

DRAFT MINUTES OF  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION SAFETY COMMITTEE

May 28, 2013  
Maricopa Association of Governments  
Ironwood Room, Suite 200  
302 N. 1<sup>st</sup> Ave,  
Phoenix, AZ 85003

MEMBERS ATTENDING

Michael Duhamel for Linda Gorman,  
AAA Arizona  
Tom Burch, AARP  
Kohinoor Kar, ADOT  
Heather Hodgeman for Shane Kiesow,  
City of Apache Junction  
Chris Hamilton, City of Avondale  
\*Thomas Chlebanowski,  
Town of Buckeye  
\*Martin Johnson, City of Chandler  
Jorge Gastelum, City of El Mirage  
Kelly LaRosa, FHWA  
\*Mike Gillespie, Town of Gilbert

Chris Lemka, City of Glendale  
\*Alberto Gutier, GOHS  
+Luke Albert for Hugh Bigalk,  
City of Goodyear  
Nicolaas Swart, Maricopa County  
Renate Ehm (Chair), City of Mesa  
Jeremy Knapp, Town of Paradise Valley  
\*Jamal Rahimi, City of Peoria  
\*Kerry Wilcoxon, City of Phoenix  
George Williams, City of Scottsdale  
Nuning Lemka for Jason Mahkvtz, City  
of Surprise  
Julian Dresang, City of Tempe  
Gardner Tabon, RPTA

OTHERS PRESENT

Maria Deeb, City of Mesa  
Margaret Boone, MAG  
Sarath Joshua, MAG  
Leo Luo, MAG  
Kiran Guntupalli, MAG  
Mohammad Rehman, URS  
Shanthi Krishnan, Jacobs  
Trent Thatcher, ADOT TSS  
Don Thorstenson, AMEC

Jason Simmers, Kittelson  
Ashley Barinka, City of Mesa  
Sandra Thoms, Jacobs  
Lenny Hulme, City of Mesa  
Tim Gibson, 3M-TSSD  
Glen Jones, City of Glendale  
Ma'rta Gerber, Michael Baker  
Barney Bigman, GRIC  
Robert Travis, ADOT RR

+Teleconference  
# Videoconference  
\*Not present

1. Call to Order  
Chair Renate Ehm called the meeting to order at 10:00 a.m.

2. Approval of March 26, 2013 Meeting Minutes

Chair Renate Ehm called for a motion to approve the March 26, 2013 minutes. Chris Lemka moved to approve the minutes, Kohinoor Kar seconded and the motion passed unanimously.

3. Call to Audience

Chair Renate Ehm made a call to the audience providing an opportunity to members of the public to address the Transportation Safety Committee. None requested.

4. Program Manager's Report

The following items were addressed:

- **2013 Crossing Guard Training**

- Phoenix, July 30<sup>th</sup>
- August 1<sup>st</sup> – Mesa
- August 6<sup>th</sup> - Peoria
- Letters sent requesting registration
- 146 registered to date
- MAG to purchase safety vests to be distributed to school districts

Sarath invited members of the committee to come and observe the workshops as well as to put out the word to schools to participate.

- **Update on 2013 RSA's**

- 3 RSAs at 5 intersections in Phoenix
- 1 segment RSA in Peoria (1st segment RSA)
- 3 RSAs in Avondale, 2 completed; one will need to be rescheduled for the Fall due to construction at the intersection. Construction scheduling conflicts should be noted for future RSA's.
- 6 agency debriefings completed
- RSA Final Reports are being developed and will be delivered to local agencies by MAG

- **FY2014-17 HSIP**

- Programmed projects for HSIP through 2014 - Sarath gave a brief history of the HSIP program and the sub-allocation of funds to be distributed to the MAG region primarily for low-cost safety improvements.
- Three 2014 projects were advanced to 2013, approved by RC in January
- \$1.1M remaining in FY2014 to be programmed
- 2015-2017 \$1.3M/year available to be programmed

- **Transportation Alternative Call for Projects**

- Under MAP-21 the SRTS Program and the Transportation Enhancement Program administered through ADOT have been merged into a new program named Transportation Alternatives and would include SRTS, Bike & Ped, etc.
- The TA program for the MAG region will be administered by MAG
- MAG staff are working on a call for projects to be announced in August
- MAG programming staff has suggested that FY2014-2017 HSIP be programmed along with TA in August.
- ADOT obligation requirement by June 30, 2014

Sarath further explained that it would be possible to defer the 2014 funds to FY2015-17. The obligation authority could be used on other federally funded projects at MAG and

make available those funds for the FY2015-17 projects. Sarath noted that this will require input from the committee on this strategy for the HSIP programming. Sarath reminded the committee that this will provide more funding for FY2015-17, possibly for larger projects which are being encouraged by ADOT for the HSIP systematic safety improvements.

Julian Dresang asked if we have received confirmation from ADOT that we can do that and not lose the funding. Margaret Boone stated that ADOT was notified of the strategy and asked for feedback and stated that once that confirmation has been received from ADOT MAG will pass that on to the committee members.

- **Update – MAG Strategic Transportation Safety Plan**

- Lee Engineering selection recommended by this committee and approved by Regional Council on 4/15/2013
- Working on contract to be executed by the end of June
- 19 month project with oversight by this committee and Transportation Safety Stakeholders Group. This will include other key agencies/people to provide input. Meetings to be held in conjunction with the TSC meeting schedule.
- Committee meetings will start at 9:30 a.m. and then go on to the TSSG project meetings at 10:30 a.m.
- Visioning Meeting on Sept 24<sup>th</sup> to follow TSC from 9:30 a.m. to 1:30 p.m.
- November TSC at 9:30 a.m. and TSSG at 10:30 a.m.

Kohinoor Kar was invited to briefly speak on the SHSP. Dr. Kar mentioned that the project is anticipated to be completed by March 2014 and that two major events are scheduled as part of this process; the Safety Launch was held on May 16<sup>th</sup> and the Safety Summit will be held on September 26<sup>th</sup> the at Desert Willow Conference Center in Phoenix. Dr. Kar stated that at the Safety Launch, Executive Committee members exhibited preliminary understanding of the data and how emphasis areas can be formed. The Safety Summit will provide more opportunities for participation and hope to have more members from the committee attend. Dr. Kar further stated that between now and the Safety Summit, the consultant will be working with a number of stakeholders who will be participating in task groups on emphasis areas and strategies. He emphasized that as MAG develops the MAG STSP there will be good coordination and follow up discussions so that the two the plans can be integrated with regard to MAP-21 requirements and addressing the key issues. Sarath suggested that members should plan ahead to participate in the Safety Summit. MAG will continue to update the committee on SHSP events and closely coordinate the two plans.

5. MAP-21 Penalty for Safety Non-Performance

Chair Ehm stated that this item was requested for clarification of statements made at the January 8, 2013 meeting. Sarath clarified that he was informed by MAG programming staff that there were some penalties for safety non-compliance assessed to the state that would result in additional funding allocation to Safety Programs which could flow into the MAG portion as well. Upon further examination of this issue MAG has been informed by ADOT that the penalties are assessed to states for not having a repeat offender penalty program and that the state has been fined. The correction is that the penalty will not result in any type of additional allocation of HSIP funds.

6. Section 130 Funded Projects

Kohinoor Kar introduced Robert Travis from ADOT. Sarath noted that ADOT has a program for railroad safety crossing improvements and that those funds now need to be

reflected in the TIP. Mr. Travis, Railroad Liaison for ADOT, stated that if the crossing in the state system it will need to be in the STIP and those in local agency jurisdictions will need to be listed in the TIP. Mr. Travis provided some background on the railroad program and outlined the project selection as a statewide process which will be based on how much train traffic, vehicle traffic, and existing measures in place. Mr. Travis stated that input from the local agencies, council of governments, and FHWA is obtained to select projects. Development will be similar to other projects; they will contact the local agency, perform an on-site meeting with the RR, Corporation Commission, ADOT, local agency, and FHWA. If the project is deemed viable, the IGA process will begin and the project will be placed on the local TIP then go to the federal government for engineering approval. Mr. Travis noted that issues have come about when the local agency is asking to do additional work (sidewalks, approaches, etc.); the railroad will not do that work. If agency has certification acceptance, they will design and build that infrastructure with reimbursement from ADOT, if not ADOT will administer the design and construction. ADOT RR will be responsible for getting approvals from FHWA as well as permits from the RR and Corporation Commission. Mr. Travis stated that the presentation will be made available to MAG as well as posted on the ADOT website. Sarath asked if updated traffic volumes are inserted into the equations for exposure index used to determine project viability which was mentioned in the presentation. Mr. Travis answered that the baseline included volume information from the agencies as well as count data from MAG. Sarath asked for how the crash information gets put into the baseline. Mr. Travis stated that they are working on getting more defined information. Sarath reminded Mr. Travis that MAG can be another resource for this with the RTSIMS application. Mr. Travis noted that the FRA information has been fairly reliable since the railroads are required to report this information. Maria Deeb asked if locations identified could be shared with local agencies in order to coordinate local improvement projects which may include railroad crossings. Mr. Travis offered to coordinate with the local agency and asked that if the local agency will contact him directly once they have established a project in order to better coordinate resources.

7. TIP Administrative Change and Future HSIP Funds for Cave Creek Project

Sarath Joshua outlined that the Litchfield Park Sign Management System project initially funded in FY2013 and the Cave Creek project which was advanced into FY2013 from FY2014 based on a previous action by the committee. The Litchfield Park project was moved to 2014 in order to provide adequate time for implementation. This was an administrative change put in by MAG staff. Since this will mean moving \$110k to 2014, The El Mirage project for \$133k will be moved into FY 2013 to utilize those funds vacated by the Litchfield Park project. Sarath noted that in the future Sign Management System projects need to be submitted in two phases; a design phase to involve the procurement of the sign management system and to conduct the sign inventory, then the second phase which will involve construction/installation of new signs identified by the SMS as requiring replacement. These two phases need to be scheduled at least a year apart to give the local agency has time to do the inventory to assess how many signs will be needed. Chris Lemka commented that Glendale is currently going through the process and realized the importance of the initial inventory and that the IGA was written to do the assessment of signs which did not meeting the retroreflectivity requirements, that based on the number of signs that city forces may do the work and then whatever additional signs were needed Glendale would ask for additional HSIP funds during future call for projects.

Mr. Lemka stated that the issue is that the second component Sarath mentioned for the installation of signs would have to wait since you don't know what is needed until you do the inventory. Sarath agreed that we need to figure out how to identify the projects with a place holder noting the FHWA has stipulated a requirement that all SMS projects must have a new sign implementation project. Mr. Lemka mentioned that he is fine with a place holder and looked to Trent Thatcher ADOT TSS for input. Mr. Thatcher who currently manages a majority of projects that go through ADOT procurement concurred with Mr. Lemka that if you put a place holder the agency may not have enough funds to replace all the signs and those projects are historically underfunded and that it is imperative that they get a better idea of what is needed. Mr. Thatcher suggested that agencies come together and form a larger project and then work through MAG to funnel the projects up for implementation. Mr. Thatcher also suggested that agencies work with ADOT up front to get a better handle on what the sign costs and utilize ADOT as opposed to having to go through a contractor. Sarath noted that when projects are submitted for eligibility it would be helpful to have FHWA's agreement with that process. MAG will coordinate with Mr. Thatcher from ADOT on how to address these issues for future call for projects.

8. Planning, Implementing and Using Sign Management Systems

Chair Renate Ehm introduced Lenny Hulme from the City of Mesa who outlined Mesa's asset management system which includes that for their sign management system, their process to assess retroreflectivity, and the management system they developed to track work orders, manage costs, and program replacement projects. Mr. Hulme noted that the key benefits is that it has streamlined the process, enhanced project management capabilities and resolved scheduling conflicts with other roadway projects, and has ultimately improved data for performance measures, budget forecasts, and inventory valuation. Margaret Boone presented information on the iTracSigns system in use by Fountain Hills and her experience with local agency self-managed sign maintenance system via the use of excel and an asset management system. In addition, Ms. Boone gave a brief overview of information gathered from other providers such as SignProx on costs, various capabilities of the various systems and services and some pros and cons of the two different services, including compatibility with various retroreflectometers, workorder tracking, and availability of initial inventory services. Ms. Boone wrapped up by mentioning that this type of project would be ideal for an HSIP request and reiterated that this project would need to be in two phases for design/study and construction/implementation and that MAG staff will be working with ADOT to revise the application for the next call for projects to accommodate the phasing and timelines. Sarath noted that if signs are being replaced on a cycle based on date of original installation that some signs may degrade faster than other signs installed at the same time. Sarath also mentioned that the City of Phoenix shared with MAG the tremendous cost for implementing based on retroreflectivity. Sarath asked what the best practice is; best knowledge of degradation or feasibility of testing, based on current practices. Chris Lemka offered that that they would identify those needing to be replaced right away, that they have been using diamond grade for several years as their standard so their plan is to go by the manufacturer warrantee, which may be 10 years and use that to set the future date for replacement. Glendale is not planning to go back to reassess the signs retroreflectivity, but based on the warrantee and type of sign sheeting. Sarath noted that this seems to be a reasonable approach and asked if the need for measuring

retroreflectivity testing is a requirement. Kelly LaRosa stated that there are a few smaller agencies outside of the MAG region that are doing the retroreflectivity testing. She also mentioned that LTAP has a retroreflectometer available to be checked out by local agencies who may want to use it to measure retroreflectivity. Maria Deeb asked if it is required to do the testing to apply for the HSIP funds. Ms. LaRosa stated that using a retroreflectometer is not a requirement, but simply one method available and that there are many ways FHWA recommends in the Retroreflectivity Toolkit. Sarath followed up with a question regarding when agencies implement a new system, going through HSIP for procurement and installation, then they have their first inventory for the system done is it not necessary for them to have a reading for each sign. Ms. LaRosa stated the local agencies should have some sort of process to determine the baseline retroreflectivity and that they are required to document that method, measurement and how they maintain their system but that no documentation is required to be submitted to FHWA. Margaret Boone ask if an agency is putting their system on an 8 year cycle when the manufacturer states a lifetime of 10 years if this would be acceptable as documented. Ms. LaRosa stated that this is acceptable although the documentation is not required for compliance. Ms. LaRosa suggested that the committee look at the availability of HSIP funds in FY2014 for programming new projects to help local agencies meet the June 2014 deadline associated with the MUTCD requirement to have a sign management process. Sarath noted that MAG should contact all the agencies within the MAG region, which may be called the MAG planning are in the future based on the expansion of the MAG boundaries, to see what their needs are in order to better plan programming of the next round of HSIP projects.

9. Reports by Committee Members on Transportation Safety Activities

Chair Renate Ehm called on members to report on safety activities. Sarath Joshua stated that the City of Tempe has requested the RTSIMS software developed by MAG for their use. Kohinoor Kar mentioned that ADOT would like to be provided updates on the STSP process in coordination with the state SHSP. Kelly LaRosa encouraged participation in the state SHSP task force meetings. Sarath followed up this with a request that the state open up the opportunity for MAG agencies to participate on task forces. Kohinoor Kar agreed and stated that after the executive committee meets that local agencies will be given that opportunity once the logistics of the task force meetings are established.

10. Next Meeting

Chair Renate Ehm noted the next meeting is scheduled to be held on Tuesday, July 23, 2013 at 9:30 a.m. in the MAG Ironwood Room with the Strategic Transportation Safety Plan Kick-off immediately following at 10:30 a.m.

11. Adjournment

Chair Renate Ehm adjourned the meeting at 11:34 AM