

MINUTES OF
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION SAFETY COMMITTEE

September 24, 2013
Maricopa Association of Governments
Ironwood Room, Suite 200
302 N. 1st Ave,
Phoenix, AZ 85003

MEMBERS ATTENDING

+Linda Gorman, AAA Arizona	+Hugh Bigalk, City of Goodyear
Tom Burch, AARP	Nicolaas Swart, Maricopa County
Mark Poppe for Kohinoor Kar, ADOT	Renate Ehm (Chair), City of Mesa
Shane Kiesow, City of Apache Junction	*Jeremy Knapp, Town of Paradise Valley
Dana Chamberlin, City of Avondale	+Mannar Tamirisa for Jamal Rahimi, City
*Thomas Chlebanowski, Town of Buckeye	of Peoria
Martin Johnson, City of Chandler	Kerry Wilcoxon, City of Phoenix
Jorge Gastelum, City of El Mirage	George Williams, City of Scottsdale
Kelly LaRosa, FHWA	Nuning Lemka for Jason Mahkovtz, City
Mike Gillespie, Town of Gilbert	of Surprise
Chris Lemka, City of Glendale	+Julian Dresang, City of Tempe
*Alberto Gutier, GOHS	Sam Diggins for Gardner Tabon, RPTA

OTHERS PRESENT

Sarath Joshua, MAG	Susan Herbel, Cambridge Systematics
Margaret Boone, MAG	Matt Tsark, Strand Associates, Inc.
Kiran Guntupalli, MAG	Marta Gerber, Baker
Maria Deeb, City of Mesa	

+ Teleconference
Videoconference
* Not present

1. Call to Order
Chair Renate Ehm called the meeting to order at 8:33 a.m.
2. Approval of August 20, 2013 Meeting Minutes
Chair Renate Ehm called for a motion to approve the August 20, 2013 minutes. Chris Lemka moved, Shane Kiesow 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

- Strategic Transportation Safety Plan
 - Technical Memorandum #1 on STSP Website
 - Provide Comments to mboone@azmag.gov by 9/26/2013
 - Visioning Workshop to begin immediately after this meeting
 - Review State of Transportation Safety in the Region
 - Develop a Transportation Safety Vision for the Region
 - Arizona State SHSP
 - September: Second Round Task Force Meetings
 - Safety Summit scheduled from 8 a.m. to 5 p.m. 11/ 6/ 2013
 - Encouraged to attend even if not participating in a Task Force
- Transportation Safety Planning Projects for FY2015 MAG Work Program
 - New activities/projects/programs for FY15 – July' 14-June' 15
 - Current & Past Projects/Activities Supported with Planning Funds
 - MAG Road Safety Assessment Program
 - Regional School Crossing Guard Training Workshops
 - Strategic Transportation Safety Plan (STSP) Update
 - Study: Effectiveness of Non-Engineering Safety Programs
 - Potential Projects
 - Establish regionally relevant CMFs – May be a huge undertaking
 - Send your project ideas to Margaret by the end of October
 - Work Program development begins in January 2014
- Funding Large Safety Projects with Statewide HSIP Funds
 - Arizona receives nearly \$32m/yr in HSIP
 - Nearly 25% is suballocated to MPOs & COGs, rest goes to ADOT
 - All un/underutilized balances are automatically spent on the state system – state may spend as much as 80% of all HSIP
 - Over the last 10-yrs: MAG Planning Area represents 47-53% of ALL road deaths & 66-71% of ALL road injuries in AZ
 - MAG region receives 6 % of HSIP
 - Current approach – each city project competes with statewide projects - on a first come first served process at ADOT
 - Need a unified approach >> A formal MAG recommendation to ADOT for large road safety projects >> Working Group Activity
- MAG Quorum Changes

5. Programming Remaining FY2014-17 HSIP Funds

Sarath Joshua noted that with first call for projects MAG received six project applications from four local agencies and that the list recommended by the TSC has gone to the TRC, MC and due to be on the RC agenda for approval. Mr. Joshua also stated that MAG contacted ADOT for the status of eligibility determination to find out that ADOT had only received two applications; this information was communicated to the four local agencies for follow up. Chris Lemka stated that in following up with ADOT that the various projects have been given to different project managers which may be the reason for the confusion. Mr. Joshua then stated the funding amounts remaining to be programmed for each fiscal year and that the committee MAG needs input from the committee on how the

funds should be programmed and asked that the committee consider a second call for projects to program FY14 & 15 and to utilize some of the FY16 & 17 for projects which result from initiatives from the STSP. Mark Poppe from ADOT clarified that the FY14 funding would need to be obligated by September 2014 and could be used for design or safety planning efforts. Mr. Joshua noted that the projects the committee should consider for FY14-15 are those we know are eligible for the funding and that do not require extensive clearances. Renate Ehm asked for feedback from agencies that have projects that can be considered for the short term year programming; Scottsdale, Avondale, and Mesa all indicated projects they will be submitting that could be suitable for the short timeframe of the FY14-15 funds. Ms. Ehm mentioned that Mesa, in conjunction with several other agencies, intend to submit an application for a new crash data analysis software. Kerry Wilcoxon asked for clarification on the eligibility of such a request since there would be no Cost-Benefit ratio for this type of activity. Kelly LaRosa stated that since the crash data analysis system would ultimately be used to assist local agencies with determining high crash risk locations and thereby identify possible safety improvements that this type of activity meets the intent of the HSIP funding. Input from the committee discussion indicated support of opening the second call for projects to include applications for all available funding for FY2014-17 and then entertaining the use of any remaining funds for initiatives resulting from the STSP. Sarath Joshua assured that even if all of the available HSIP funding is programmed through the second call for projects, MAG will be looking at other funding mechanisms to fund safety improvement initiatives that would come out of the STSP. This would include the MAG Work Program, RTP funds, or possibly non- federal regional funds.

6. MAG Transportation Alternatives Program: Non-Infrastructure SRTS

Margaret Boone stated that with the MAP-21 legislation, SRTS, Transportation Enhancements and Recreational Trails programs were consolidated into Transportation Enhancement Program, and that the MAG Planning Area has been allocated \$4.4M/year for programming, of which \$400,000 has been set aside for SRTS non-infrastructure projects. Ms. Boone stated that the Transportation Safety Committee will provide oversight on the types of projects, criteria for evaluation, review and recommendation of non-infrastructure SRTS programs. Ms. Boone outlined the types of projects the committee has entertained in the past, those that the committee might want to consider in the new TA program, as well as the schedule for programming the SRTS non-infrastructure projects. Ms. Boone requested volunteers for a work group to convene in October to discuss the items that the committee will need to consider for programming the non-infrastructure TA programs for a recommendation to the committee at the November TSC regular meeting in anticipation of a January 2014 call for projects.

7. MAG Road Safety Assessment Program Criteria and Call for Projects

Sarath Joshua stated that MAG has gone through two cycles of RSA programs and that MAG is preparing to issue another call for RSA projects, possibly based on a list of the top 500 crash risk intersections using nominations from local agencies. Mr. Joshua mentioned that if there are RSA's conducted at sites that do not rank very high, trying to move those projects forward to a safety improvement project could be very difficult. Mr. Joshua explained that MAG staff has generated the list of the Top 500 locations, using the Network Screening Methodology that has been adopted by the committee, in an effort to re-focus the program on crash risk. Kerry Wilcoxon expressed concern with limiting

RSAs to the Top 500 list and that local agencies may still benefit from what they learn from the RSA. Martin Johnson asked if those locations with 1 or 2 crashes made the list due to crash severity. Sarah Joshua briefly explained the Network Screening Methodology which includes factors of Crash Frequency, Crash Severity, and Crash Type, with Crash Severity weighted heavily. This method was applied to each crash location in generating the list. Mr. Johnson expressed concern that a crash site that only has one crash may not establish a correctable pattern where as one ranked at 501 may have multiple crashes to establish that pattern. Mr. Joshua added that locations with high frequency but low severity would have a hard time competing for safety funding. Kerry Wilcoxon stated another benefit of the RSAs is that agencies have a tool to take an unbiased look at locations they have identified for safety improvements and limiting it to a list of locations would limit agencies ability to take advantage of the valuable program. Based on the discussion, Mr. Joshua stated that the next call for projects would consider locations nominated by local agencies even if they fall outside of the Top 500 list but that it should be identified where the location ranks on the list in order to be able to track the effectiveness of the RSA program.

8. Reports by Committee Members

Chair Renate Ehm asked to forgo reports by committee members. No objections were heard.

9. Next Meeting

Chair Renate Ehm noted stated that the next meeting is scheduled for Tuesday, November 19th noting the early starting time at 9:30 AM to be followed by the STSP TSSG meeting to be held at 10:30 AM.

10. Adjournment

Chair Renate Ehm adjourned the meeting at 9:38 AM