

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 26, 2016

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

MEMBERS ATTENDING

Avondale: David Janover	Maricopa County: Jennifer Toth
ADOT: Kwi-Sung Kang for Mike Kies	Mesa: Jeff Martin for Scott Butler
Apache Junction: Shane Kiesow for Giau Pham	*Paradise Valley: Jim Shano
Buckeye: Jose Heredia for Scott Lowe	Peoria: Andrew Granger
*Cave Creek: Ian Cordwell	Phoenix: Ray Dovalina
Chandler: R.J. Zeder for Dan Cook	#Pinal County: Louis Andersen
El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
*Florence: Jess Knudson	#Scottsdale: Todd Taylor for Paul Basha
*Fountain Hills: Randy Harrel	Surprise: Mike Gent
Gila River Indian Community: Tim Oliver	Tempe: Robert Yabes for Shelly Seyler
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert, Vice Chair	*Wickenburg: Vince Lorefice
Goodyear: Rebecca Zook	#Youngtown: Grant Anderson
*Litchfield Park: Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Chris Hauser, City of El Mirage	*Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
*ITS Committee: Marshall Riegel, City of Phoenix	*Transportation Safety Committee: Dana Alvidrez, City of Chandler
#FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference
	# - Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG	Nathan Pryor, MAG
Chaun Hill, MAG	Amy St. Peter, MAG
Teri Kennedy, MAG	Stephen Tate, MAG
Audra Koester Thomas, MAG	Clem Ligocki, MCDOT
David Massey, MAG	Randall Overmyer, CivTech

1. Call to Order

Vice Chair Debbie Albert called the meeting to order at 10:00 a.m. Vice Chair Albert noted that the quorum requirement for the May 26, 2016 Transportation Review Committee meeting was 13 committee members.

2. Approval of Draft April 28, 2016 Minutes

Vice Chair Albert asked the committee if there were any comments on the draft April 28, 2016, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Mr. Ray Dovalina 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

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

Mr. Eric Anderson stated that the Regional Area Road Fund (RARF) sales tax revenues were up 2.1% over the previous month, showing not as robust growth as hoped. He noted that this is close to the forecast for the fiscal year, which is a trend that MAG is watching closely. He stated that revenue is up 3.7% year-to-date, compared to a historical growth of 5% on an annual basis.

Mr. Eric Anderson stated that March Highway User Revenue Fund (HURF) revenues were up 9.8% over the previous month and 6% year-to-date. He noted a large amount of growth in both gas tax and new car registrations.

Mr. Eric Anderson stated that Regional Council approved the Fiscal Year 2017 Unified Planning Work Program (UPWP) the previous day and expressed his appreciation for the support of MAG member agencies.

Mr. Eric Anderson stated that oral arguments in the South Mountain Freeway lawsuit began this month with an all day session for plaintiffs and defendants to provide oral arguments. He stated that he hopes the judge will make a ruling in the next four to six weeks, noting that ADOT tentatively plans to have construction begin in July.

Vice Chair Albert thanked Mr. Anderson for his report.

5. Consent Agenda

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

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

Mr. Jeff Martin moved to approve the consent agenda. Mr. Robert Yabes seconded the motion. The motion carried unanimously.

5A – Draft MAG Title VI and Environmental Justice Program

The MAG Transportation Review Committee, by consent, recommended approval of the Draft MAG Title VI and Environmental Justice Program.

5B – Project Changes Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and As Necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP

The MAG Transportation Review Committee, by consent, recommended approval of the project changes for Amendment, and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 RTP.

5C – Fiscal Year 2016 Draft Program of Projects (POP) and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Draft FY 2017-2021 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 2016 Draft Program of Projects and amendment and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, draft FY 2017-2021 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan.

5D – Updates to Regional Programming Guidelines for Federal Transit Formula Funds

The MAG Transportation Review Committee, by consent, recommended approval of the updates to regional programming guidelines for Federal transit formula funds.

5E – Arterial Life Cycle Program Status Report: December 2015 - April 2016

The MAG Transportation Review Committee, by consent, received the Arterial Life Cycle Program Status Report: December 2015 - April 2016.

6. Draft Fiscal Year 2017 Arterial Life Cycle Program

Vice Chair Albert 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 component of the Regional Transportation Plan (RTP). He stated that, per state statute, the program is updated annually. He added that state statute

requires that costs cannot exceed available revenues, which is interpreted as the program must be balanced. He stated that it is a Federal requirement that the program be fiscally constrained within the five-year TIP window. He noted that detailed TIP listings are included as part of the draft 2017-2021 TIP.

Mr. Bullen stated that there are three steps to updating the ALCP: updating project work schedules and costs, updating revenue forecasts, and adjusting reimbursements as needed to reflect the updated work schedules, costs, and revenue forecasts. He stated that project workbooks were distributed in January and lead agencies updated costs and schedules within those workbooks, which were used as the basis to generate the new TIP listings. He noted five project changes within the draft 2017-2021 TIP listings, all within Mesa. He stated that these were the first project changes to undergo a formal analysis using the ALCP project change tool. He stated that the ALCP Working Group developed this tool, which was approved by Regional Council in June 2015. He noted that the Street Committee recommended approval of all five changes.

Mr. Bullen presented local agency expenditures that were the basis of the FY 2016 ALCP. He noted that these were local capital outlays to construct projects, not reimbursements. He stated that local agency costs have shifted back toward the end of program. He noted a fairly large buildup of local expenditures in FY 2022. He stated that expenditures in the program between FY 2017 and FY 2021 are considered committed funding. Any expenditures programmed within those years must be in the local agency's Capital Improvement Program (CIP). He noted that any programmed expenditures beyond FY 2021 is considered uncommitted and there is no requirement that those expenditures be reflected in the CIP. He added that, beyond the TIP horizon, local agencies often do planning level analysis that is not necessarily financially constrained. He noted that there is almost twice as much expenditure programmed in the last five years of the program as in the first five years.

Mr. Bullen stated that, on the revenue side, the ALCP is funded half with Federal funding and half with RARF. He noted an increase in revenues from both sources. He presented revenue projections, noting a \$24.3 million increase in RARF revenue forecasts year over year. He stated that this was still a bit off from the original forecast. He stated that there was an increase in Federal revenue coming to the region as part of the FAST Act. He stated that projected revenues through 2020 are solid and that MAG is anticipating moderate growth after 2020. He stated that there is an overall increase of about \$31 million or 5.7%.

Mr. Bullen stated that, with the financial commitment window extended through FY 2021, there were a substantial number of project deferrals to 2022 and beyond. He stated that this created the opportunity for reimbursements to come forward for projects that were advanced. He noted that agencies with projects occurring in the near term were able to see significant advancements in reimbursements.

Mr. Bullen stated that the program now ends with a positive fund balance with the new revenues plus project deferrals and advancements. He noted that this is the first time in five years there has been a positive fund balance. He stated that in 2021 there is a \$45 million fund balance. He stated that MAG is not trying to hold back reimbursements or be conservative, but that there are not enough projects occurring in that time to reimburse. He stated that almost all lead agencies will be able to see early money. He noted that there are

46 projects scheduled for work or reimbursement in FY 2017, ending with a \$20.3 million surplus.

Mr. Bullen stated that there are ten years left in the program and that ALCP projects generally take about 4.5 years from the start of design to finishing construction. He noted a trend where local funding keeps sliding toward the end of the program, stating that this will hit a wall in 2025. He stated that there is still time to react to that, but that agencies must be mindful as they work with councils and staff to develop projects. He stated that the further projects are deferred toward the end of the program, the more problems there will be. He encouraged member agencies to think strategically about projects scheduled in the future, noting that money available if an agency wants to advance projects.

Mr. Ray Dovalina asked if there is any possibility to bring projects back into the program. Mr. Bullen responded that this has been discussed for the last couple years, but the fund balances have been around \$20 to \$40 million which does not trigger the need to rebalance the program. He noted the assumption that revenue would fluctuate and that this is a very small amount when spread among all agencies. He stated that we will see how things progress over the next few years.

Mr. Eric Anderson added that as projects keep being pushed toward the end of the program, by 2018-2019 we will have to have serious discussions with some jurisdictions if they can actually execute projects and if not we may have to redeploy money. He stated that we do not want to get to the end of the program and have no way to get all the money out the door. In a couple years we may have to have serious discussions with communities about how we will perhaps need to reconfigure the program.

Mr. R. J. Zeder asked what happens at the end of the program if there is money on the table. Mr. Bullen responded that, with RARF funding there is some ability to carry that over year over year. He added that Federal revenues are use or lose, and that MAG is obligated to make sure all federal revenues coming into the MAG region are spent every year. He noted that this will be the trickiest element to make sure we have projects ready to go. Mr. Eric Anderson stated that RARF money does not go away, but Federal money is constrained and it is incumbent on us to make sure the program is managed well.

Mr. Jeff Martin thanked Mr. Bullen and Ms. Teri Kennedy for their work.

Mr. Jeff Martin moved to recommend approval of the FY 2017 Arterial Life Cycle Program. Ms. Jennifer Toth seconded the motion. The motion carried unanimously.

7. Programming of Road Safety Projects in FY2017-2018

Vice Chair Albert invited Mr. Sarath Joshua to present this item.

Mr. Joshua stated that this item is to recommend approval of programming a relatively small amount of safety funding. He stated that Arizona receives about \$42 million annually in Highway Safety Improvement Program (HSIP) funding. He stated that ADOT has been suballocating portions of this funding to COGs and MPOs, but that this ends after fiscal year 2018. He stated that MAG had been receiving \$1.9 million annually, but that ADOT has defined a new process for 2019 and beyond.

Mr. Joshua stated that all funding had been programmed through FY 2018, but that ADOT determined some programmed projects were ineligible. He stated that, as a result of this and other project advancements, \$508,000 became available to program in FY 2017 and FY 2018. He stated that MAG issued a call for projects and received three applications for funding: Glendale requesting Federal funding of a design phase of an existing HSIP funded project, Phoenix requesting funding for traffic signal modifications, and Gilbert requesting funding from ADOT in FY 2019 for a new traffic signal. He stated that the Transportation Safety Committee recommended all three projects for funding.

Mr. Joshua stated that the Glendale project is to design flashing yellow arrow signals at 22 intersections along with geometric changes. He stated that flashing yellow arrows are established as safer and more understandable to motorists. He stated that Glendale is requesting \$288,000 for design and that construction is already funded. He stated the project has an anticipated benefit/cost ratio of 5.3/1.

Mr. Joshua stated that the Phoenix project is to install retroreflective backplates on signals along Indian School Road from 47th Avenue to 59th Avenue. He stated that Phoenix requested \$220,000 and that the project has an anticipated benefit/cost ratio of 2.8/1. He added that retroreflective backplates have been shown to increase legibility of signals.

Mr. Joshua stated that the Gilbert project is to add a new signal at Ray Road and Key Biscayne Drive. He stated that Gilbert is seeking \$391,845 of 2019 funds which is within the program administered by ADOT. He stated that the Safety Committee recommended this project to be recommended to ADOT for statewide funding.

Mr. Joshua stated that Mr. Bullen had talked about funds available for reprogramming. He stated that perhaps safety could be one consideration for reprogramming, noting that, compared to the HSIP funding amount available, there are safety problems in the region.

Ms. Leah Hubbard moved to recommend approval of the three projects for funding. Mr. Mohamed Youssef seconded the motion. The motion carried unanimously.

8. Approval of the Draft FY 2017-2021 MAG Transportation Improvement Program

Vice Chair Albert invited Ms. Teri Kennedy to present this item.

Ms. Kennedy stated that the Draft FY 2017-2021 Transportation Improvement Program (TIP) began development in August 2015. She stated that this effort included many competitive programming processes and that it was developed in coordination with member agencies, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). She stated that the TIP includes a financial plan. She noted that there is an updated version in the agenda packet.

Ms. Kennedy noted the addition of enhanced mapping of the competitive application process, and pointed to new maps located in the back of the TIP document. She noted the inclusion of Title VI overlays on the maps.

Ms. Kennedy stated that some things not included in the TIP are Unified Planning Work

Program (UPWP) activities, noting that there are some UPWP activities shown as lump sums in TIP, such as PM-10 street sweepers. She noted that the TIP also does not include planning studies or locally developed projects that are not regionally significant.

Ms. Kennedy stated that the planning boundary includes Maricopa County and portions of Pinal County. She stated that there are over 600 projects, and presented total numbers of projects broken out by mode. She noted that safety was included in all calls for projects as an evaluative item. She thanked Mr. Joshua and his team for getting safety evaluation criteria included. She noted that programming was still ongoing and not all projects were included in this chart.

Ms. Kennedy presented two charts showing the proportion of projects by funding type and the proportion of projects by mode. She noted that the TIP does not include the survey of maintenance costs, but that a small amount of Federally funded maintenance activities are included.

Ms. Kennedy presented two more charts showing the proportions of highway projects by funding and transit project by funding. She then presented a chart showing the comparison of highway and transit costs and revenues. She stated that the TIP must demonstrate financial constraint. She stated that overall projected revenues are \$5.4 billion with TIP costs currently at \$4.75 billion. She noted that operations and maintenance costs are shown according to the agency survey and that MAG assumes revenue is available for all operations and maintenance costs.

Ms. Kennedy stated that Federal funding has been programmed on the highway side for the first four years of the TIP, and FY 2021 remains unprogrammed. She stated that there are a few more highway projects coming in from ADOT. She noted that the TIP shows a balance of \$278 million on the highway side.

Ms. Kennedy stated that, on the transit side, there is still a lot of programming to do. She noted that the TLCP annual programming is not included yet and light rail competitive funding programming is not detailed out. She stated that there was an estimated \$639 million in unprogrammed funds across the life of the TIP.

Mr. Eric Anderson asked if the TLCP annual programming would be amended into the TIP at another point in time. Ms. Kennedy responded that many elements of the TLCP and other programs such as 5310 are not yet included but will be amended in as the TIP moves forward. She stated that as programming finishes the TIP is expected to expand to approximately \$7.2-7.8 billion.

Ms. Leah Hubbard moved to recommend approval of the draft FY 2017-2021 TIP. Mr. Jeff Martin seconded the motion. The motion carried unanimously.

Mr. Eric Anderson thanked Ms. Kennedy and her staff for all the work of putting the TIP together. He stated that, compared this to previous TIPs, there was a lot of paper used. He stated that, in the future, MAG will send Committee members the link to the document. He added that it is not too efficient to print it all out but that they wanted to make sure the document was in front of the Committee members. He stated that the Pinal County data collection effort has been new, and that a lot more is required to be in the documents than

10 years ago

Vice Chair Albert noted that the TIP document was rivalling FHWA documents. Ms. Kennedy responded that the next TIP may be in a horizontal format to save paper. She stated that FHWA asked MAG to map all projects, and that the highway project mapping was complete but transit projects were in process. She stated that the goal is to have all transit projects mapped for the next TIP.

9. Request for Future Agenda Items

There were no requests for future agenda items.

10. Member Agency Update

Mr. John Farry stated that the American Public Transit Association's rail conference was coming to Phoenix starting June 18. He noted that there would be a rail rodeo. He stated that one would think performing in a rail vehicle would not be difficult due to being on track, but there are nuances and skills developed to operate a railroad. He noted that there will be technical sessions and an estimated 2500 people attending from around the United States and internationally.

Mr. Louis Andersen stated that the Pinal County Regional Transportation Authority (RTA) was approved May 11 by the Pinal County Board. He stated that Mayor Rankin of Florence was elected as chair of the new RTA board.

Mr. Ray Dovalina noted that Governor Ducey signed SB 1490 creating a transportation task force. He asked if there will be a role for MAG or other entities to provide some influence or guidance to this new committee. Mr. Eric Anderson responded that the composition of the committee is set by the state legislature with no MPO membership included. He stated that MAG will be tracking its activities. He stated that the task force will meet in June and that it has a very aggressive schedule to complete its work. He stated that the concept is to have recommendations provided to the legislature for next year's session.

Mr. Ray Dovalina noted that the Black Mountain Boulevard project opened a couple weeks ago. He stated that this was a great achievement and a model for the type of projects the region works with. He stated that Phoenix worked with MAG on the funding side and ADOT on the connection to the freeway. He noted that everyone is satisfied with that project.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, June 23, 2016 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 10:40 a.m.