

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 31, 2016

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

MEMBERS ATTENDING

Avondale: Paul Lopez for David Janover
ADOT: Kwi-Sung Kang for Mike Kies
Apache Junction: Giao Pham
*Buckeye: Scott Lowe
*Cave Creek: Ian Cordwell
Chandler: Dan Cook, Chair
#El Mirage: Amber Wakeman for Jorge Gastelum
*Florence: Jess Knudson
#Fountain Hills: Randy Harrel
*Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
#Gilbert: Leah Hubbard
Glendale: Debbie Albert, Vice Chair
Goodyear: Rebecca Zook
Litchfield Park: Woody Scoutten

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

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Chris Hauser, City of El Mirage
*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: Dana Alvidrez, City of Chandler

+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG
Monique de los Rios-Urban, MAG
Roger Herzog, MAG
Teri Kennedy, MAG
Audra Koester Thomas, MAG
David Massey, MAG
Marc Pearsall, MAG
Jason Stephens, MAG

Tim Strow, MAG
Stephen Tate, MAG
Tristan Black, ASU
Maria Deeb, Mesa
Richard Erickson, ADOT
Christine McMurdy, Goodyear
Lynn Sugiyama, ADOT

1. Call to Order

Chair Dan Cook called the meeting to order at 10:00 a.m. Chair Cook noted that the quorum requirement for the March 31, 2016 Transportation Review Committee meeting was 14 committee members.

2. Approval of Draft February 25, 2016 Minutes

Chair Cook asked the committee if there were any comments on the draft February 25, 2016, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Mr. Mike Gent 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 Cook invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Eric Anderson stated that Regional Area Road Fund (RARF) revenues for February were up 5% over the last year, which is a little below the historical average. He stated that revenues were up 4.1% year to date. He stated that Highway User Revenue Fund (HURF) revenues were up 4.3% over the last year and up 5.5% year to date. He noted that HURF revenues continue to rebound because of lower fuel prices.

Mr. Eric Anderson stated that the Transportation Policy Committee will have a discussion on the rebalancing of the Regional Freeway and Highway Program in April. He stated that the committee will be asked for guidance for criteria to use to bring projects back into the program.

Mr. Eric Anderson noted the Arizona Bicycling Summit would be held at the Mesa Convention Center on Friday, April 1. He also noted that the American Planning Association's national conference would be taking place in Phoenix over the weekend.

Chair Cook thanked Mr. Anderson for his report.

5. Consent Agenda

Chair Cook directed the Committee's attention to the consent agenda items.

Chair Cook asked the Committee if there were any questions or comments. There were none.

Mr. Jeff Martin moved to approve the consent agenda. Mr. Woody Scoutten seconded the motion. The motion carried unanimously.

5A – Transfer Federal Highway Administration Surface Transportation Program Apportionment from MAG to ADOT

The MAG Transportation Review Committee, by consent, recommended approval of transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of Governments to the Arizona Department of Transportation.

5B – Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

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 2035 Regional Transportation Plan.

5C – Changes to Regionally Significant Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment

The MAG Transportation Review Committee, by consent, recommended approval of changes to the revised opening dates for rail transit projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the amended 2035 Regional Transportation Plan (RTP).

5D – ADOT NOTICE - Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act

The MAG Transportation Review Committee, by consent, received the ADOT notice regarding the changes to applicability of Davis-Bacon prevailing wage rates per the FAST Act.

5E – Add Bike Share to the List of Design Assistance Eligible Categories for the MAG Design Assistance Program

The MAG Transportation Review Committee, by consent, recommended approval of adding bike share to the list of Design Assistance Program eligible categories.

6. USDOT TIGER VIII - Federal Fiscal Year 2016

Chair Cook invited Ms. Audra Koester Thomas to present this item.

Ms. Koester Thomas stated that TIGER is a competitive discretionary grant which has made 381 awards since 2009. She stated that there has been a 6% success rate in Arizona for applications, and that Arizona has received 7 awards.

Ms. Koester Thomas stated that there is a \$500 million allocation to governmental entities in Fiscal Year 2006. She stated that there is a wide discretionary allowance for eligible projects. She stated that urban area grants can be from \$5 million to \$100 million with a

20% local match. She stated that rural area grants have a \$1 million minimum with no local match.

Ms. Koester Thomas presented five primary criteria for TIGER grants. She noted secondary criteria including innovation and partnerships. She added that projects that target Secretary Foxx's Ladders of Opportunity would compete well.

Ms. Koester Thomas noted some considerations for TIGER projects. The projects must be able to be obligated by June 2019. Projects with environmental work and preliminary engineering in progress or complete play well. She noted the requirement of a cost/benefit analysis and the value of regional support for projects.

Ms. Koester Thomas stated that last year there were two projects endorsed by the region: an urban grant application for the I-10/I-17 spine improvements project with ITS plus dedicated bus transit ramps requesting \$25 million and a rural grant application for the SR-347 overpass in Maricopa, which successfully received \$15 million. She noted that Phoenix submitted an application for the Grand Canal bicycle and pedestrian project, which was the recipient of \$10.3 million.

Ms. Koester Thomas stated that for this year MAG solicited submissions for regional support from member agencies. She stated that Valley Metro vetted transit projects through the Regional Transit Advisory Group (RTAG) and that MAG will be discussing projects for potential regional support.

Ms. Koester Thomas stated that the first project submission was received from Valley Metro for bus-only ramps connecting I-10 and I-17. She noted that the total project cost is \$28.5 million with an anticipated construction date of 2018. She presented a diagram of ramps and a high level review of the project's compatibility with the primary and secondary criteria for TIGER grants. She noted that this project was included as part of last year's urban grant application. She stated that the benefit of the project is a time saving, with the bus only ramps allowing buses to get to the Capitol 15 minutes earlier. She added that the direct downtown connection provides a cost savings for operations.

Ms. Koester Thomas stated that the second project submission was received from the Town of Guadalupe for reconstruction of Avenida del Yaqui. She noted that the project cost is \$6 million with an anticipated construction date of 2019. She noted that the Town of Guadalupe has reported 125 accidents over the last few years and added that there are high pedestrian and vehicle conflicts. She stated that the intent is to replace pavement at the end of its useful life and also to modernize the corridor and improve pedestrian and bicycle access. She stated that they will be modernizing bus stops and addressing traffic efficiencies. She noted that the initial cost/benefit analysis shows a high benefit relative to the safety issues. She stated that this project may play well for the Ladders of Opportunity initiative and that the town has two parcels adjacent to the project that could serve as economic development opportunities if the project is implemented.

Ms. Koester Thomas presented a comparison of the two projects and noted the difference in cost. She stated that the bus ramps are included in the TIP already, but that the Avenida del Yaqui project could be added into the TIP with regional support. She noted that both projects have medium to high value and would score well, but in a different manner.

Ms. Koester Thomas noted that MAG has also received statewide requests for support. She noted that ADOT is applying for funding for SR-189 in Nogales and that the MAG Regional Council supports the acceleration of this project along with the other COGs and MPOs. She stated that ADOT is applying for a TIGER grant for flyover ramps from SR-189 to I-19 northbound. She stated that MAG also received a request for support for the I-10 and Kortsen Road traffic interchange in Casa Grande. She noted that this project would help with access into Casa Grande from I-10.

Ms. Koester Thomas stated that ADOT is pursuing a FASTLANE grant for the I-10 corridor from Phoenix to Tucson, but that there has been no formal request for a letter of support.

Ms. Koester Thomas stated that she is asking for the Committee to identify local projects to recommend for regional support as well as statewide projects.

Mr. John Farry asked what the TIGER grant application says about where the environmental process should be for projects and stated that the Guadalupe project did not have environmental noted. Ms. Koester Thomas responded that they are early in this process, but that the project should not exceed the existing right of way so they may fall under a categorical exemption.

Mr. John Farry stated that the bus ramp project is a longer range project in addition to the bus ramps, noting that it would be used by the future light rail corridor as well. Ms. Koester Thomas stated that the project would be a transit-only ramp, focusing on the commuter bus to start with a long term transition to light rail as it is extended westward.

Mr. Jeff Martin asked if there was any reason that MAG could not apply for both. Ms. Koester Thomas responded that there is nothing precluding MAG supporting two projects. She noted that they would compete against each other and the other potential applicants. She stated that the two projects are dynamic and different and would play to different audiences. She noted that in the past the region has identified one urban and one rural project for support.

Mr. Woody Scoutten asked if there was any feedback as to why the bus lane project was not selected. Ms. Koester Thomas responded that MAG attempted to reach out to USDOT for feedback unsuccessfully. She stated that Valley Metro intended to reach out again but that they have not heard anything.

Mr. Giao Pham noted that the Guadalupe project is more of a safety project and asked if there is an option for Highway Safety Improvement Program (HSIP) funding if it is unsuccessful in applying for a TIGER grant. Ms. Koester Thomas responded that no other current funding is identified. She stated that she thinks it is a valued project and that there are other potential funding options. She noted that the town is seeking out private resources and support from the Pascua Yaqui tribe. She stated that they will continue to pursue other funding options, but that this is an opportunity to seek out TIGER funding and to be competitive with the Ladders of Opportunity target.

Mr. Jeff Martin moved to recommend regional support for the I-10/I-17 bus ramps, the

Town of Guadalupe Avenida del Yaqui reconstruction, and the two projects of statewide significance. Mr. Woody Scoutten seconded the motion. The motion carried unanimously.

7. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects For an Air Quality Conformity Analysis

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

Ms. Kennedy noted that the Fiscal Year 2017-2021 TIP is currently under development. She stated that MAG began the early phase public involvement with the call for projects in August. She noted that the Transportation Review Committee reviewed applications for bicycle and pedestrian, ITS, paving, and Pinal County STP funding. She stated that MAG is now consulting Federal, state, and local agencies on regionally significant projects to be included in the TIP. She noted an anticipated June 22nd Regional Council approval. She noted that MAG is also consulting with SCMPO as there is a shared nonattainment area.

She stated that the current TIP listings are incrementally ready for review. She noted that the highway, rail, and Arterial Life Cycle Program listings are ready and that bus listings are moving through the Transit Committee. She noted that the TIP also includes Funding and will have listings coming next month that show expected funding for projects. She stated that the listings do not include local or private street projects or anything included in the Unified Planning Work Program, noting a group listing of street sweeper purchases is listed.

She stated that there is a mid-phase public hearing on April 27th and a final phase public hearing on June 7th with expected Regional Council review for approval on June 22nd. She requested that members contact MAG staff with corrections.

Chair Cook thanked Ms. Kennedy for her presentation.

8. Update on Performance Measures and Targets Advisory Group

Chair Cook invited Ms. Monique de los Rios-Urban to present this item.

Ms. de los Rios-Urban stated that she last gave an update on the performance program in 2015 and that she has given a business card with the URL of the web products to the Committee members.

Ms. de los Rios-Urban stated that she would be presenting on four topics: federal legislation, tasks involved in the Performance Measurement Technical Advisory Group (PMTAG), the latest projects online for reporting performance, and the upcoming state mandated performance audit.

Ms. de los Rios-Urban stated that the FAST Act adopted all of MAP-21's performance requirements. She stated that there are currently eight rules going through the rulemaking process and two rules have been issued. She noted that the comment periods are open for two rules and closed for three rules. She stated that the system performance rule is anticipated to be controversial, but it has not been proposed yet.

Ms. de los Rios-Urban stated that the PMTAG is made up of nine volunteer agencies with representation from FHWA and ADOT and that they are tasked with development of performance measurement methodologies and targets. She stated that the FAST Act brought in all of the MAP-21 performance requirements and presented the seven national goals as issued by USDOT and FHWA. She stated that MAG is focusing on less defined or prescribed national goals. She noted that when MAG started working on performance management, the entire field of performance measurement was not very well developed.

Ms. de los Rios-Urban stated that the guiding principles are the basis for the development of performance measures. She stated that targets need to be identified and need to be instrumental in performance based planning and programming. She stated that the PMTAG is working on developing techniques needed to develop targets. She stated that after targets are identified and agreed upon, they will influence plans and the programming process. She noted that MAG has recently gone through programming for various funding sources and that performance based tools were applied on all project applications.

Ms. de los Rios-Urban presented a table showing the status of the rulemaking process. She noted that the first two rules are safety related and will become effective in April. She stated that the next step is for states and MPOs to coordinate on implementation of various requirements. She noted that the planning rule has separate rules on urban and rural areas on the development of the Regional Transportation Plan. She stated that the fourth and fifth rules are very prescriptive on asset management requirements. She noted that a small group has been established to coordinate these as MAG starts implementation of these requirements. She noted that the sixth rule is the one MAG is most prepared for through the analytical tools that have been developed. She noted that for transit, the Federal Transit Administration (FTA) has issued a proposed rule for transit safety.

Ms. de los Rios-Urban stated that the PMTAG is meeting quarterly. She stated that in order to create discussion groups, MAG has reviewed and run scenarios to model future performance for the region. She stated that they are also looking at observed data for the last five years. She stated that the purpose is to develop ranges for which targets can be identified

Ms. de los Rios-Urban stated that targets are important because they provide clarity and confirm performance decisions. She noted that targets provide context for evaluating the effectiveness of decisions. She stated that to look at the system comprehensively, the PMTAG has looked at the entire freeway system and main commuting corridors to identify parameters and ranges within which targets will be located.

Ms. de los Rios-Urban presented three types of targets based on a review of various techniques states and MPOs will use to develop targets. She stated that the least favorable is an aspirational target not based on data. She stated that another way to create a target is to draw a straight line projection. She stated that a third way is to look at indexes that provide a relationship between demand and supply. She noted that any target can be expressed as a fixed number or a date in the future or can be expressed within a range or a direction.

Ms. de los Rios-Urban stated that the PMTAG divided the freeway and arterial system into corridors important for the region. She stated that they went back to 2010 and looked at population, employment, and vehicle-miles traveled for the last five years, nothing that

they looked at percent changes, volumes and speeds. She stated that this analysis gives us certainty that when we look at targets we are not looking at them in a vacuum. She noted that another consideration is that if we look at targets as 100% achievement of a goal, it is almost impossible to jump to 100% directly. She noted that established reporting intervals can look at incremental growth in achievement of target

Ms. de los Rios-Urban stated that while we will know where ultimate goal is, reality will change the pace at which we advance toward ultimate goal. She stated that the PMTAG is working on several numbers and indexes to identify goals for next few years. She noted that at the next PMTAG meeting they may develop logical ranges for targets.

Ms. de los Rios-Urban stated that MAG continues to enhance the data source base with the ADOT freeway management system and third party data. She stated that the NPMRDS data from FHWA includes daily data on the National Highway System freely available to all government agencies that deal with highway systems. She stated that MAG processes this data as it relates to performance. She stated that the dashboard keeps growing and that MAG plans to update it every six months.

Ms. de los Rios-Urban stated that performance is included in planning and programming documents. She noted that the RTP has a performance chapter which they will be revisiting with performance data. She added that part of the TIP results from performance analysis of potential projects.

Ms. de los Rios-Urban stated that there were 25 recommendations received from auditors after the 2010 performance audit and that MAG has completed 24 of the 25 recommendations. She noted that the only recommendation not completed is the placement of a transit representative on the Transportation Policy Committee which would have required a legislative response. She noted that this requirement has been changed and is no longer an issue. She stated that they will be selecting a consultant soon for the next audit.

Mr. Jeff Martin stated that Valley Metro went through a long process on transit standards and performance measures. He stated that they spent over a year developing performance measures based heavily on ridership, land use, density, and transit dependence. He stated that performance measures are going to heavily impact ability to add additional transit corridors in the future. He asked if MAG is trying to do something similar for evaluating future highway corridors and lane additions. Ms. de los Rios-Urban responded that there is an internal MAG staff group looking at the next generation RTP. She stated that in that environment performance management is being included in the decision making process. She stated that currently MAG uses performance measurement embedded in tools to evaluate projects for federal funding and inclusion in the TIP given that the life cycle programs have previously selected projects.

Chair Cook thanked Ms. de los Rios-Urban for her presentation.

9. Federal Highway Administration Repurposing of Earmarked Funds in Arizona and the MAG Region

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

Ms. Kennedy stated that on March 8, 2016, the Federal Highway Administration (FHWA) issued guidance on the repurposing of earmarks. She stated that on March 13, 2016, news agencies picked up on the story of \$2 billion available to Arizona through earmark repurposing.

Ms. Kennedy stated that all projects listed on the USDOT website are earmark projects designated over 10 years ago, and the intent of the FAST Act is to repurposes funding and clean up old earmark projects to help shore up Federal funding for transportation projects. She stated that there are two groups of projects on the DOT website: projects which are less than 10% obligated and projects which are more than 10% obligated. She stated that some tasks need to be done to determine if projects will obligate as originally awarded. If not, the funding could be made available for repurposing within 50 miles of the original project that received the earmark.

Ms. Kennedy stated that two projects have not obligated any funding: US-60 from 67th Avenue to McDowell Road for \$1.6 million and US-60 in Wickenburg for \$1.6 million. She noted that five projects have obligated more than 10% of their funding and those are listed in the agenda packet. She noted an error on the USDOT website that AZ056 is not listed correctly. She stated that, according to ADOT, the project is actually I-10 from Ina Road to Tangerine Road in Pima County.

Ms. Kennedy presented the locations of each project and a 50 mile radius. She noted the projects in green could have their funding repurposes and that all \$3.2 million could be spent in the intersection of the two circles.

Ms. Kennedy stated that states need to work with FHWA to ensure all earmarks and allocated funds are listed correctly and that there is a limited time to meet repurposing eligibility. She stated that projects to be repurposed this year would need to be submitted by August 2016 to ensure there is obligation authority available. Projects to be repurposed would have to be noted in the memorandum. She stated that any projects that would obligate earlier than September 30, 2019 would need to be identified by September 2016.

Ms. Kennedy stated that ADOT is going through the statewide list of projects to identify the original intent of the earmarks and will be contacting agencies that have projects on the list. She noted that Avenida Rio Salado is an ALCP project that was resegmented and is currently under construction and that Phoenix does intend to use all of that funding. She stated that other projects are less well defined and that ADOT is continuing to look at those projects. She noted that just because there is an earmark that there may not be obligation authority with that earmark.

Ms. Kennedy stated that ADOT will have a method and schedule for repurposing that will probably be presented to the Committee in April. She stated that if one of the projects is in a member agency's area, that the member agency's staff should look at the history of the project if they were involved in receiving the earmark or identified as the lead agency. She stated that member agencies should contact Mr. Patrick Stone at ADOT with any projects to submit for repurposing funds.

Vice Chair Debbie Albert stated that Glendale has worked with ADOT on improvements to Grand Avenue at Bethany Home Road and Northern Avenue which would fall within the

eligible area. She stated that Glendale is in the process of submitting a letter to ADOT about other areas they would like to see improved.

Chair Cook thanked Ms. Kennedy for her presentation.

10. ADOT Red Letter Process

Chair Cook invited Mr. Richard Erickson from ADOT to present this item.

Mr. Erickson stated that in June 1996 the MAG Regional Council approved the Red Letter process which requires MAG member agencies to notify ADOT of potential development impacts in freeway corridors. He stated that the Red Letter program is a proactive program which allows ADOT to try to stay ahead of programmed developments and their impacts on the Region's transportation corridors.

Mr. Erickson stated that it costs less to pay for vacant land than it does for completed development when ADOT expands freeways and highways. He stated that there are four submittals to MAG per year. In January and July ADOT submits summaries of notices received and in April and October ADOT submits participation requests. He stated that the summaries do not necessarily reflect the participation of jurisdictions and that ADOT receives notices from developers, attorneys, utilities, and other stakeholders.

Mr. Erickson stated that the Red Letter program is an opportunity to foresee problems and avoid issues that could potentially raise costs for MAG, ADOT, and private developers. He noted that if no notice is provided, the impact will still be discovered in the field and added costs will become known if the impacts are not identified.

Mr. Erickson stated that ADOT is interested in impacts within one quarter mile of facilities. He stated that ADOT usually tries to control access for 660 feet into local cross streets. He noted a lot of notices are received in areas where ADOT still has jurisdiction and there are access issues. He stated that he will inform the developer and engineer of the ADOT permit office to work with access issues.

Mr. Erickson stated that the Red Letter program is primarily for protective buying purchases. He stated that if ADOT has a situation where property can be purchased, they can either purchase it undeveloped, which costs less, or wait and buy developed property which costs more. He noted that ADOT cannot interfere with private property owners developing their own property. He stated that if ADOT is going to purchase properties, the project has to be in the five-year program, the route has to be known and established, and funding has to be available. If any are lacking, ADOT cannot proceed with purchasing the property.

Mr. Erickson stated that a new area that has come up is the sound/noise mitigation program. He stated that if a multifamily project comes in from a local municipality that does not require ADOT contact, ADOT informs the developer of their availability and gives them the contact of the sound/noise specialist for multifamily development.

Mr. Erickson requested that member agencies participate in the program and noted that submissions can be made by mail or email.

Mr. Eric Anderson thanked Mr. Erickson for the presentation and stated that it is good to be reminded of the Red Letter process. He noted that the Committee members are mostly on the transportation side and requested the members let their development services know to participate in the program.

Chair Cook stated that Chandler had participated in the program with the SR-101L Price and SR-202L Santan Freeways and that it helped many issues go smoothly with the development of the freeway and adjacent properties.

Chair Cook thanked Mr. Erickson for his presentation.

11. Request for Future Agenda Items

There were no requests for future agenda items.

12. Member Agency Update

There were no updates from member agencies.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, April 28, 2016 at 10:00 a.m. in the MAG Office, Saguaro Room.

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