

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 28, 2015

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Maricopa (City): Bill Fay for Paul Jepson
ADOT: Brent Cain	Maricopa County: Jennifer Toth
*Apache Junction: Giao Pham	Mesa: Jeff Martin for Scott Butler
Buckeye: Jose Heredia for Scott Lowe	*Paradise Valley: Jim Shano
*Cave Creek: Ian Cordwell	Peoria: Andrew Granger
Chandler: Dan Cook	Phoenix: Kini Knudson for Rick Naimark
El Mirage: Jorge Gastelum	#Pinal County: Scott Bender
*Fountain Hills: Randy Harrel	Queen Creek: Mohamed Youssef
*Gila Bend: Ernie Rubi	Scottsdale: Greg Davies for Paul Basha
Gila River Indian Community: Tim Oliver	Surprise: Mike Gent
Gilbert: Leah Hubbard	Tempe: Shelly Seyler
Glendale: Purab Adabala for 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	Miranda DeWitt, Mesa
Margaret Boone, MAG	Jenny Grote, Phoenix
John Bullen, MAG	Steve Jimenez, Stanley Consultants
Alice Chen, MAG	Kwi-Sung Kang, ADOT
Bob Hazlett, MAG	Patrice Kraus, Chandler
Teri Kennedy, MAG	Clem Ligoeki, Maricopa County
David Massey, MAG	Kristin Myers, Gilbert
Nathan Pryor, MAG	Patrick Sage, Glendale
Brian Rubin, MAG	Kristen Sexton, Avondale
Stephen Tate, MAG	Eileen Yazzie, Phoenix

1. Call to Order

Chair David Fitzhugh called the meeting to order at 10:00 a.m. Chair Fitzhugh noted that the quorum requirement for the May 28, 2015 Transportation Review Committee meeting was 14 committee members. Chair Fitzhugh informed the committee that there were two handouts at the table.

2. Approval of Draft April 23, 2015 Minutes

Chair Fitzhugh asked the committee if there were any comments on the draft April 23, 2015, meeting minutes. There were none. Mr. Woody Scoutten moved to approve the April 23, 2015, meeting minutes. Mr. Dan Cook seconded the motion. The motion carried unanimously.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chair Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Eric Anderson stated that on the revenue side, the sales tax collections for April, which reflect March business, were strong. He noted that they were up 7.1%, and that the last three months were up 5.5%, 6.8%, and 7.1% over last year, with an overall increase of 4.6% over last year year-to-date. He noted that this is tracking along with the forecasts, but is still not back to 2007 levels. He stated that hopefully sales tax collection will be close to 2007 levels by the end of the year.

He stated that Highway User Revenue Fund (HURF) revenues were up 1.2% year-to-date, with 6% growth in April compared to 2014. He noted that the big increases in fuel tax revenue have been due to lower fuel prices, and that transit ridership is down slightly also as a result.

He stated that Regional Council has approved the 2016 Unified Planning Work Program (UPWP) at their meeting the previous day.

He noted that Ms. Eileen Yazzie was now with the City of Phoenix, and that MAG's loss is Phoenix's gain. He noted that Mr. Rick Naimark is retiring from the City of Phoenix on June 12, and that Mr. Ray Dovalina is now Phoenix's representative on the Transportation Review Committee. He stated that Mr. Naimark was the vice chair and that MAG will be soliciting nominations for a new vice chair.

Chair Fitzhugh thanked Mr. Anderson for his report.

5. Consent Agenda

Chair Fitzhugh directed the Committee's attention to the consent agenda items

Chair Fitzhugh asked the Committee if there were any questions or comments. There were none. Mr. Jeff Martin moved to approve the consent agenda. Mr. Dan Cook seconded the motion. The motion carried unanimously.

5A – Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and as needed to the 2035 Regional Transportation Plan, FY 2015 Arterial Life Cycle Program, and Draft FY2016 Arterial Life Cycle Program

The MAG Transportation Review Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the FY2015 Arterial Life Cycle Program, Draft FY2016 Arterial Life Cycle Program, and 2035 Regional Transportation Plan.

5B – MAG Federal Fund Programming Guidelines and Procedures Update

The MAG Transportation Review Committee, by consent, recommended approval of the draft Federal Fund Programming Guidelines and Procedures, 2015 Update.

5C – Fiscal Year 2015 Draft Program of Projects (POP) and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, recommended approval of the Fiscal Year 2015 Draft Program of Projects (POP) and amendment and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

5D – FY 2015 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix-Mesa Urbanized Area

The MAG Transportation Review Committee, by consent, recommended approval of the priority listing of applicants for the FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA priority listing to be forwarded to the City of Phoenix Public Transit Department based on final apportionments, the projects will be funded based on the rank order, and approval of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 Regional Transportation Plan based the final apportionments.

5E – South Central Project - Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

The MAG Transportation Review Committee, by consent, recommended approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

6. Proposed Reprogramming of the MAG Congestion Mitigation and Air Quality Improvement Program Funding

Chair Fitzhugh invited Ms. Teri Kennedy to present the item..

Ms. Kennedy stated that she wanted to bring this reprogramming scenario to the committee for information, and that it is fairly complex. She noted that since the agenda mailout, tables 1 and 2 have been revised. She also noted that Table F shows the detailed TIP amendment listings for the CMAQ reprogramming item.

Ms. Kennedy noted that there are programming goals for the region as there are not enough Federal transportation dollars to meet all the needs of all of the projects. She stated that the region competes on a nationwide basis for funding that becomes available, such as TIGER. She stated that the region needs to ensure all federal funding allocated to it is programmed and obligated or in an awarded grant, which is important when competing for nationwide funding grants.

Ms. Kennedy stated that we also need to solve programming issues due to project schedule delays. She stated that we need to loan funding to keep projects whole and to ensure planning aspects of projects have enough time to evaluate and deliver projects on time. She noted the need to reduce a “fire sale” mentality that may not result in the best decisions for the region.

Ms. Kennedy provided some detail of how the flexing of Federal funding to transit works. She noted that any funds that are not in an authorized grant are funds at risk. She presented the general steps for flexing CMAQ funding from FHWA to FTA and getting funding authorized and placed in a grant.

Ms. Kennedy stated that if the funding is open, the funding is at risk. She stated that money that is not in a grant was programmed for a project but something happened to the project. She stated that there is currently \$39 million in funding that we need to address for CMAQ funded projects and related rail projects. She noted that the Scottsdale Road LINK was a Bus Rapid Transit project that was planned but has been modified to be interim improvements to the corridor. She noted that the Tempe Streetcar project has had a lot of discussion at the modal committees and at Valley Metro Rail. She noted that MAG has received a commitment for funding for a 2018 open date. She noted that the environmental work for the I-10 West light rail extension is due this summer. She stated that the Gilbert Road light rail extension is ready for design and expected to be open to service in 2018. She noted that the Northwest Extension Phase 2 light rail project has a new preferred alignment and is expected to be open to service in 2026. She noted that the Laveen park-and-ride lot is tied to the South Mountain Freeway project and now looks like it will be open in 2018. She noted that the park-and-ride lot is intended to be bid as part of the freeway design/build contract which will

give cost savings for right-of-way and overall for the project.

Ms. Kennedy provided a summary of proposed changes to the CMAQ funding programming. She noted that based on current schedules the Gilbert Road light rail extension is ready to go and is fully federally programmed in the Arterial Life Cycle Program (ALCP). She noted that Mesa was prepared to fund the project with bond agreements, but that there is an opportunity here to loan money since other projects will not be put into federal grants due to schedule shifts. She noted that she is proposing loaning the money to the Gilbert Road light rail extension and this money will be paid back to the other projects in the future.

Ms. Kennedy stated that this is not new money, but that money is being rearranged for best use. She presented a summary of the project changes and requested committee action to recommend loaning \$32.4 million from the Transit Life Cycle Program to the Gilbert Road light rail extension project, with repayments to be made from 2019 to 2024.

Mr. Dan Cook stated that Ms. Kennedy and MAG staff have done a great job in coming up with a proposal to utilize the CMAQ funding which is somewhat difficult to use due to the constraints placed on it. He noted that the proposal keeps everyone whole, gets the money spent, and protects the region as a whole. Mr. Cook moved to recommend approval of the loan and reprogramming methodology. Mr. Grant Anderson seconded the motion.

Mr. Kini Knudson stated that he would like to echo Mr. Cook's comments. He noted that when Phoenix had money programmed for projects, they could not always control the project timeframe. He noted that the creativity on the effort to help the region that MAG has done with working with Mesa to reallocate funding has been great.

There being no further discussion of the motion. Chair Fitzhugh called for a vote. The motion carried unanimously.

7. Draft Fiscal Year 2016 Arterial Life Cycle Program

Chair Fitzhugh invited Mr. John Bullen to present this item.

Mr. Bullen stated that the Arterial Life Cycle Program (ALCP) is the financial management tool of the arterial section of the Regional Transportation Plan (RTP). He stated that the program is updated annually for both revenues and project schedules. He noted that costs cannot exceed available revenues by State statutes and that Federal statute requires fiscal constraint within the TIP window.

Mr. Bullen stated that the first step is to update project work schedules and costs, the second step is to update the revenues, and the third step is to match costs to revenues and make adjustments as needed. He noted that MAG distributed project workbooks to agencies in January and that returned workbooks were used to adjust schedules. He noted that when work was pushed beyond the current reimbursement year, the reimbursement was moved back to match the new work year. Mr. Bullen stated that there was one project amendment for Scottsdale expanding the limits of the Pima Road at Happy Valley project.

Mr. Bullen stated that once the schedules were reviewed, the revenues were then updated. He noted that ADOT issued a new revenue forecast in fall 2014. He presented revenue forecasts from 2003, 2015, and the draft FY 2016 ALCP. He noted there was a slight decrease in the forecast showing an \$11.5 million decrease over the life of the program. He stated that there was no Federal revenue update over the last year due to Congress still working on a Federal transportation authorization bill. He stated that he does not know what Congress will do, so he used the current funding assumptions. He presented forecasts from 2013 and 2014, noting that the MAP-21 forecast in 2014 decreased slightly. He noted that the jump in revenues from 2015 to 2017 is not due to an increase in total revenue but the conclusion of paying off bonds used to jumpstart the RTP. He stated that he is anticipating fairly flat federal growth with slight growth beginning in 2019.

He provided an overview of the development of the 2016 ALCP. He noted that a very conservative approach to the 2015 ALCP helped mitigate a projected revenue growth decrease. He stated that there were deferrals from phase 3 to phase 4 which left a healthy fund balance in phase 3, allowing for advancements of reimbursements. He noted that he wanted to stay around the \$2 million mark for the lead agency for reimbursement advancements. He noted that there was a deficit in the out years of the program so program inflation and the use of bonding will still be eliminated. He noted that there is a positive fund balance projected through 2022 which then dips to a \$18 million negative balance by the end of the program. He noted that he anticipates that the fund balance peak in 2019 and 2020 will even itself out with the next year's update.

Mr. Bullen stated that, in summary, the draft 2016 ALCP does continue the elimination of program inflation and bonding, and that there is no need for rebalancing because it is unknown what Congress will do and expected sales tax revenue increases will eliminate the deficit. He noted that advancements were made to accelerate funding consistent with the ALCP policies and Procedures and that advancements will better match work and reimbursement. He noted that there is a positive fund balance from 2016 to 2022. He stated that for the FY 2017 ALCP, MAG will also be developing the FY 2017-2021 TIP, and the expectation will be that agencies will have projects programmed in their CIP between 2017 and 2021. He noted that he anticipates some reimbursements will shift out a little later than that and that there should be a positive fund balance.

Mr. Dan Cook stated that MAG staff has done a great job on the ALCP, and he thanked the staff for managing the program well over the years. He stated that the proposal is solid financial planning moving forward.

Mr. Dan Cook moved to recommend approval of the draft FY 2016 Arterial Life Cycle Program and amendments and administrative modifications to the 2035 Regional Transportation Plan and FY 2014 - 2018 MAG Transportation Improvement Program, as appropriate.. Mr. Jorge Gastelum seconded the motion. The motion carried unanimously.

8. Arterial Life Cycle Program Policies and Procedures Update

Chair Fitzhugh invited Mr. John Bullen to present this item.

Mr. Bullen stated that the management of the Arterial Life Cycle Program (ALCP) is guided by the ALCP Policies and Procedures. He noted that the last update was approved by Regional Council on May 28, 2014, which was the first update in five years. He stated that it was a comprehensive update and that it was made in consultation with the ALCP Working Group and the Managers Working Group.

Mr. Bullen stated that the ALCP working group was reconvened and met seven times over six months. He stated that the proposed changes were presented to the Managers Working Group on April 29, 2015.

Mr. Bullen stated that the updates were made in three major categories: detailed procedures when there is a program deficit or surplus, inclusion of a project tool to evaluate project changes, and refinements to the Federal ALCP project match requirements.

Mr. Bullen stated that as part of the 2014 Policies and Procedures update, a toolbox to rebalance program in instances of deficit or surplus was presented. In the event of a deficit, the Managers Working Group would be reconvened, MAG staff would provide options, and the Working Group would provide direction to MAG staff. Regional Council expressed concerns that this method was too broad and wanted more specific steps to be included. The ALCP Working Group met again and created policies base on the toolbox codifying what had been done in the past. If there is a deficit in the program, bonding and inflation are eliminated before any project reductions. Reductions would be calculated by lead agencies based on their share of the total program. Lead agencies can choose where to take reductions. Once reductions have been made, reimbursements then deferred through the method given in the Policies and Procedures to meet cash flow based on project readiness. If there is a surplus, the Working Group suggested the reverse order of steps be followed.

Mr. Bullen stated that the inclusion of the project change tool stems from the 2010 RTP performance audit. He noted that there were several items in the audit regarding performance and project changes. He noted that the ALCP was the last of the life cycle programs to incorporate the performance findings in the audit. He stated that further changes are expected changes due to MAP-21 rulemaking. He stated that the project change tool was created to evaluate projects based on the goals of the ALCP, and that it only compares projects within agencies, not between agencies. He stated that the tool is for advisory purposes and that MAG committees have the option to use other factors.

Mr. Bullen stated that a survey was sent to the ALCP working group regarding the tool and that the working group decided on six quantitative and three qualitative factors. The quantitative factors focus on congestion and safety and the qualitative factors incorporate a comprehensive overview. The ALCP Working Group proposed weights associated with each measure taking into account the goals and objectives of the ALCP as originally established.

Mr. Bullen stated that the third revision involved federal match requirements. He noted that the Federal match requirements were loosened to take into account elements of Federal projects. He stated that FHWA was concerned that agencies might circumvent federal regulations unknowingly during the construction of their ALCP projects. He noted that the Working Group clarified that any element of a Federal project needs to follow Federal

regulations and that there are other opportunities outside of the Federal process for agencies to use funding to meet 30% ALCP match requirements.

Mr. Jeff Martin asked for clarification regarding addressing deficits. Mr. Martin stated that it looks like a deficit would really be addressed by individual cities and that lead agencies would look at their own program of projects to reduce scope or maybe even eliminate projects. Mr. Martin stated that the last thing MAG staff would look at would be the potential for moving projects or looking at projects that are underway. Mr. Bullen stated that this is correct.

Mr. Jeff Martin moved to recommend adoption of the revisions to the ALCP Policies and Procedures. Ms. Hubbard seconded the motion.

Ms. Hubbard thanked Mr. Bullen and the working groups for all the hard work. She stated that she appreciates all the work done by the ALCP Working Group. She noted that the effort was spearheaded by the West Valley and stated that the effort is a good thing.

There being no further discussion of the motion, Chair Fitzhugh called for a vote. The motion carried unanimously.

9. Road Safety Assessments (RSAs) and Project Assessments (PAs) at Intersections/Corridors

Chair Fitzhugh invited Ms. Margaret Boone to present this item.

Ms. Boone stated that her presentation is a brief summary of the call for projects that was issued in February 2015. She stated that local agencies were requested to nominate locations for conducting road safety assessments or developing project assessments for single intersections or arterial corridors. She noted that MAG received seven applications for RSAs and two for PAs, with one RSA being deferred from 2014 from the City of Glendale. She noted that there was construction occurring at the intersection and Glendale preferred to defer until 2015. She stated that the Transportation Safety Committee has recommended the proposed list. She noted that the list includes two RSAs to be conducted on the light rail alignment, with one in Tempe and one in Phoenix.

Ms. Boone stated that the estimated cost is \$370,000, which equals the amount of available funding. She noted that the projects will be carried out by the MAG on-call consultants. She noted some recent enhancements to the RSA/PA program. She stated that the project assessments are new as of the last cycle. She stated that they provide 50% design for road safety improvements which were recommended by a previous RSA and that they are intended to help agencies competing for Highway Safety Improvement Program (HSIP) funding through ADOT. She noted that revisions are needed due to new HSIP guidelines from ADOT which came out a few weeks prior.

Ms. Boone stated that the transit access RSAs were new and recommended through the Transportation Safety Committee as part of the Strategic Transportation Safety Plan (STSP). She noted that the assessments address safety for bicycle and pedestrian access to transit

stops and light rail stations and that the results of a transit RSA will provide recommendations to address bicycle and pedestrian conflicts on access to transit.

Ms. Boone provided a brief overview of the road safety assessment process. She stated that it is a formal assessment of safety at identified locations, and that it is a proactive approach for agencies to nominate locations for assessment. She stated that the study is conducted by a team consisting of a law enforcement officer, a human factors expert, a safety planner, and a traffic engineer. She noted that road safety assessments require about 11 weeks to be completed. She noted that the motion should reflect what is presented on the screen as opposed to the agenda and clarified that the motion should recommend 9 new projects and funding for 10 projects.

Ms. Shelly Seyler inquired whether the project at Rural and University is the intersection or the light rail crossing and station. Ms. Boone responded that the application is for a transit station RSA and that it will look at all the areas within the intersection where bicycles and pedestrians are accessing the transit station. She noted that the assessment will look at a broader area as bicycles and pedestrians access the station from a little farther out.

Mr. Grant Anderson stated that the agenda packet shows 8 RSAs and 2 PAs but the requested action says only 7 and asked which project dropped out. Ms. Boone responded that it does reflect 10 projects, 8 RSAs and 2 PAs, and that the Glendale project was already approved by the Committee. She added that the funding is for 10 projects. Mr. Grant Anderson stated that the motion has to include funding for all 10.

Mr. Grant Anderson moved to recommend the list of ten projects for performing eight RSAs and developing two PAs, including one RSA project in the City of Glendale deferred from the previous year to be completed with the available funding. Mr. Mohamed Youssef seconded the motion. The motion carried unanimously.

10. Surface Transportation Authorization Act Update, Programming Scenarios

Chair Fitzhugh invited Ms. Teri Kennedy to present this item.

Ms. Kennedy stated that there have been a lot of proposals going through Congress and that there is currently a proposal to extend surface transportation authorization for 60 days. She stated that the currently approved continuing resolution ends on May 31, 2015, and that there is a bill submitted to the President the previous Saturday to extend through July 31st, 2015. She noted that this leaves 61 days of the current Federal fiscal year unfunded if the President signs the bill.

Ms. Kennedy stated that we know we have 65% of the funding for the fiscal year. She stated that we may get 60% of the remaining funding, but that leaves a shortage moving forward. She presented a snapshot of the actuals for fiscal year 2014 which are being used as the basis for programming for fiscal year 2015. She showed the current funding through May and the estimated funding including the continuing resolution which is on the President's desk. She stated that she wanted to give information and get feedback from the Committee.

She stated that the first option would be to authorize a small amount of CMAQ projects two months late. She stated that the second option would be to reduce funding for advance construct projects. She noted that there are two projects currently: Northern Parkway and Black Mountain Boulevard. She stated that the third option would be to defer the partial CMAQ transfer to transit if there is a shortage of funding. She noted that the projects are using 2014 numbers and that they are very conservative.

Mr. Eric Anderson stated that we do not expect a shortage, so this is contingency planning. He stated that he expects Congress to extend funding through the end of the fiscal year at 2014 levels.

Ms. Kennedy stated that there are some deadlines, such as the ADOT project submittal deadline of June 1st and the time needed to get the transit funding transfer and processing of submittals done by the end of the state fiscal year. She stated that programming of FTA funding is using 2014 actuals as estimates for 2015 programming. She noted that the Phoenix Public Transit Department is the designated recipient of formula funds for the Phoenix-Mesa urbanized area and the direct recipient for the Avondale-Goodyear urbanized area. She noted that they have suggested grants should be submitted in June as FTA is changing over its grant management system and they would like to get all grants in under the old system. She stated that this plays a part in the deadlines we are up against. She noted that if there is a shortage of FTA funds, grants will be submitted with some bus purchases deferred, and that Phoenix is able to do this.

Ms. Kennedy stated that for the 5310 program, all agencies that are listed in that program will be submitted for FTA and Department of Labor review giving priority to operations and mobility managers, as capital projects can be deferred.

She stated that she anticipates a slight surplus once Congress acts due to MAP-21 funding levels increasing year over year. She stated that there are currently projects in the 2016 ALCP projects which could advance. She noted that the conversions for advance construct projects also could advance, and that CMAQ, TA, and HSIP have 3 projects that could possibly advance. She noted that for FTA funded projects, the City of Phoenix as the designated recipient would need to amend grants and add in additional funding. She stated that projects currently programmed for 2015 would be fully funded and then look at bus and van purchases programmed in 2016 that could be advanced.

Mr. Jeff Martin expressed his appreciation for Ms. Kennedy and MAG staff's work for the proactive approach in case of a funding shortage or surplus. Mr. Jeff Martin moved to recommend the programming scenarios as presented. Mr. Dan Cook seconded the motion.

Mr. John Farry asked how much discussion there has been with the MAG committees related to the proposed scenarios. Ms. Kennedy responded that the scenarios have taken many elements of what have been done in the past. She noted that in 2012 there was a substantial surplus and ADOT was preparing to sweep funding and MAG staff looked at ALCP projects that could advance. She noted that MAG knows the status of all the projects receiving CMAQ, TA, or HSIP funding and that there are three projects that could go early. She stated that if there is time to present the advancements to the Committee, she will.

Ms. Kennedy stated that the issue with Congress acting is that we want to get grants submitted for transit funding while being cognizant of Phoenix's time needed for building grants and getting them pinned in time for agencies expecting operating dollars in October.

Mr. Eric Anderson stated that MAG is not adding money to projects, but balancing the program for fiscal years 2015 and 2016. He stated that we are hoping Congress will extend funding at least through the end of the fiscal year. He stated that we are waiting for Congress to act on funding beyond July. He noted that the ADOT deadline is June 1 but ADOT cannot obligate projects until Congress acts on funding beyond July. He stated that we are currently at the worst case scenario, and we are doing contingency planning so that when Congress acts, we can react.

Mr. John Farry asked if the scenarios can be sent out, and that Valley Metro would like to discuss with Congressional representatives the consequences of their inaction. Ms. Kennedy responded that she would provide him the requested material.

There being no further discussion of the motion, Chair Fitzhugh called for a vote. The motion carried unanimously.

11. USDOT TIGER Grant Round 7 - FY2015

Chair Fitzhugh invited Mr. Nathan Pryor, Mr. Bob Hazlett, and Mr. Bill Fay to present this item.

Mr. Pryor provided an update on the TIGER grant applications. He stated that he was pleased to report that Regional Council approved regional support for two applications, one urban and one rural. He stated that the urban application is for the Spine corridor and the rural applications is for the SR 347 overpass in Maricopa.

Mr. Pryor stated that the Notice of Funding Availability was issued on April 3rd and that \$500 million is available nationally, with \$400 million for urban areas and \$100 million for rural areas. He stated that the program's emphasis is on transformative and innovative projects. He presented the process to date, noting that thanks to the Committee's recommendation in April, preapplications for the two projects were submitted. He stated that after Regional Council's approval of the urban and rural applications, the Spine team is rapidly finishing the application to meet the June 5th deadline.

Mr. Bob Hazlett presented an overview of the Spine corridor project. He stated that the Spine project consists of two distinct projects, the first is active traffic management on Interstate 17, and the second is the Valley Metro request for a bus ramp at the Interstate 10/Interstate 17 Stack interchange.

Mr. Hazlett stated that a few weeks prior representatives from VicRoads visited the region and that VicRoads has pioneered active traffic management in the state of Victoria in Australia.

Mr. Hazlett stated that freeways are our highest value road assets and should be managed at all times for their best performance, noting that a congested freeway is not a productive freeway. He noted that the region has spent \$11 billion on the freeway system since 1985. He stated that people depend on the freeway system for their livelihoods and their lifestyle, so we should manage it as best we can. He noted that ADOT already does a lot with ITS to keep the freeways open as much as possible, and the addition of a DPS officer at the TOC has helped a lot with incident response.

Mr. Hazlett presented an example of variable speeds with signs per lane on Interstate 5 in Seattle. He noted that signs can be used for both speeds and lane control, so for example if ADOT needs to start shutting down lanes so DPS and first responders can respond to an incident, they can use the signs to do that. He stated that these systems offer a lot of flexibility in how to address recurring and nonrecurring congestion.

Mr. Hazlett stated that they are hoping to use the active traffic management system for speed harmonization to reduce “shock waves” of congestion. He presented an example from the M1 motorway in Melbourne, Australia, showing how congestion shock waves spread. He stated that the VicRoads representatives provided many lessons from Melbourne. He noted that the active traffic management system is important for safety but also for travel reliability, and that people need consistency in travel time allowing them to plan their schedules accordingly. Regarding the TIGER grant and looking at what could possibly be constructed, he noted the importance of getting gantries up for speed signs and the opportunity of tying the system into the wrong way driver study. He noted that lane controls could be used to direct people off of the freeway when there is a wrong way driver.

Mr. Hazlett stated that the other part of the application is the bus ramp. He noted that the bus ramp is proposed to be used by the I-10 West corridor light rail when it is constructed. He presented the existing routing of Valley Metro express buses and noted that the bus ramp will go from the I-10 HOV lane to the I-17 frontage road allowing buses to run to the Capitol and then downtown rather than existing at 3rd and 5th Avenue.

Mr. John Farry stated that Valley Metro worked with ADOT to confirm that the I-17 frontage road is the appropriate place for the light rail alignment.

Mr. Bob Hazlett stated that both projects combined would cost about \$90 million and that the application is requesting \$25 million in TIGER funding. Mr. Hazlett stated that the USDOT gave MAG the opportunity to talk to them about the project along with good information on how to put the application together. He stated that it has been a great partnership between Valley Metro, ADOT, and MAG, and that the draft of the final grant application should be available within the next week.

Mr. Bill Fay presented an update on the application for the SR 347 overpass in Maricopa. He stated that SR 347 is essentially the “Main Street” of Maricopa, and that it is still a state highway. He noted that the Union Pacific railroad crosses here and that the Amtrak station is at one corner of where the railroad crosses SR 347.

Mr. Fay stated that all but one traffic problem in Maricopa is due to people avoiding the SR 347 railroad crossing. He noted that Maricopa has submitted an application for TIGER for the last six years and that this year ADOT requested to be a part of the application. He stated that this year ADOT is applying and Maricopa is supporting it

Mr. Fay stated that the intent of the new project is to put a grade separation over the railroad and eliminate the skew of the roadway. He stated that the city has been trying for several years to get funding from ADOT, and that the ADOT board recently funded \$18.8 million for design and right of way.

Mr. Fay provided an overview of the geography of Maricopa. He stated that the Union Pacific railroad has 60 to 80 trains that come through Maricopa per day. Main Street can be blocked for up to 45 minutes at a time when trains are crossing. He noted that he was at a presentation last year at the Phoenix Country Club, and the mayor of Maricopa was late because of trains blocking Main Street. He noted that there is one fire station and no police station on the south side of the railroad. He also noted that when Amtrak trains stop in Maricopa, the trains from the east stop on the only other crossing in Maricopa.

Mr. Fay stated that the intent of new project is to construct a grade separation over the railroad and eliminate the existing skew of the roadway. He noted that the city has been trying for several years to get funding from ADOT, and that ADOT provided \$18.8 million to fund the design and right-of-way for the project.

Mr. Fay presented some statistics about the project. He noted that the project began before Maricopa became a member of MAG, and that the design and right-of-way were programmed with statewide funds. He noted that the sweet spot for a TIGER grant applications is for \$10-20 million. He stated that the Ak-Chin Indian Community is supporting the project.

Mr. Grant Anderson stated that he believes there is only one high school in Maricopa, which is located south of the railroad. He noted that majority of the population lives to the north, and that it would be good to mention that in the grant application. Mr. Fay responded that a majority of the population lives to the north, and that the Ak-Chin Indian Community residents would attend the high school as well. He added that school buses are going back and forth for elementary, junior high, and high school students.

Chair Fitzhugh thanked Mr. Pryor, Mr. Hazlett, and Mr. Fay for their presentation.

12. Update on ADOT Maintenance Needs

Mr. Brent Cain stated that there had been a miscommunication about scheduling and requested this item be deferred to the next meeting of the Transportation Review Committee.

13. Request for Future Agenda Items

There were no requests for future agenda items.

14. Member Agency Update

Mr. Jose Heredia stated that Buckeye has recently met with MAG staff and ADOT regarding congestion at the Interstate 10 interchange with Miller Road. He stated that as money becomes available, there may be potential improvements to be made to reduce congestion at the interchange. He noted that in the early morning and afternoon there is queueing of traffic associated with the nearby truck stops.

Mr. Jeff Martin noted that Mesa is planning festivities for the Central Mesa light rail extension. He noted that he was driving through Mesa and saw the first test train. He stated that the first set of festivities is scheduled for June and that they are hoping for an opening date of August 22nd. Mr. John Farry added that the opening date is not set yet, but should be around there. Mr. Martin thanked Ms. Teri Kennedy and MAG staff for their work on the CMAQ loan for the Gilbert Road light rail extension.

15. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, June 25, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.
The meeting was adjourned at 11:23 a.m.