

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

July 23, 2015

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
ADOT: Madhu Reddy for Brent Cain
Apache Junction: Giao Pham
Buckeye: Jose Heredia for Scott Lowe
*Cave Creek: Ian Cordwell
Chandler: Dan Cook, Vice Chair
El Mirage: Jorge Gastelum
Fountain Hills: Randy Harrel
*Gila Bend: Ernie Rubi
*Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Patrick Sage for Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten

*Maricopa (City): Paul Jepson
Maricopa County: Jennifer Toth
#Mesa: Jeff Martin for Scott Butler
*Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina
#Pinal County: Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Shelly Seyler
Valley Metro: Wulf Grote for John Farry
*Wickenburg: Vince Lorefice
#Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Maria Deeb, City of Mesa
*ITS Committee: Marshall Riegel, City of Phoenix
*FHWA: Ed Stillings
* Members neither present nor represented by proxy.

* Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
* Transportation Safety Committee: Renate Ehm, City of Mesa
+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG
Bob Hazlett, MAG
Sarath Joshua, MAG
Teri Kennedy, MAG
David Massey, MAG
Stephen Tate, MAG
Jessica Blazina, Avondale
Richard Erickson, ADOT

Eric Gudino, ADOT
Clem Ligoeki, MCDOT
Martin Lucero, Surprise
Randall Overmyer, The CK Group, Inc.
Mike Sabatini, Michael Baker International
Jeanne Sapan, DBA Construction, Inc.
Mark Schalliol, ADOT
Jim Windsor, ADOT

1. Call to Order

Chair David Fitzhugh called the meeting to order at 10:02 a.m. Chair Fitzhugh noted that the quorum requirement for the July 23, 2015 Transportation Review Committee meeting was 14 committee members. Chair Fitzhugh informed the committee that there were three handouts at the table.

2. Approval of Draft May 28, 2015 Minutes

Chair Fitzhugh asked the committee if there were any comments on the draft May 28, 2015, meeting minutes. There were none. Mr. Mike Gent moved to approve the May 28, 2015, meeting minutes. Vice Chair 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. Bob Hazlett, MAG Senior Engineering Project Manager, to provide the Transportation Director's Report.

Mr. Hazlett noted that the Regional Council Executive Committee had acted in June to appoint Mr. Dan Cook as the new Vice Chair of the Transportation Review Committee.

Mr. Hazlett provided an update of funding revenues. He stated that the Highway User Revenue Fund (HURF) revenues were 4% ahead of last year and 1.5% ahead of the estimates, and that the half-cent sales tax revenues were 4.5% ahead of last year and 1% over the estimates.

Mr. Hazlett stated that the Regional Freeway and Highway Program is still on track for a rebalancing in spring 2016. He noted that the completion of the cost risk assessment process and new estimates for RARF and HURF revenues will be used as part of the rebalancing.

Mr. Hazlett stated that there will be a Call for Projects issued by the MAG Transportation Division in August for \$60 million in funding available as part of the FHWA suballocation of CMAQ, Transportation Alternatives, and STP funding for the Pinal County portion of MAG. He stated that the notice will be issued in the beginning of August, and applications will be due at 10:00 AM on September 21. Funding will be available for STP Pinal County arterial and bridge projects, CMAQ paving of unpaved roads, street sweepers, Intelligent Transportation Systems, and bicycle and pedestrian projects utilizing CMAQ and Transportation Alternatives funding.

Chair Fitzhugh thanked Mr. Hazlett 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. Vice Chair Dan Cook moved to approve the consent agenda. Mr. Wulf Grote 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 Federally Funded, Locally Sponsored Project Development Status Report

The MAG Transportation Review Committee, by consent, received the MAG Federally Funded, Locally Sponsored Project Development Status Report.

6. Programming of Road Safety Projects in FY 2016-2018

Chair Fitzhugh invited Mr. Sarath Joshua to present this item.

Mr. Joshua stated that ADOT receives \$42 million each year in funding for the Highway Safety Improvement Program (HSIP), and that since 2010, twenty percent of the funding was suballocated to MPOs and COGs, with the remaining 80% administered by ADOT. He stated that MAG currently receives \$1.9 million yearly, but that in May 2015, ADOT announced a new HSIP process that will end the suballocation in 2018, and that the new program has more stringent requirements and criteria. He stated that ADOT is trying to make sure worthy projects across the whole state are competing on a level playing field, and that MAG is looking into the new process.

Mr. Joshua stated that for the programming of the suballocation, funding had been programmed through 2017 but a few projects were disqualified by ADOT and FHWA, which left some remaining funding in 2016 and 2017 for reprogramming. PRESENTATION

Mr. Joshua stated that after the call for projects was issued, MAG received five applications. Two of these applications from Apache Junction were withdrawn after ADOT pre-review indicated they were not qualified for HSIP funding. The remaining three include two projects from Glendale and one project from Tempe, which were reviewed and recommended by the Transportation Safety Committee.

Mr. Joshua stated that there are two broad categories of safety improvement projects:

systemic safety improvements and spot safety improvements. The first project is a systemic safety improvement. The City of Glendale is proposing to install flashing yellow arrows at 12 intersections, along with some geometric changes. He noted that these have been identified through research as safer and easier to understand than green ball yield signal phases. He added that Glendale used the MAG network screening which was developed by the Transportation Safety Committee. He stated that Glendale requested \$176,140 in 2016 and \$710,907 in 2018.

Mr. Joshua stated that the second Glendale project is to implement emergency vehicle preemption at 48 intersections, which will reduce response times and improve safety for emergency responders. He stated that Glendale requested \$30,000 in 2016, \$253,555 in 2017, and \$487,267 in 2018.

Mr. Joshua stated that the Tempe project is a spot safety improvement at the intersection of Southern Avenue and Rural Road. He noted that this intersection is consistently ranked as the first or second worst intersection in Tempe for safety, and has been ranked as the second worst in the entire region. He noted that MAG completed a Road Safety Assessment in 2011, and that the city has carried out low cost improvements. He stated that the city requested a project assessment which was completed in January 2015 and that Tempe is requesting funding to implement the improvements recommended in the project assessment. He stated that Tempe is requesting \$30,000 in 2016, \$30,000 in 2017, and \$675,324 in 2018.

Mr. Joshua stated that these projects will be submitted to ADOT by July 31st, and ADOT will review them for eligibility by September 30th.

Vice Chair Cook asked if the full cost of the first Glendale project was being shown on the handout. Mr. Joshua responded that ADOT wanted to see the entire cost of the project for their cost/benefit analysis instead of only using the Federally funded portion. Vice Chair Cook then asked if the Federally funded portion totaled \$900,000. Mr. Joshua responded that it did.

Mr. Ray Dovalina moved to recommend the three projects for HSIP-MAG funding as presented. Ms. Jennifer Toth seconded the motion. The motion carried unanimously.

7. Programming of Transportation Alternatives/Safe Routes to School Projects in FY2016-2017

Chair Fitzhugh invited Mr. Sarath Joshua to present this item.

Mr. Joshua stated that the former program known as Safe Routes to School was integrated into the Transportation Alternatives Program under MAP-21, which left regions to decide how or if they would continue the program. MAG decided to allocate \$400,000 yearly to Safe Routes to School non-infrastructure projects, which include educational activities and equipment to encourage walking and biking to school.

Mr. Joshua stated that MAG issued a call for projects in March for 2016 and 2017, with \$400,000 available in 2016 and \$463,707 available in 2017, including cost savings from 2015 projects. He noted that MAG received six applications for \$305,650 in 2016 and

\$50,000 in 2017, which leaves some funding available. He stated that this remaining funding will be included in the upcoming August call for projects.

Mr. Joshua stated that MAG had established priorities for Safe Routes to School funding. He noted that the first priority is to support Safe Routes to School framework studies. These studies identify infrastructure needs and education, enforcement, and encouragement needs. These also produce walking and biking route maps for schools. The second priority is to fund support activities, such as helping schools purchase crossing guard vests, STOP paddles, and educational materials.

Mr. Joshua referred to the handout table, noting one project from Glendale to update Safe Routes to School maps for 22 schools. Phoenix has a project to purchase safety vests and bicycle helmets for schoolchildren. Surprise has a project to purchase crosswalk safety equipment.

Mr. Mike Gent moved to recommend the projects for funding as presented. Mr. Mohamed Youssef seconded the motion.

Ms. Kristin Myers inquired regarding remaining funding in 2017. Mr. Joshua responded that the remaining balance will be included in the upcoming call for projects. Ms. Myers stated that it does not seem like the program is receiving the response that it used to and asked if there has been talk of moving the funds to the Transportation Alternatives infrastructure program. Mr. Joshua responded that he thinks if there are not enough applications in the next call for projects, the remaining funds will be put toward infrastructure.

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

8. ADOT Red Letter Process

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

Ms. Kennedy stated that Mr. Richard Erickson would provide a brief overview of the Red Letter process at ADOT and why it is in place.

Mr. Erickson stated that between January 1st and June 30th, ADOT received 87 notices of potential impact from developers, of which seven have an impact on the state highway system. He stated that notices are received from municipal development services departments, project architects and engineers, attorneys, and utility companies. He noted that ADOT requests notices for any potential impacts within one-quarter mile of a transportation corridor.

Mr. Erickson stated that the need for coordination is obvious, noting that ADOT requires access control at intersections and interchanges, with no access allowed in the first 330 feet and right-in/right-out access only for the next 330 feet. He stated that impacts usually involve new right-of-way, and that ADOT reserves the right to review changes.

Mr. Erickson presented some examples of projects and notifications that had been received in the last six months. He noted that some projects would require encroachment permits or would potentially be located in right-of-way for planned, but unprogrammed, expansions of freeways. He stated that red letter submittals can be done electronically or mailed to ADOT.

Chair Fitzhugh thanked Mr. Erickson for his presentation.

9. Update on ADOT Maintenance Needs

Chair Fitzhugh invited Mr. Bob Hazlett to introduce this item.

Mr. Hazlett stated that he did some presentations on the maintenance and operations of the freeway system as part of the Central Phoenix Framework Study. He noted that ADOT is keeping about half of what they should be spending on operations and maintenance, and that he would like to bring the Committee up to speed on what activities the Phoenix maintenance district is undertaking and what their future needs are. He introduced Mr. Mark Schalliol and Mr. Jim Windsor from ADOT.

Mr. Schalliol stated that he was presenting after a request from Vice Chair Cook. He stated that the purpose of his presentation is to go over ADOT's maintenance needs, starting with the landscape program, which includes litter and cleaning.

Mr. Schalliol stated that every day in the news, there is something about aging infrastructure. He added that there is an inability to get long-term funding for the Highway Trust Fund, which has led to states using special funding, such as the Proposition 400 half-cent sales tax, and alternative delivery methods, such as public-private partnerships to address needed improvements. He stated that ADOT recognizes that communities place a high importance on aesthetics, and would like to see freeways with no litter, weeds, or graffiti. He noted that freeway landscaping has become a cultural distinction for the Valley according to the Arizona State Water Users' Association.

Mr. Schalliol stated that MAG half-cent sales tax funding provided approximately \$12.6 million per year on landscape care, litter cleanup, and sweeping of the freeway system. He then presented some photographs of urban and rural highway maintenance activities and needs.

Mr. Schalliol presented a graph showing the combined half-cent sales tax and state funding for landscaping maintenance and a graph showing the increase in centerline miles of roadway that the Phoenix maintenance district is responsible for, noting a ten percent increase in funding over the last seven years.

Mr. Schalliol stated that miles of roadways with formal landscaping had a 28% increase in from 2008 to 2015. He noted that the district maintains natural roadside areas such as US-60 near Gold Canyon. He stated that a significant increase in natural roadside miles occurred in 2011 due to a reorganization of the department putting the responsibility on the districts. He added that this increased their responsibility from 35 miles to 350 miles.

Mr. Schalliol presented some trends in contract costs. He stated that beyond administrative costs, all dollars are spent on maintenance contracts. He stated that they have seen an increase in bids of around 15-20%, while the city of Chandler has seen 25% and the city of Mesa has seen as high as 40%. He stated that this could be related to the economic turnaround. He stated that contractors were thankful for the ADOT work when times were tough, but with more profitable work being available, ADOT's costs are increasing.

Mr. Schalliol stated that concerns had been expressed by stakeholders, including concerns about weeds, tree trimming from business owners adjacent to highways, and water use. He noted that there are agreements set up where the water is provided at city expense for freeway landscaping, stating that the City of Phoenix pays \$1 million per year and that ADOT meets monthly with Phoenix to monitor water use.

Mr. Schalliol stated that there had been requests for higher level of service for sweeping of intersections and frontage roads and sidewalks, but that more time is spent sweeping mainline roadways and ramps. He stated that for the Super Bowl, they made an extra effort for landscape cleanup and sweeping, and that it is important to have a clean community when visitors come.

Mr. Schalliol stated that the district's attempts to make improvements have included working with contract language, specifically strengthening penalties for non-compliance issues. He noted that when a contractor fell behind on weeding, they would be penalized for one-third of the contract, but new contracts require withholding 100% of payment if the contractor falls behind on any category of work.

Mr. Schalliol stated that more and more roadway shoulders are taken up with barrier walls and sound walls, which requires maintenance workers to set up on shoulders along with extra equipment for protecting workers.

Mr. Schalliol stated that they are looking into contracts for longer segments of roadway to improve costs by economy of scale. He stated that they are looking into performance based contracts and the usage of prison inmates for labor, potentially on Loop 303 .

Mr. Jim Windsor stated that he would quickly go over the status of other maintenance issues, including quiet pavement, roadway maintenance, drainage, and lighting. He stated that there are 143 centerline miles of roadways due for repavement, including 133 miles of quiet pavement and 10 miles of I-17. He stated that they will be spending \$1 million per year on spot repair and \$11 million for maintenance compared to \$20 million plus on landscaping. He added that only milling and replacing the 133 miles of quiet pavement would cost \$125 million and the entire program would cost \$240 million.

Mr. Windsor stated that maintenance turns out to be reactive rather than planned. He noted that the Phoenix maintenance district responds to hundreds of crashes to support DPS with incident response, and this takes away from planned maintenance. Maintenance from crash damage has to be repaired within five days, and with the traffic volumes, this work must be done at night. He stated that this creates large inefficiencies in doing planned maintenance work.

Mr. Windsor presented some photographs of above-ground and underground maintenance activities. He stated that during the monsoon there is a request for cleaning out vegetation from drainage facilities, but this is affected by the Migratory Bird Act. He noted that the cost for cleaning underground drainage facilities increased 100% over the last year. He stated that pump stations were installed between 1964 and 2008, and the older ones on I-17 are difficult to access and difficult to replace parts and engine. He noted that this work requires taking up freeway ramps.

Mr. Windsor stated that the district maintains over 160 traffic signals, and that the conductor is very old on I-10 and I-17. He stated the need to pull all new conductor wiring.

Mr. Windsor stated that ADOT maintains 30,000 lights across the state, and half of them are in the Phoenix region. He noted that there were challenges with lighting in the last year, and ADOT conducted a "lamp refresh." He stated that the last quarterly drive through found 93% of lights were functioning, but that litigation due to lights being out costs over \$100,000 per year.

Mr. Windsor stated that the Phoenix maintenance district will have close coordination with MAG for the development of the next RTP. He added that statewide advocacy tries to show the benefits of addressing these transportation needs.

Vice Chair Cook thanked Mr. Schalliol and Mr. Windsor for their presentation. He stated that there was a lot of good information that he did not realize, and that it was interesting to note that they were half funded. He asked about the rural roads that were brought into the district's responsibility and whether ADOT transferred the money that was paying for their maintenance to the district. Mr. Windsor responded that he was not sure what the natural resource budget was, but that central maintenance likely added it in. He noted that in addition to US-60, the district is responsible for State Routes 88, 87, 74, 347, and 85 down to I-8.

Vice Chair Cook stated that the half-cent sales tax funds some of the maintenance for the freeway system that was built using that funding and that the region should look at increasing the maintenance funding for the portion of the system that is funded via the sales tax. He added that this is a much bigger exercise. He stated that this presentation should potentially be made to the Transportation Policy Committee, and that one or two members with influence at the State Transportation Board could raise the issue. He stated that as a long term goal, he would like to see if maintenance can be better funded and that he would like to leave it to MAG to come up with a policy correction on how to move this forward.

Mr. Dovalina stated the need to elevate the discussion beyond the technical aspect. He noted that they are using general funds for maintenance and that the availability of general funds keeps decreasing. He stated that they have had to cut budgets and are not keeping up with what Mr. Schalliol and Mr. Windsor had presented.

Mr. Hazlett thanked Mr. Schalliol and Mr. Windsor. He stated that Proposition 400 is mainly a capital program. He stated that there are some funds for operations and maintenance but they get covered pretty quickly. He stated that the Central Phoenix Framework Study included some presentations on maintenance, and that the discussions on the next RTP have

included operations and maintenance. He stated that the region has an amazing system but if it is not maintained it will not be an amazing system much longer. He noted that the Management Committee, Transportation Policy Committee, and Regional Council have all been briefed on this. He stated that maintenance is a continuing issue on the transit side, but is always a continuing issue on the freeway and highway side, and that the Committee will definitely have a role in putting together the next plan.

Chair Fitzhugh thanked Mr. Schalliol and Mr. Windsor for their presentation.

10. Request for Future Agenda Items

There were no requests for future agenda items.

11. Member Agency Update

There were no updates from member agencies.

12. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, August 27, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 11:01 a.m.