

MINUTES OF THE
 MARICOPA ASSOCIATION OF GOVERNMENTS
 TRANSPORTATION POLICY COMMITTEE MEETING
 June 17, 2020
 Web Conference via Zoom

MEMBERS ATTENDING

<p>#Glendale, Mayor Jerry Weiers, Chair #Phoenix: Mayor Kate Gallego, Vice Chair #Avondale: Mayor Kenneth Weise *Buckeye: Mayor Jackie Meck #Chandler: Mayor Kevin Hartke *Gila River Indian Community: Lt. Governor Robert Stone #Gilbert, Mayor Jenn Daniels #Goodyear: Mayor Georgia Lord #Huellmantel and Affiliates: Charles Huellmantel #Maricopa: Mayor Christian Price #Maricopa County Board of Supervisors: Supervisor Jack Sellers</p>	<p>#Mesa: Mayor John Giles #Peoria: Councilmember Bridget Binsbacher *Queen Creek: Mayor Gail Barney #Roc Arnett Consulting: Roc Arnett #Scottsdale: Councilmember Suzanne Klapp #State Transportation Board: Sam Elters #Sunland Asphalt: Doug DeClusin *Surprise: Mayor Skip Hall #Swift Transportation: Dave Berry #Tempe: Mayor Mark Mitchell #Valley Partnership: Cheryl Lombard #Vulcan Materials Company: Mark Reardon</p>
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* Those members neither present nor represented by proxy.

Participated by web/telephone conference call.

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers, Glendale, at 11:31 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers reminded members to mute their phones when not speaking and gave some additional meeting instructions to members.

Chair Weiers noted that members of the public were asked to submit written comments

related to this meeting on the MAG website one hour prior to the posted start time for the meeting.

No comments were received.

3. Approval of Consent Agenda

Chair Weiers stated that agenda items 3A through 3D were on the Consent Agenda.

Supervisor Sellers moved to approve the Consent Agenda items. Councilmember Klapp seconded the motion and the motion carried unanimously. Mr. Arnett, Mr. Barry, Councilmember Binsbacher, Mayor Daniels, Mr. DeClusin, Mr. Elters, Mayor Gallego, Mayor Giles, Mayor Hartke, Mr. Huellmantel, Councilmember Klapp, Mayor Lord, Ms. Lombard, Mayor Mitchell, Mr. Reardon, Mayor Price, Supervisor Sellers, Mayor Weise, and Mayor Weiers voted in favor of the motion. The vote on the motion carried unanimously.

3A. Approval of the May 13, 2020, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 13, 2020, meeting minutes.

3B. Transportation Improvement Program (TIP) Project Changes

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 MAG Regional Transportation Plan Update, as appropriate.

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended two times. Since approval of the last amendment, additional changes and modifications are needed. It is important to note that some project changes requested are contingent on a new finding of conformity.

3C. Draft Fiscal Year 2021 Arterial Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of the Draft Fiscal Year 2021 Arterial Life Cycle Program, contingent on a finding of air quality conformity.

The 2003 Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) serves as the financial management tool to implement these projects. Information contained in the ALCP includes project location, regional funding, fiscal year for work, status of the project, and identification of the lead agency. As part of the ALCP process, lead agencies update information annually. MAG staff has programmed the draft Fiscal Year (FY) 2021 ALCP based on updated revenue streams, information provided by lead agencies, and the principles defined in the ALCP Policies and Procedures.

3D. Draft Fiscal Year 2021 Freeway Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of the Draft Fiscal Year 2021 Freeway Life Cycle Program, contingent on a finding of air quality conformity.

The Freeway Life Cycle Program (FLCP) is the management tool for the implementation of freeway and highway projects funded through Proposition 400. The Fiscal Year (FY) 2020 FLCP was approved by the MAG Regional Council on September 25, 2019. Each year, the program goes through an update process to reflect new revenue forecasts, updated cost estimates, and schedule changes. This agenda item reflects the annual update for FY 2021.

4. Introduction to Microtrenching for Fiber Installation

Representatives from Crown Castle gave the committee an introduction to microtrenching. Crown Castle Government Relations Representative Mr. Robert Pizorno began the presentation by commenting that the COVID-19 pandemic has added to the demand being placed on the system and the need for fast-moving fiber has never been more critical to moving Arizona forward.

Mr. Pizorno provided a description of what Crown Castle does and displayed a map of current and planned fiber in the MAG region. He explained there would be two times the expected growth in broadband speed from 2017 to 2022 as new technologies are driving greater data demand and usage. To support this growing demand, it is estimated the country will need 800,000 small cells by 2026—each supported by fiber.

Crown Castle Microtrench Expert Scott Scandalis explained the process for microtrenching and why it is faster and less disruptive from installation to restoration. He stated the process is a valuable tool to help Arizona remain competitive for business.

Supervisor Sellers asked if there were any local installations the committee could look at.

He commented microtrenching looks like a viable procedure and asked about next steps. Mr. Scandalis answered the company is in the early stages of introducing the process to this region and is looking for an opportunity to conduct a local pilot project. Mr. Pizorno added the company has been in contact with several jurisdictions in the valley.

Mr. DeClusin asked if the microtrenching work is done along the edge of a roadway, how the material used for the top layer reacts to milling when streets are being worked on. Mr. Scandalis stated the two materials used respond well to any milling and paving.

Chair Weiers asked what is the typical depth used for microtrenching. Mr. Scandalis stated the trench is 16-inches deep; the conduit goes inside the trench and there is a minimum 12 inches of cover above the two-inch wide conduit.

Chair Weiers asked if the conduit was round or rectangular. Mr. Scandalis stated the company uses a round conduit. Chair Weiers asked if there was ever a situation where there was more than one conduit. Mr. Scandalis stated two conduits are typical and there is built in capacity for future growth.

Mr. Elters asked about the cost of microtrenching per linear foot or other measure. Mr. Scandalis replied there are savings compared to other types of installation from the reduced amount of construction activity, equipment, and fast installation.

Chair Weiers asked if cities are reimbursed for right of way. Mr. Scandalis stated it would be the same process used for open trenching.

Supervisor Sellers asked for Crown Castle to update the committee when it has a local project.

5. Diamond Grind Pilot Program

MAG Transportation Economic and Finance Program Manager John Bullen presented an overview of the Diamond Grind Pilot Program. He stated today's presentation is a follow up to the diamond grind item that MAG has been working on for some time and that was discussed with the committee last fall. Mr. Bullen added staff's intention was to provide a lot of this information last March, but were unable to due to the COVID-19 pandemic.

Mr. Bullen gave the committee some context for the Diamond Grind Pilot Program. MAG staff previously presented on the results of the Freeway Pavement Noise Reduction Analysis study conducted through a partnership with MAG and ADOT. At that time, direction was provided to work with ADOT to explore potential candidate projects for a

pilot program to utilize a diamond grind surface treatment; three projects have since been identified.

Mr. Bullen began the presentation with a brief overview and history of rubberized asphalt in the region. He stated there were concerns in the early 2000's about freeway noise when the freeway system was being expanded so ADOT began investigating ways to mitigate this noise. ADOT ultimately decided on a rubberized asphalt overlay, Asphalt Rubber Asphaltic Concrete Friction Course (AR-ACFC), also known as quiet pavement or quiet pave. Mr. Bullen commented the rubberized asphalt does not qualify as a formal noise mitigation technique, which is why there is still the construction of sound walls and barriers.

Mr. Bullen displayed a graphic of rubberized asphalt on the region's freeways by installation year that showed most installation took place as initial capital investment between 2003 and 2006. He explained the challenge is the region has included rubberized asphalt as a project scope item, however, no funding was identified for its replacement. Currently, more than 50 percent of the region's rubberized asphalt is older than its 10-year life span. Mr. Bullen next displayed a graphic showing the percentage of failing rubberized asphalt pavement in 2018 by segment. He presented a third graphic showing replacement needs categorized into high, moderate, and low priority.

Mr. Bullen discussed the Freeway Pavement Noise Analysis Reduction Study that concluded in January 2020. He noted ADOT and MAG partnered on the study to test pavement surface treatment alternatives including diamond grind, whisper grind, and skidabrader. There are currently pavement test sections in the Valley located along the Loop 101 between Tatum Boulevard and Scottsdale Road as part of the freeway widening project. Staff presented details of the report to the RTP Management Committee Work Group in early March 2020, and to the full Management Committee later that month.

Mr. Bullen discussed typical pavement surface noise level over service life for the different types of treatments as well as noise levels, life span, and costs. Diamond grind was found to be the most effective alternative to rubberized asphalt. Diamond grind only requires maintenance every 15 years and these maintenance costs are significantly less than rubberized asphalt. The diamond grind surface becomes smoother over time. Mr. Bullen commented officials are dealing with the chipping of rubberized asphalt and potholes that you do not see with concrete and there also are aesthetics, glare and environmental impacts to consider.

Mr. Bullen presented a slide to give a perspective on noise level, life-span and costs of the treatments, which included the initial cost, as well as the system-wide cost. Over a 25-year period, the difference between using a diamond grind treatment versus rubberized asphalt

treatments is more than \$300 million.

Mr. Bullen indicated direction was provided at the earlier RTP Management Work Group and Management Committee meeting to work with ADOT to explore concrete-based surface treatments as an alternative to a rubberized asphalt overlay. Mr. Bullen noted diamond grind cannot be used on concrete that needs rehabilitation, so MAG worked with ADOT to determine which FLCP projects could be good candidates for the pilot program.

Mr. Bullen stated working with ADOT, MAG identified three different projects which included widening SR-101L, in the northwest valley between 75th Avenue and I-17; widening of SR-101L in the northeast valley between I-17 and Pima; and the widening to SR-101L southeast valley between Baseline to SR-202L. Two of these projects are currently under construction. He noted there are limited windows for installing rubberized asphalt, adding it can only be laid in the spring and fall.

Mr. Bullen stated moving forward, ADOT will assess the life cycle costs, quality of ride, and public acceptance of a concrete surface. If the pilot demonstrates diamond grind is less effective, funding would be provided for a rubberized asphalt overlay. He added that portions of the Loop 202 in Chandler already have the diamond grind surface and ADOT has reported favorable feedback from the community. Mr. Bullen stated staff is looking for formal approval to modify the project scope to replace rubberized asphalt with a diamond grind surface treatment.

Mayor Gallego noted Mr. Bullen mentioned differences in heat retention and absorption between rubberized asphalt and diamond grind. She asked if staff could work with Arizona State University or another partner to study heat impacts. Mr. Bullen stated that MAG could explore that idea with ADOT. He added that MAG is currently working with the ADOT Research Center to determine the potential impact of diamond grind on air quality because environmental impact is an important consideration.

Mayor Gallego indicated Mr. Bullen mentioned earlier if policymakers decides at a later date to go back to rubberized asphalt that the region would need to identify funding to reuse that surface. She asked Mr. Bullen to clarify what he meant by that. Mr. Bullen answered if for any reason diamond grind does not prove to be an effective treatment staff would work through the MAG committee process to identify when and how the region would use a different treatment. Mayor Gallego asked if the region would still use the same level of priority in treating the freeways most in need first. Mr. Bullen stated that is correct. Mayor Gallego stated it appears the region will be in a time of scarce resources and will not be able to do everything at once.

Chair Weiers asked if diamond grind runs left, right, or in the same direction of travel. Mr. Bullen answered it runs in the same direction of travel. Chair Weiers asked about the effect of diamond grind treatment on the road in relation to controlling a motorcycle. Mr. Bullen stated MAG worked with ADOT and a consultant and found that driving under dry conditions there was no significant impact. The surface will continue to be monitored and tested as it is installed. He added this surface is used in other parts of the country, including Texas.

Chair Weiers asked if diamond grind has any effect on hydroplane. Mr. Bullen stated ADOT's pavement engineers have studied those effects and feels it is a safe treatment. He added it will continue to be studied.

Chair Weiers indicated this region should learn from the experience of others states. He expressed concern for hydroplaning and the monsoon season and said he would like additional information.

Councilmember Klapp moved to recommend approval of the diamond grind pilot program. Mayor Gallego seconded the motion. Mr. Barry, Binsbacher, Daniels, Mr. Elters, Mayor Gallego, Mayor Giles, Mr. Huellmantel, Mayor Hartke, Councilmember Klapp, Ms. Lombard, Mayor Lord, Mayor Mitchell, Mayor Price, Supervisor Sellers, Mayor Weise, and Mayor Weiers voted in favor of the motion, which passed unanimously. Mr. DeClusin and Mr. Reardon abstained from the vote.

6. Update on the Development of a New Regional Transportation Plan

MAG Transportation Planning Program Manager Audra Koester Thomas provided an update on efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, including the planning work underway, technical work associated with the development of the new RTP, and activities associated with the RTP Management Committee work group.

Ms. Thomas noted the focus of today's presentation would be the RTP Call for Projects update including a summary of submissions and updated sketch estimates; performance-based evaluation framework that includes draft vision and goals, and draft regional significance definitions; as well as next steps. She indicated at the end of last year, staff heard direction from policymakers there is a priority to better include managers in the process to develop the RTP. At the end of last year the Management Committee created a work group composed of a group of managers to conduct deeper dives into some of details involved in this work in advance of this information being presented to policymakers. Ms. Thomas stated the information being presented today was already

presented and discussed with the work group prior to coming through the MAG policy committee process.

Ms. Thomas first provided a recap of existing Proposition 400-era programs that include the Freeway Life Cycle Program, Transit Life Cycle Program, and Arterial Life Cycle Program, but also several smaller, regionally significant programs, including air quality, active transportation and safety.

Ms. Thomas stated the member agency RTP call for projects was initiated in January and closed April 17, 2020, following an extension of the deadline in response to the COVID-19 pandemic. The results of this effort will populate the regional needs catalog. She reported nearly 1,300 individual project and program submissions were received.

Ms. Thomas noted the breakdown of type of projects submitted included approximately half for roadway and intersection suggestions, which span freeway and arterial projects as well as collector and local street improvements; approximately one quarter of submissions for transit investments; and a split between active transportation projects and set asides for the balance of suggestions. Staff further broke out the submissions into 15 "buckets" to better describe the composition that include: freeway, highway and parkway; arterial roadway; arterial intersection improvements; roadway other; pavement preservation; commuter rail; high capacity transit; regional bus service; other transit; active transportation; safety; intelligent transportation systems; transportation demand management; planning, support; and, other infrastructure.

Ms. Thomas reviewed some of the items that were not submitted, notably air quality programs, such as streetsweepers, paving of unpaved roads, and rideshare programs; because of air quality nonattainment, the region must remain committed to continuing or expanding these mitigation measures to ensure federal transportation funding continues to flow to our region. She also noted that, freeway management system (FMS) and other large-scale technology was not submitted.

Ms. Thomas went over sketch system costs. Last fall, as part of activities related to enabling legislation, staff reviewed these preliminary, high-level estimates. The information was intended to provide order-of-magnitude context and included known and studied projects. It did not include several other categories such as arterial capital needs, safety, and technology, and did not include any direct member agency submissions. She presented a slide showing the fall 2019 summary of sketch system costs and revenues. Sketch costs at that time for 2026 through 2050 totaled between \$49.23 billion and \$58.23 billion.

Ms. Thomas next reviewed the fall 2019 sketch revenue estimates for 2026 through 2050, which totaled \$29.08 billion with an additional estimate of between \$1.82 billion and \$4.28 billion in federal transit discretionary funding. The total sketch revenue estimates including discretionary funds at that time totaled between \$30.88 billion and \$33.34 billion.

Ms. Thomas next went over a slide with updated sketch estimates. She indicated that the updated estimates are based on a high-level analysis of the RTP call for projects submissions. The estimates are intended to demonstrate relative amounts for project categories, not actual submission data. She noted approximately half of submissions did not include cost estimates; there is inconsistency across submission estimates; and an extrapolation of submission concepts. Using this information, MAG updated sketch system costs for 2026-2050 that now total between \$62.97 billion and \$90.70 billion. Updated sketch revenue estimates for 2026-2050 total \$29.06 billion, plus an additional estimate of between \$2.00 billion and \$6.50 billion for federal transit discretionary funding, totaling between \$31.06 billion and \$35.56 billion in revenue.

Ms. Thomas went over draft RTP vision and goals, and reflected on the feedback received at the May work group meeting. She reviewed the six goals identified, which include economic vitality; resiliency; quality of life; safety; system preservation; and mobility. Ms. Thomas mentioned the alignment of MAG draft goals to Federal Highway (FHWA) planning factors. She also reviewed the committee the draft regional significance definitions discussed at the May work group meeting.

Ms. Thomas indicated that next steps in the RTP process focused around the performance-based evaluation process, including identifying performance measures, performing the technical assessment of the full needs catalog, and scenario planning of investment strategies.

There were no questions or comments.

7. Legislative Update

MAG Policy and Government Relations Director Nathan Pryor stated he would provide an update on the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act and then turn over the presentation to Mr. Bullen for an update on state transportation issues.

Mr. Pryor indicated the INVEST Act proposed in the House of Representatives is the surface transportation reauthorization bill that would replace the Fixing America's Surface Transportation (FAST) Act, which is set to expire at the end of September. If passed, the

INVEST Act would be in effect through 2025, with the first year being a continuation of the FAST Act and then the subsequent four years increasing in programmatic and spending levels. MAG is encouraged that it is seeing a significant investment in surface transportation levels in the proposal, including a 46 percent investment in transportation infrastructure.

Mr. Pryor indicated U.S. Representative Greg Stanton, who serves on the House Transportation Infrastructure Committee, hosted a roundtable discussion on the INVEST Act bill last week that included local elected officials and stakeholders, including TPC members Mayor Gallego and Mayor Giles as well as Mr. Anderson. He stated Representative Stanton walked through programs in the Act and noted there were many good things in the bill, including the level of transportation investment, but there were also a couple of issues of concern.

Mr. Pryor displayed a copy of a letter sent by MAG to Representative Stanton in regards to two issues that came up during the roundtable discussion. The letter notes that the region currently enjoys flexibility under the FAST Act for allocating program dollars to needed areas such as utilizing highway money for transit or bicycle and pedestrian needs. The INVEST Act, as proposed, would add new core programs, which takes away some of the region's flexibility to allocate money. He noted the second issue of concern is in regards to funding formulas. The Act would use traffic levels from 2005 as well as 2000 Census information. If enacted as proposed, the funding formulas used would be as old as 25 years by the end of the Act. Mr. Pryor commented that our state and region have experienced very high growth in the last 20 years and so this raises concern.

Mr. Pryor indicated these issues of concern were raised during the roundtable discussion and again in the letter signed by MAG Regional Council Chair Mark Mitchell and TPC Chair Weiers. He added that MAG would continue to monitor the progress of this bill as well as other federal activity.

Mr. Bullen discussed the outlook for state revenues between now and 2022. He reported MAG continues to track state and federal transportation funding activities. ADOT finance has generated preliminary Regional Area Road Fund (RARF) and Highway User Revenue Fund (HURF) estimates that reflect COVID-19 revenue impacts. Updated forecasts call for a cumulative 14 percent decrease in the RARF forecast between FY 2020 – FY 2022 and a cumulative 15 percent decrease in the HURF forecast between FY 2020 – FY 2022.

Mr. Bullen noted ADOT will be presenting the FY 2021-2025 five-year Transportation Construction Program to the State Transportation Board this week. The draft program includes significant reductions in statewide projects.

Mr. Bullen stated MAG and the TPC are responsible for transportation planning in the region and this includes the FY 2021 Freeway Life Cycle Program (FLCP) approved earlier on the consent agenda. He added because of requirements pertaining to conformity analysis, foundational elements of the draft FLCP were completed in February 2020 using estimates generated last fall and earlier this spring. Mr. Bullen commented that even if ADOT's most recent updates are used, the program remains in balance through FY 2023.

Mr. Bullen indicated MAG has been closely monitoring actual revenue collections as they come in. RARF collections in March 2020 were down 5.3 percent versus March 2019; April 2020 collections were down 12.2 percent versus April 2019. HURF collections in March 2020 were down 13.5 percent versus 2019 with no information available yet for April 2020. He added MAG would continue to track right of way and construction costs as well as any additional federal funding.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Weiers thanked the committee for the work performed this year and noted the impact of the COVID-19 pandemic. He stated in the past 12 months, the region witnessed the opening of the South Mountain 202 as well as tremendous progress being made along the northern 101 connecting the west and east valley through Scottsdale, Phoenix, Glendale and Peoria. He mentioned there are major improvements planned to the I-10 extending from Buckeye to Tempe and said it is these accomplishments that remind the committee they are the decision makers that for years have led this region in tremendous growth. Chair Weiers stated he has complete confidence in incoming Chair Gallego and in her leadership to move this region forward as we continue to develop the new Regional Transportation Plan. He also thanked MAG staff for their tireless work to support this committee.

Mr. Reardon stated that he had technical difficulties earlier in the meeting and stated that he voted on the two items – voting in favor of the consent agenda and abstaining on the Diamond Grind Pilot Program.

Incoming Chair Gallego thanked outgoing Chair Weiers for his leadership and service during such a vital and unprecedented time and stated he left an important footprint in Maricopa County during his tenure. She stated she looks forward to serving as chair over the next year and working with the committee.

Adjournment

There being no further business, Chair Gallego adjourned the meeting at 1:04 p.m.

Secretary

Chair