and were fare-free, with stops at both designated and flag stops. Express buses featured: AM inbound to Downtown Phoenix, PM travel outbound to suburban areas, with passenger pickups occurring at Park and Rides or along local route segments. Mr. Luna stated that light rail featured 12 minute frequencies, stop spacing less than 1 mile and typically ½ mile, with Park and Rides located at four of ten LRT stations in the SE Valley, and was used as a tool to stimulate dense development. Dial-a-Ride featured: service for seniors citizens (age 65+) and the disabled.

Mr. Luna explained the current ridership observations from the study. Average daily boardings for all services in the SE Valley were currently 81,000 weekday boardings, with 43,000 on Saturday (53% of weekday), and 27,000 on Sunday (33% of weekday). The ridership was concentrated to the top four routes (Routes 61,45,72,30), which account for 33% of total boardings. Other key corridors were Arizona Ave (ALNK,112) and Main St (MLNK,40), corridors that account for 15% of weekday boardings. Mr. Luna added that those six corridors carry 50% of all SE Valley bus ridership.

Mr. Luna then discussed performance by geographic area, which displayed a significant difference in performance in service by geographic area, and also noted the highlights of transit's performance where local land use and development patterns had favored transit oriented development or density. The Transit System Design concluded that a grid network design was appropriate for the Southeast Valley, as the grid represented the optimal balance of effectiveness and efficiency for the prevailing road network and development patterns. The effectiveness was

maximized when customers could use the network spontaneously (requires 15 minute frequencies or better), and that major corridors (fast, 10-min or better service) should be emphasized within the grid and targeted for linear TOD. Mr. Luna added that hub-based network elements were inefficient and ineffective and should be oriented to the periphery where service is infrequent, and since that periphery was always expanding, infrastructure investment levels should recognize this lack of permanence. Mr. Luna noted that the Southeast Valley Transit Plan would present a phased approach that responds to development intensification and expansion while recognizing minimum density thresholds for frequent transit.

Mr. Luna then explained the Corridor Design observations. Mr. Luna stated that overall the corridor design was sound, but that deviations should be reconsidered based on value added impact to network, with a rich grid network structure demand oriented to corridors, not the other way around. Mr. Luna explained that considerations for last mile service and/or new pedestrian environment enhancements were important. Mr. Luna briefly showed trips production comparison maps (origin and destination) for 2012 and 2035. Mr. Luna also discussed travel districts, such as intra-district travel, where the top five intra-district trip generators included North Tempe, West Mesa, Central Mesa, North Chandler, and North Gilbert. Mr. Luna then showcased inter-district travel and summarized key observations and noted that by 2035 the study area would become more attraction-oriented overall, and the northern portion of the study area had districts with high inter- and intra-district travel patterns. Intra-district trips would increase with the most in districts on the periphery, and that the vast Mesa Gateway district would grow the most as a producer and attractor. The GRIC had different travel patterns than its neighboring districts, and Mr. Luna noted that trip interaction between the City of Maricopa and Florence, Eloy, Coolidge, and Casa Grande as well as San Tan Valley would increase in the future.

Mr. Luna concluded by noting next steps, which featured continuing stakeholder briefings, completing the Transit Optimization Assessment, and incorporate stakeholder feedback into the analysis. The needs assessment for short-and longer term recommendations would also be completed. Mr. Luna added that SEV Study updates and briefings to agencies and the public were available upon request.

Chairman Fitzhugh thanked Mr. Luna and Mr. Pearsall for their report and asked if there were any questions or comments regarding the agenda item. Mr. Martin thanked MAG, Valley Metro staff, and the consultants for the work being done on the study, anticipating good information that will help fine-tune the improvements to be made to the system. Mr. Martin said he was looking forward to the outcomes of the study.

9. Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG Region

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG Region.

Ms. Kennedy explained that today's presentation would cover the FY 2014 FHWA Sub-Allocation Ledger, what MAG expects to see in the FY 2015 FHWA Sub-Allocation, and a historical overview of FHWA, the Regional Area Road Fund (RARF), and the Highway User

Revenue Fund (HURF) in the MAG region. Ms. Kennedy noted that many factors affect programming and what is authorized, including project deferrals, project advancements, and closeout. Ms. Kennedy noted that there would be a zero balance carry forward from this year for the FHWA Sub-Allocation Ledger, which is a big accomplishment for the region, and that the hard work of filling out project workbooks has paid off. Ms. Kennedy noted that in previous years, there has been a rolling average of about \$30 million in carry-forward, and the last two years have seen nearly zero carry-forward.

Ms. Kennedy noted that final vouchers and savings really show that ADOT's effort the last couple years to close out projects that have been completed for many years, allowing funds to return to MAG's ledger and re-program those funds with closeout. Ms. Kennedy explained that this year, about \$4 million dollars in projects is expected to come back to the MAG ledger. Ms. Kennedy noted that the estimated 2015 ledger includes a current \$13 million deficit, due to project deferrals, changes in engineering costs, and reduced federal funds after MAP-21. Ms. Kennedy noted that ADOT had previously borrowed funding from the sub-allocated ledger for highway projects, totaling approximately \$16 million dollars, which would cover the balance of the program deficit. Ms. Kennedy noted that this means closeout cannot be held until the workbooks are returned and the return of funding from ADOT is finalized. Ms. Kennedy also explained that the U.S. Congress has only authorized funding through December 11, 2014, the ledger is only a best estimate at this time, and not final numbers.

Ms. Kennedy provided historical information on FHWA MAG sub-allocations, including the bicycle and pedestrian program through CMAQ, ITS, the Arterial Life Cycle Program, the Transportation Alternatives program, and funding that is moved to the Unified Planning Work Program (such as TSOP and MAG Design Assistance). Ms. Kennedy noted that the original FHWA sub-allocated 2006 projection was lower than actual revenues from 2006 to 2012, but that funding dropped below projections in 2012 due to federal recessions and the passage of MAP-21, which resulted in an 11% decrease in funding. A slight increase in funding occurred in 2013, as MAG planning boundaries were expanded into Pinal County, and currently MAG is still tracking at 5% below the 2006 projection.

Ms. Kennedy explained that funding is expected to remain flat in the coming years, through the end of the current Transportation Improvement Program (TIP). Ms. Kennedy also noted that funding from Proposition 400 is currently 41% under projections since 2006. Mr. Eric Anderson noted that Fiscal Year 2015 may be the first time revenues exceed revenues from Fiscal Year 2007, which was the high level. Ms. Kennedy noted that overall HURF revenues also have been under projections since 2006, about 35% below the original projections. Ms. Kennedy explained that regional and state revenues are beginning recovery, while federal funds are expected to remain flat for the balance of the TIP. At least annually, all federal, regional, and state revenues are reviewed and projections are modified. If needed, a rebalancing of the Life Cycle Programs will occur. For sub-allocated federal funds, the projects are reported on, costs and revenues are monitored, and the ledger balances out to utilize all obligation authority through project deferrals, cancellations, project advancements, the closeout process, final vouchers, and cost savings returned.

Ms. Kristin Myers asked what the timeframe would be for ADOT to pay back the funding they borrowed from the MAG sub-allocation ledger. Ms. Kennedy noted that when the loan was

originally done, there was no clear documentation other than the report of the ledger. A lot of effort was put in to the reconciliation of old ledgers; ledgers were not always as timely as they should have been and were not made available for review and reconciliation. In recent years, MAG and ADOT have gone through the ledgers on a monthly basis, and ADOT has been very good about publishing the ledgers the first week of every month, allowing errors to be caught and corrected.

Ms. Kennedy explained that a statewide loan program was implemented that clearly documents when funding is loaned between agencies, and that any loans must be documented because of historic issues over loans that were discussed and never clearly written down. Ms. Kennedy noted that the resolution of this particular loan has been worked on for two and a half years, and resolution is close, though a few projects need to be clarified still, to make sure that MAG is not giving away more than needed in the negotiation process. Ms. Kennedy expects the funding to be returned before the end of 2014, but does not want to start the closeout process without the funding transfer finalized.

Ms. Kennedy noted that MAG was always trying to reach a zero dollar carry-forward amount, and that the region has been doing a great job with that by tracking and recording projects and following through with schedules. This has been a result of following MAG policies and procedures developed by Ms. Eileen Yazzie and the Manager's Working Group. Mr. Eric Anderson also noted that MAG hoped to finalize the transfer within the next two or three months, along with some other issues that need to be resolved.

Ms. Myers noted that Ms. Kennedy has done great work for the region working on very complicated funding issues with a lot of different partners. Mr. Cook thanked Mr. Eric Anderson, Ms. Kennedy, and MAG staff on their work to achieve the zero balance carry-forward. Mr. Eric Anderson noted that this accomplishment could not have been achieved without the help and support of the MAG member agencies.

10. 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. Gent requested consideration of a COMPASS study of Bell Road from SR-303 through to Scottsdale, to help ensure the efficient flow of traffic and to complement the Bell Road adaptive signal technology project currently underway. Mr. Eric Anderson noted that a schedule of meetings for next calendar year was provided to the committee, and would be on the agenda at the next TRC meeting.

11. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. Ms. Myers noted that the Gilbert Town Council was anticipated to adopt the Town of Gilbert Transportation Master Plan on October 30, 2014.

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, December 4, 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.