

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 30, 2008

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

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
ADOT: Kwi-Sung Kang for Floyd
Roehrich
Avondale: Janeen Gaskins for David
Fitzhugh
Buckeye: Scott Borst for Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
*Gila River: David White
Gilbert: Tami Ryall
Glendale: Bob Darr for Terry Johnson
Goodyear: Cato Esquivel
*Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

*Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Amber Wakeman for Carlos
De Leon
Valley Metro Rail: John Farry
Wickenburg: Gary Edwards
Youngtown: Mark Hannah for
Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
City of Mesa
*Street Committee: Darryl Crossman, City
of Litchfield Park

*Pedestrian Working Group: Brandon Forrey,
City of Peoria
*ITS Committee: Mike Mah

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Maureen DeCindis, MAG
Monique de los Rios-Urban, MAG
Bob Hazlett, MAG
Roger Herzog, MAG
Steve Tate, MAG
Kevin Wallace, MAG
Eileen Yazzie, MAG
Charles Andrews, City of Avondale
David Johnson, Town of Buckeye

Stephanie Prybl, Town of Gilbert
Ray Dovalina, City of Phoenix
Traci Pete, City of Phoenix
Lynn Timmons, City of Phoenix
Ken Hall, City of Mesa
Theresa Gunn, GCI
Tom Remes, City of Phoenix
Jim Creedon, Landy & Creedon

1. Call to Order

Mr. David Moody from the City of Peoria called the meeting to order at 10:05 a.m. Mr. Moody requested a role call attendance on the behalf of MAG Staff and announced that the quorum had been met.

2. Approval of April 24, 2008 Draft Minutes

Mr. Moody asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. Lance Calvert from the City of El Mirage moved to approve the minutes as presented. Ms. Patricia Kraus from the City of Chandler seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Moody stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Moody announced that Mr. Eric Anderson, the MAG Transportation Director, was unable to attend the meeting due to other obligations. As a result, the Transportation Director's Report would be postponed until the June meeting of the Transportation Review Committee (TRC).

5. Interim Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

Mr. Moody announced that a letter in regards to this agenda item had been delivered to Tom Callow, the Chair of TRC, late the night before. Mr. Moody informed the Committee that since the letter pertained to an item approved at the last Regional Council meeting that MAG could not handle the matter administratively. He added that it would require the item be returned to the TRC to be reheard and that revisiting the item would impact the Federal Funds Closeout Process.

Ms. Tami Ryall from Town of Gilbert (Gilbert) acknowledged the letter was sent by Gilbert and announced that Gilbert would be withdrawing the request. She explained that the letter requesting to withdraw the deferral the Santan Vista Trail/Eastern Canal Project was intended to highlight a larger issue with the Federal Fund Closeout Process. Ms. Ryall stated that a process did not exist for when a local jurisdiction changes priorities of projects funded in Transportation Improvement Program (TIP) and want to change the years not the funding or scope of the project.

According to Ms. Ryall, Gilbert had two projects underway, and the FFY08 Closeout Process application for the higher priority project was submitted late to MAG late. She expressed

frustration that a process to change the years of the second project at the modal committee level was not established. Ms. Ryall encouraged Committee members to remember that funding discussed during the Federal Funds Closeout Process were allocated to a specific jurisdiction. She continued expressing that from a jurisdictional perspective, agencies were being forced to relinquish their rights to funding allocated in order to change the years of the project. In conclusion, she stated that the letter was sent to Chair as an illustration of the issue and as a point of conversation.

Mr. Moody asked if the letter dated May 29, 2008 sent by the Town of Gilbert to the Chair of the TRC was being removed. Ms. Ryall stated that she had discussed this issue with Mr. Dennis Smith, the Executive Director of MAG. She stated that the Town of Gilbert did not have an interest in reintroducing the specific situation to the MAG Committee Process. Instead, the letter was meant as a means to bring the issue to the Committee's attention. Mr. Moody thanked Ms. Ryall for her comments and suggested that MAG Staff consider bringing the discussion before the Committee at a later date.

Ms. Yazzie, the MAG Transportation Programming Manager, asked to address the Committee about this issue. She explained that when a jurisdiction has multiple projects in the Transportation Improvement Program (TIP) programmed with federal funds that reprioritization may occur. She cited the reprioritization of two projects by the City of Chandler, which were approved through the MAG Committee process during the current fiscal year. Ms. Yazzie stated that the reprioritization of the two projects began at the modal committee level with the reprioritization request being heard initially by the bike and ped modal committee. She added that the reprioritization was also heard by the TRC and approved by the Regional Council as part of a project change request for the TIP.

Ms. Ryall commented that the option for reprioritization was not available as part of the closeout process. Mr. Moody asked if something should be available to address the issue during a specific time frame. Ms. Yazzie responded, explaining that the issue on the table, was that the funds were selected for specific projects not for money to be distributed to jurisdictions as their own funds. She added that one of the items for discussion was the Regional Transportation Plan (RTP) policy to distribute funds by mode not by jurisdiction, which was part of a larger discussion on the Federal Funds Guidelines. Ms. Yazzie reminded the Committee that MAG had conducted discussions on the Federal Funds Guidelines with member agencies for the past year and had presented the discussion at the last two meetings TRC.

Mr. Moody asked if there were any additional comments or questions about the issue. There were none, and Mr. Moody invited Ms. Yazzie to discuss the interim closeout of the 2008 Federal Fiscal Year (FFY). She announced that the item was on the agenda for information, discussion, and possible action to recommend approval of additional projects to be deferred from FFY 2008 to FFY 2009 or later, to approve additional projects requesting removal of Federal funds, and for recommendations on priorities for utilizing MAG Federal funds made available through the FFY 2008 Closeout Process.

Ms. Yazzie directed the Committee's attention to revised and additional handouts at each of their places. Revisions to the handouts included a miscalculation in the number of projects submitted and the funding amounts requested. She added that Tables A and B had been updated to reflect that project CHN06-214 was deferring \$300,000 not \$371,000 and project

PHX10-632 was deferring \$400,000 not \$500,000. She also informed the Committee that an additional version of Table B had been provided that displayed projects in priority order according to the current guidelines and that Congestion Mitigation and Air Quality (CMAQ) evaluation table and memorandum that was approved at the last Air Quality Technical Advisory Committee.

Ms. Yazzie announced that the available CMAQ and Surface Transportation Program (STP) funding had changed since the April TRC meeting. At the last TRC the available CMAQ and STP funding was \$123 million. Since then, the Arizona Department of Transportation (ADOT) changed their obligation authority from 92 percent to 98.52 percent.

Ms. Yazzie reported the availability of \$130.4 million in CMAQ and STP funds and carry forward funding for FFY2008. She stated that of the \$135 million in CMAQ and STP-MAG funds programmed by MAG Staff in 2008, \$40.1 million had been deferred or removed (deleted) from the projects by member agency request leaving an unobligated balance of \$35.7 million. She added with the Regional Council's approval on May 28, 2008 that \$21 million of the \$35.7 million would be carried forward for the Arterial Life Cycle Program. As a result, the remaining unobligated balance for FFY08 Closeout would be \$14.7 million.

Next, Ms. Yazzie summarized the Federal Funds Closeout Priorities, which were initially approved in 1995 and re-approved in 1998 and 2001. The first priority of the closeout process was to advance current federally funded programmed projects ready to be obligated and programmed in the currently approved TIP. The second priority was to increase the federal share of funds in projects being obligated in the first year of the program, and then all other projects.

Ms. Yazzie announced that 20 projects were submitted for federal closeout with three being submitted after the due date. Of the projects submitted for consideration, seven were advanced, 1 was advanced and requested additional funds, nine requested additional funds, and four were new projects. The projects submitted requested \$18.45 million in federal funding. Of that, \$4.74 million was requested for advanced projects, and \$13.71 million was requested in additional funds or funding for new projects.

Ms. Yazzie briefly discussed the fiscal impact of the Federal Fund Closeout Process on other projects currently programmed in the TIP as well as future projects. She explained that using the \$13.71 million would result in shortfall at the end of the current TIP. She cautioned that funding new projects or increasing funding for existing projects might result of the deletion of projects in later years of the TIP.

Mr. Meinhart from the City of Scottsdale asked if funding new projects or increasing funding of existing projects would result in an issue with meeting the funding allocations established in the RTP. Ms. Yazzie stated yes. She explained that certain modes, such as transit, are not programmed competitively in the TIP, and may suffer a negative impact in the future. Discussion followed about the potential impact to other projects as well as the consideration of allocating closeout funds projects submitted after the application deadline.

Mr. Scott Butler, from the City of Mesa, addressed the Committee acknowledging that one of the City's projects were submitted late for consideration. He referenced an email sent to the

member agencies in which the City of Mesa stated they would follow the will of the Committee in regards to the funding of projects in the closeout process, but would like to be considered for a contingency list in the event additional funding becomes available. Ms. Ryall echoed the sentiments of the City of Mesa and stated that the Town of Gilbert would also like to be considered for a contingency list. Discussion followed.

After the discussion, Mr. Cato Esquivel from the City of Goodyear motioned to approve full funding of all projects submitted on time for the FFY08 Closeout with the exception of the Valley Metro Rail project, which would be partially funded with a reduction of \$ 326,150 and be the first priority for remaining closeout funds. Mr. Scott Butler from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

Ms. Kraus asked if another motion were order and motioned to add the late projects to the contingency list after the light rail project in an effort to spend all of the closeout funds in FFY08. Mr. Moody stated he would entertain the motion, and Mr. John Farry from Valley Metro Rail seconded. Ms. Yazzie requested that the Committee rank order the projects on the contingency list. Discussion followed.

Mr. Moody asked if a rank order had been determined. Ms. Kraus suggested that after the Valley Metro Rail project, that the contingency list be ordered as follows: the Heritage Square District (Gilbert); the consolidated canal/multi-use path (Mesa); and, the Phase III signal conversion (Mesa). The motion passed with 18 yes votes and three abstentions.

6. Draft Fiscal Year (FY) 2009 Arterial Life Cycle Program (ALCP)

Next, Mr. Moody invited Ms. Christina Hopes from MAG to present the FY09 Arterial Life Cycle Program. Ms. Hopes stated the action for the agenda item was for information, discussion and possible action to recommend approval of the Draft FY 2009 Arterial Life Cycle Program (ALCP).

Ms. Hopes notified the Committee that revised handouts were available at their places. In the draft FY2009 ALCP mailed out with the agenda, the regional remaining budget assumed that any funds programmed in FY2008 and not reimbursed by the date of the mailing were to be deferred to FY2009. In the revised handout, the remaining regional budget assumed that any funds programmed in FY08 were reimbursed that fiscal year.

Ms. Hopes reported that \$6.5 million had been reimbursed in to date in FY08 and that \$152,000 was in the process of being reimbursed by ADOT. She announced that on May 29th, the MAG Regional Council approved list of eligible projects to receive funds as part of the RARF Closeout and added that \$14.9 million in reimbursement requests pertaining to the RARF Closeout had been received by MAG Staff. Ms. Hopes informed the Committee that \$42 million in reimbursements were programmed for FY2008 in the ALCP. She announced \$22 million had been or would be reimbursed by then end of the fiscal year and that \$20 million in regional reimbursements remained.

Ms. Hopes announced a June 11th deadline for lead agencies to submit project reimbursement requests (PRR) for FY2008. She added that any remaining funds programmed for

reimbursement in FY2008 would be deferred to FY2009 if the lead agency did not submit a PRR by the June 11th deadline.

Continuing on, Ms. Hopes informed the Committee that 38 projects had been deferred in the Draft FY2009 Arterial Life Cycle Program. She announced the exchange of two projects. The Town of Gilbert exchanged the Guadalupe Rd. at Cooper Rd. intersection improvement with the Guadalupe Rd. at Power Rd. intersection improvement. The City of Scottsdale exchanged a North Frontage Rd. arterial capacity improvement with a Pima Rd. arterial capacity improvement.

According to Ms. Hopes, the largest reprogramming effort for the Draft FY2009 ALCP was the Northern Parkway project. She reported that the segments contained in the ALCP were revised to correspond to the design concept report agreed to by the member agencies involved with the Northern Parkway project. Ms. Hopes also reported the significant reprogramming effort of Shea Blvd., which included the addition of several intersection improvement projects. She noted that the City of Scottsdale did not receive additional funding for these projects. Instead, existing funding programmed for improvements to Shea Blvd. were allocated the projects added.

Next, Ms. Hopes discussed the impact of the changes on the Arterial Life Cycle Program. She informed the Committee that 48 percent of the funds programmed for reimbursement in FY2008 were deferred. She stated that all of the STP-MAG funds and \$20 million in Regional Area Road Funds (RARF) were deferred.

Mr. Moody asked if there were any questions or comments on this agenda item. Mr. Meinhart from the City of Scottsdale thanked MAG Staff for their efforts and complimented their open process and energetic approach to challenges in the ALCP process. He added that during the review of the MAG Federal Funds process that participants should take the Arterial Life Cycle Program into consideration, particularly in terms of balancing jurisdictional equity. Then, Mr. Meinhart motioned to recommend the approval of the Draft FY2009 Arterial Life Cycle Program. Ms. Kraus from the City of Chandler seconded, and the motion was subsequently approved by a unanimous voice vote of the Committee.

7. Performance Measurement Framework and Congestion Management Update Project

Continuing on to the next agenda item, Mr. Moody invited Ms. Monique De Los Rios-Urban from MAG to provide an update the Performance Measurement Framework and Congestion Management project. Ms. De Los Rios-Urban reported that in 2007 MAG Staff was awarded funding for two studies to support t MAG planning and programming processes. The first study for performance measurement was in preparation of the performance audit required by Proposition 400. The second study was to update the MAG congestion management system to meet the requirements established in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). Ms. De Los Rios-Urban announced that MAG Staff decided to consolidate the projects and funding sources. The result was a project to develop a performance measurement framework that focused on the congestion management process update.

Ms. De Los Rios-Urban stated that the project's goals and objectives were to develop a framework and prototype performance measurement/monitoring reporting tool for the congestion management of the freeway and arterial system. Other goals of the project include updating the MAG Regional Congestion Management Process and strategies and to attaining compliance with the provisions of SAFETEA-LU and the audit requirements of Proposition 400. She added that the vision for the project was to leverage existing MAG programs, take advantage of best practices and lessons learned, and achieve a real impact on managing congestion in the region.

According to Ms. De Los Rios-Urban, one of the initial phase of the project was to review historic data previously collected by MAG Staff and conduct a preliminary analysis of the regional transportation system. Next, MAG Staff reviewed the output of the simulated conditions produced by the MAG model and compared the base year of 2006 to two scenarios based on the Regional Transportation Plan (RTP) year of 2028. The first scenario modeled all of the transportation improvements included in the RTP. The second scenario demonstrated the impact to the regional transportation if none of the improvements included in the RTP occurred. Next, Ms. De Los Rios-Urban presented a map of the level of service and congestion for each of the scenario at the AM, PM, and midday peak travel times.

Next, Ms. De Los Rios-Urban provided an overview of the three project phases and estimated completion dates. Phase I consisted of the formation of Technical Advisory Group (TAG) and a literature review of best practices, which would be completed by August 2008. Phase Two would include the development of a multi-modal integrated framework and methodology to monitor transportation system performance and would conclude in the winter of FY2009. During Phase Three, congestion management strategies, evaluation tools, and reporting methodologies would be developed by the Summer of 2009.

Ms. De Los Rios-Urban announced the membership of the project team, which included MAG Staff and a consulting team. MAG Staff on the project team included Ms. De Los Rios-Urban and Ms. Eileen Yazzie. The consulting team membership included individuals from PBS&J – Prime, Cambridge Systematics, University of Washington, and Gunn Communications, Inc.

Continuing on, Ms. De Los Rios-Urban discussed the role of the TAG. She stated that the TAG would include representatives from local jurisdictions, transportation commissions, the Arizona Department of Transportation (ADOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other key stakeholders. She added that the TAG membership would be diverse and include staff from planning, programming, operations, and data analysis fields. As members of the TAG, participants would provide input/advice into the development of the performance measures framework and congestion management strategies and tools.

Ms. De Los Rios-Urban announced that members of the TAG would be asked to participate in five meetings scheduled between now and the Summer of 2009. At the kickoff meeting, the TAG would discuss the project objectives, establish the role of the TAG, and review the best practices. The second meeting would provide the TAG an opportunity to comment on the preliminary performance measures framework. At the third meeting, the TAG would provide feedback on the sample performance measure report based on the framework established.

During the fourth meeting, the TAG would discuss the priorities for congestion management including strategies, tools, and reporting methodologies. At the final meeting, the TAG would provide feedback on the final recommendations presented by MAG Staff.

Next, Ms. De Los Rios-Urban announced the near term schedule for the project team. On June 6th, the team would identify the membership of the Technical Advisory Group. Then, on June 13th, the project team would notify the TAG membership of the kick-off meeting date, which was anticipated to occur in mid to late July.

In closing, Ms. De Los Rios-Urban encouraged stakeholders interested in participating in the Technical Advisory Group to contact Ms. Yazzie or herself by June 6, 2008. She also encouraged Committee members interested in learning more information about the TAG to contact Theresa Gunn, a member of the project team, at tgunn@gciaz.com.

Mr. Moody asked if there were any questions or comments. Mr. Mike Cartsonis from the City of Litchfield Park inquired if the project would address the performance of transit and high occupancy vehicle (HOV) lanes. Ms. De Los Rios-Urban stated that the project would review all means to improve the capacity of the regional transportation system. She added that transit measures developed by the Regional Public Transit Authority (RPTA) would be incorporated into the study as part of the literature review. Mr. Mike Cartsonis stated that transit should be an integral part of the study and encouraged MAG Staff to use transit data to develop recommended performance measures to increase capacity in lieu of general policy statements. Discussion followed.

Mr. Moody asked if there were any additional questions or comments on this agenda item. There were none, and this concluded Ms. de los Rios-Urban's presentation on the performance measurement framework and congestion management update project.

8. Progress Report on the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Mr. Moody invited Mr. Bob Hazlett from MAG to provide a progress report on the Interstates 8 and 10 Hidden Valley Transportation Framework Study. Mr. Hazlett informed the Committee that the Hidden Valley study area was bounded by the Gila River to the north, Interstate 10 to the east, the Tohono O'odham Indian Community and the Barry Goldwater Range to the south, and 459th Avenue in Maricopa County to the west. He added that the study area included approximately 3,200 square miles and an estimated population of 2.5 million at buildout and over 1 million in employment.

Mr. Hazlett outlined the purpose of the framework study. He explained the study would define high capacity corridors in the area and establish the future principal arterial network. The study would also provide recommendations for access management strategies for high capacity corridors, identify the future role of high-capacity transit, and develop alternative funding and implementation strategies.

Mr. Hazlett informed the Committee that the framework study was a jointly funded project with the Arizona Department of Transportation (ADOT), the Maricopa County Department of Transportation (MCDOT), the Pinal County Public Works Department, the Town of Buckeye

and the cities of Goodyear and Maricopa. He briefly discussed the project study review team and a comprehensive list of key stakeholders.

Mr. Hazlett explained that the first step in the framework study was to conduct an environmental scan. He displayed several maps to Committee demonstrating the results of the environmental scan. Maps generated as part of the project include cultural resources, air quality, aviation, natural vegetation, land ownership, major economic centers, and conservation areas. He directed individuals interested in obtaining copies of these maps, or others generated as part of the study, to visit the Building a Quality Arizona (BQAZ) website to download maps of interest.

Next, Mr. Hazlett directed the Committee's attention to the maps provided as part of the agenda packet. The maps included proposed network of freeways, highways, and arterials. He noted that no new transportation corridors were recommended for the Indian Communities in the area. He stated this was a joint decision with the communities, elected officials, and the partnering agencies in the study. He also noted the extension of the Hassayampa Freeway and 303 into the Hidden Valley area.

Mr. Hazlett continued, discussing alternatives generated during the framework study. The alternatives discussed included variations on proposed facilities. The alternatives also addressed variations in transit service services, such as bus rapid transit. He quickly outlined the next steps in the study, which include presenting specific recommendations to the TRC later this fall.

Mr. Moody asked if there were any questions or comments. Mr. Randy Overmyer from the City of Surprise encouraged the consultant team, PBS&J, to incorporate the performance improvements from the Arizona Parkway Concept into the Hidden Valley Transportation Framework Study. Mr. Moody asked if there were any additional questions or comments. There were none, and this concluded Mr. Hazlett's presentation on the Hidden Valley Transportation Framework Study.

9. MAG Enhancement Peer Review Group Membership

Moving onto the next order of business, Mr. Moody then invited Mr. Kevin Wallace from MAG to discuss the MAG Enhancement Peer Review Group membership. Mr. Wallace announced that the item was on the agenda for information, discussion, and the recommendation of a member of the TRC to serve as Chair of the MAG Enhancement Peer Review Group. Mr. Wallace informed the Committee that the Regional Council recommended several changes to the MAG Enhancement Peer Review Group that affected the group's leadership, composition, and operating procedures. One of the Regional Council's recommendations included having a member of the Transportation Review Committee serve as Chair of the group.

Mr. Wallace outlined the duties of the MAG Enhancement Peer Review Group Chair. The duties included chairing two to three meetings per year, reviewing and ranking applications, and serving on the Statewide Transportation Enhancement Review Committee (TERC), and attending the 3-day annual TERC meeting, and reviewing statewide applications at that meeting.

Ms. Gaskins from the City of Avondale nominated Cato Esquivel from City of Goodyear to serve as the Chair of the MAG Enhancement Peer Review Group. Ms. Ryall from the Town of

Gilbert seconded the nomination. Mr. Moody asked if there were any additional nominations. There were none, and Mr. Esquivel was unanimously nominated to serve as the MAG Enhancement Peer Review Group Chair.

10. Member Agency Update

Mr. Moody asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were no member comments at this time.

11. Next Meeting Date

Mr. Moody informed members in attendance that the next meeting of the Committee would be held on June 26, 2008. There being no further business, Mr. Moody adjourned the meeting at 11:28 a.m.