

SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members of the public may:

1. To watch a live video stream of the meeting, [click here to go to MAG's YouTube channel](#).
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

September 15, 2020

TO: Members of the MAG Transportation Safety Committee

FROM: Carl Langford, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA
Tuesday, September 22, 2020 - 10:00 a.m.
Virtual Meeting

The MAG Transportation Safety Committee meeting has been scheduled at the time noted above. The meeting will be held as a virtual meeting only, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting via a live video stream. You can watch the meeting online by [clicking here to go to MAG's YouTube channel](#). Public comments can be provided in written format through the MAG website at azmag.gov/comment. If you have questions, please contact the MAG office at (602) 254-6300.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the Transportation Safety Committee does not meet the quorum requirement, members who have joined the meeting will be notified that a legal meeting cannot occur and the meeting will end. Your participation in the meeting is strongly encouraged.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the meeting, please contact Margaret Herrera at (602) 254-6300.



MAG Transportation Safety

Committee

TENTATIVE AGENDA

September 22, 2020

1. **Call to Order**

For the September 22, 2020 meeting, the quorum requirement is 10 committee members.

2. **Approval of Minutes**

Approval of minutes from the Transportation Safety Committee teleconference held via Zoom on July 28, 2020.

Action Requested:

Review and approve minutes of the teleconference held via Zoom on July 28, 2020.

3. **Call to the Audience**

An opportunity will be provided to members of the public to provide input through written comment to the Transportation Safety Committee on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public are asked to submit written comments related to this meeting through the MAG website at azmag.gov/comment, and indicate for which meeting the comment is intended. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting. Comments received prior to the deadline will be read aloud during the meeting. Comments must not exceed three minutes in length. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Safety Committee requests an exception to this limit. Please note that comments received for agenda items posted for action will be read at the time the item is heard.

Action Requested:

Information.

4. Program Managers Report

- 2020 Crossing Guard Training debriefing
- FY 2021 Work Program Projects
- Programming of FY 2022 Roadway Safety Program and FY 2023 & FY 2024 Safe Routes to School Non-infrastructure projects

Action Requested:

Information.

5. Safety Performance Target Setting

The 2016 Federal Highway Administration Final Rule on road safety performance stipulated five specific road safety performance measures by which the states and MPO's must establish targets and report on performance. The performance measures are: 1) number of fatalities; 2) rate of fatalities per 100 million vehicle miles of travel; 3) number of serious injuries; 4) rate of serious injuries per 100 million vehicle miles of travel; 5) the total of non-motorized fatalities and non-motorized serious injuries.

ADOT reported the states established Performance Targets for calendar year 2021 in August 2020. In compliance with the 2016 Final Rule, MAG can 1) establish at minimum the five (5) road safety targets for calendar year 2021 in consultation with ADOT to ensure that they were compatible with the statewide safety targets, or 2) support the five (5) ADOT road safety targets established by ADOT.

ADOT will brief the committee on the updated 2021 calendar year safety performance targets reported by ADOT for the state and reach a consensus opinion for MAG region's support of safety targets established by ADOT. This recommendation will be carried forward through the formal MAG approval process.

MAG staff will provide an overview of 2021 safety performance projections developed using most current full calendar year crash data available for the MAG region.

Action Requested:

For information, discussion, and possible action to recommend that MAG support the ADOT established 2021 Safety Performance Targets.

6. Framework for Predictive Safety

The MAG FY 2021 work program includes a project to develop a framework for predictive safety in the MAG region with an estimated budget of \$60,000. Recent research has resulted in new and advanced methodologies in the form of the American Association of State Highway Transportation Officials (AASHTO), *Highway Safety Manual* (HSM). ADOT will be adopting a HSM based predictive safety analysis tool in near future to implement a science based safety management process and have made progress in identifying data needs and gaps for the State Highway System (SHS) for this purpose. It is important to work in conjunction with ADOT to identify data needs and gaps in the MAG region at the local level to establish a data integration strategy for local agencies to implement HSM based predictive safety analysis. The intent of this project is to assess data needs, data gaps and establish a suitable framework for adopting HSM based predictive safety analysis by the Maricopa Association of Governments (MAG), in coordination with ADOTs efforts.

A Technical Advisory Group (TAG) was convened to provide input to the development of a scope of work for this project. MAG staff will provide an overview of the draft scope of work, including input from the TAG. Committee members will have the opportunity to provide additional input to be included in the final scope of work. A fee proposal will be requested from the assigned MAG on-call consultant for work to be completed on the resulting scope of work.

Action Requested:

Information and discussion.

7. Update on the Development of the MAG Strategic Transportation Safety Plan

Technical work associated with the MAG Strategic Transportation Safety Plan update continues with further development of strategies identified in previous tasks. A meeting of the multi-discipline, multi-agency Transportation Safety Stakeholder Group (TSSG) was held on September 15 to discuss identified strategies related to development of a sketch implementation plan.

The consultant team lead by Greenlight Traffic Engineering will provide a review of the sketch implementation plan based on input from the TSSG. Committee members will be given an opportunity to provide input to further development of strategies to be promoted in the implementation plan and associated planning costs and timelines.

Action Requested:

Information and discussion.

8. Reports by Committee Members

Members will be provided an opportunity to share information related to ongoing safety related project activities in their jurisdictions.

Action Requested:

Information and discussion.

9. Request for Future Agenda Items

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

Action Requested:

Information and discussion.

10. Next Meeting Date and Time

The next meeting of the Transportation Safety Committee will be held at **9:00 a.m.** on Tuesday, **November 17**, 2020, via virtual meeting.

Action Requested:
Information.

11. Adjournment

DRAFT MINUTES OF
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION SAFETY COMMITTEE MEETING

July 28, 2020

Maricopa Association of Governments
Teleconference Meeting via Zoom

MEMBERS ATTENDING

*ADOT: Saroja Devarakonda as proxy for Kerry Wilcoxon	#Maricopa (City): Josh Plumb
#Apache Junction: Shane Kiesow	#Mesa: Maria Deeb as proxy for Ryan Hudson
*Avondale: Tom Peterson	*Paradise Valley: Jeremy Knapp
#Buckeye: John Willett	#Peoria: Brandon Forrey
#Chandler: Raymond Huang	#Phoenix: Carl Langford (Chair)
#El Mirage: Nick Russo	#Pinal County: Jason Bottjen as proxy for Kathy Borquez
*FHWA: Jeff King	#Queen Creek: Mohamed Youssef
#Gilbert: Aaron Pinkerton	#Scottsdale: Sam Taylor
#Glendale: Tony Abbo	#Surprise: Dana Owsiany
*GOHS: Alberto Gutier	#Tempe: Cathy Hollow
#Goodyear: Hugh Bigalk	*RPTA: Adrian Ruiz
*Litchfield Park: Woodrow C. Scoutten	
#Maricopa County DOT: Mazen Muradvich as proxy for Nicolaas Swart	

OTHERS PRESENT

Margaret Herrera, MAG
Mohammad Shaheed, MAG
Chris Gottsacker, MAG
Craig Chenery, MAG
John Bullen, MAG
Patrick Stone, MAG
Aeysha Alam, MAG
Audra Koester-Thomas, MAG
Mike Blankenship, Greenlight TE

* Not present or represented by proxy

Participated by teleconference

1. Call to Order

A quorum of the MAG Transportation Safety Committee was present via teleconference. The meeting of the MAG Transportation Safety Committee was called to order by Chair Carl Langford, City of Phoenix, at 10:08 a.m.

2. Approval of June 23, 2020 Meeting Minutes

Chair Carl Langford requested any revisions or comments on the June 23, 2020 meeting minutes.

No comments or revisions heard.

Ms. Maria Deeb moved to **recommend approval of the June 23, 2020 meeting minutes**. Ms. Cathy Hollow seconded and the motion carried unanimously. Mr. Kiesow, Mr. Willett, Mr. Huang, Mr. Russo, Mr. Pinkerton, Mr. Bigalk, Mr. Abbo, Mr. Murdvich, Mr. Plumb, Ms. Deeb, Mr. Forrey, Mr. Langford, Mr. Bottjen, Mr. Youssef, Mr. Taylor, Ms. Owsiany, Ms. Devarakonda and Ms. Hollow voted in favor of the motion via teleconference.

3. Program Manager's Report

Mr. Langford recognized MAG staff, Margaret Herrera, to provide the Program Manager's Report.

Ms. Herrera reported that the 2020 Crossing Guard Training Workshop would be held virtually via a Zoom webinar on August 4, 2020 from 9 a.m. to 11 a.m. The planning team will be conducting a Zoom webinar platform rehearsal ahead of the August 4 live event. MAG will distribute links to the webinar to all local agency staff to participate and answer potential questions from attendees specific to their school or crossing location. The recorded version of the webinar will be posted to <http://srts.azmag.gov>, in both English and Spanish, for use by schools and school officials year-round.

Ms. Herrera reported that safety staff would be developing a scope of work for the fiscal year 2021 work program project for a Framework for Predictive Safety in the MAG region. ADOT will be adopting a nationally recognized predictive safety analysis in the near future. The MAG project to be launched will assess data gaps, data needs, and suitable framework for adopting the predictive safety analysis method. The scope will also include an assessment of applicability of the predictive method to be used for network screening and safety evaluation. This work will complement the ongoing MAG safety program work on building safety prediction models.

Ms. Herrera welcomed Chris Gottsacker, Transportation Engineer II to the MAG Transportation Safety Program and Patrick Stone, Transportation Improvement Program Supervisor, in the MAG Transportation Economic and Finance group.

Mr. Langford noted that agenda item five would be heard ahead of item 4 to accommodate presenters schedule availability.

4. Roadway Safety Program 2020 Draft Annual Report

Chair Carl Langford heard this item for information, discussion and possible action. Mr. Langford noted that in September 2019, the MAG Regional Council approved the new Roadway Safety Program to be administered by MAG as a supplement to the Highway Safety Improvement Program. In October 2019, MAG issued a call for FY 2020 and 2021 RSP project application to request fund of safety improvement projects.

A review of the first RSP Annual Report, including a status update on the FY 2020 and 2021 projects funded will be provided to committee members. The Transportation Safety Committee provides oversight to the programming and administration of the RSP. This first annual report will be provided on the RSP webpage and updated on an annual basis upon the committees' recommendation.

Margaret Herrera provided an overview of the annual report highlighting key elements of the report. The MAG roadway Safety Program was initiated by MAG to supplement the state's Highway Safety Improvement Program. The RSP assists with providing additional funding in the short term. MAG facilitates a Highway User Revenue Fund swap and regional safety program that can improve the safety conditions of our roadways in all areas, from rural to dense urban. MAG developed this program to address these critical regional funding needs in the near term. Regional Council approved the RSP Policies and Procedures on September 2019 followed by the first call for projects in October 2019. The fiscal year 2020 and 2021 projects were placed in the MAG Transportation Improvement Program in January 2020. The RSP projected funds for each fiscal year 2020-2024 is approximately \$2 million, for a projected total of \$10 million through fiscal year 2024. Seven projects in five member agency jurisdictions were funded for fiscal year 2020 in the amount of \$2.4 million dollars. Ms. Herrera reviewed a breakdown of each of the fiscal year 2020 projects funded and their program amounts funded for construction, noting that design is funded with local dollars in lieu of match that must be a minimum of 10 percent of the total project cost. A review of the timeline for the fiscal year 2020 projects was provided, highlighting the critical deadline for final expenditure of June 30, 2021. For the fiscal year 2020 projects, 100 percent of the Joint Agency Agreements have been executed, for 60 percent

design completion, and 29 percent construction completion demonstrated for the seven projects combined. A breakdown of the completion percent for each project was also provided. Program financials include projections of \$2 million for fiscal year 2020, 2021, 2023, and 2024 with just over \$1.8 million in 2022. Actuals for fiscal years 2020 and 2021 include \$2.43 million and \$2.45 million, respectively.

Ms. Herrera provided a timeline for the fiscal year 2021 RSP projects noting that based on the Transportation Improvement Program (TIP) list approval in January 2020, the deadline for execution of Joint Agency Agreements would be May 2021, design and construction activities to be completed June 2021 through June 2022 with the final construction expenditure deadline of June 30, 2022.

MAG Transportation Economic and Finance Program Manager, John Bullen was invited to provide committee members a briefing. Mr. Bullen reviewed the status of the Highways User Revenue Fund and other key elements of the coordination of these funds with ADOT as it relates to MAGs administration of the RSP. Mr. Bullen stated that when the program was initiated there was a set aside of about \$2 million dollars for each fiscal year through 2024 as reported by Ms. Herrera. Since then there was federal legislation passed which resulted in an infusion of funds into the region, which was spread throughout programs, including the RSP. This enabled MAG to fund more than anticipated in FY 2020 and 2021. At the time of the infusion, MAG was working with estimates. Since then the actuals have come in slightly lower which resulted in taking a small portion from what is available for FY 2022. The good news is that this program will have received more funding than what was originally anticipated. MAG finance staff will continue to track the funding closely and to track projects as they are completed. Should projects be completed with a cost savings, MAG will have the ability to add those funds to a future funding year. More globally, what has enabled this program to move forward is in partnership with ADOT to take some of the federal funding allocated to the MAG region and transpose with the state HURF. That being said, the state is feeling the impact of COVID on state HURF funds and its potential effect moving forward. Mr. Bullen noted that he is confident that program will move forward as planned through fiscal year 2024.

Chair Langford asked for additional comments or discussion on the 2020 RSP Annual report. Maria Deeb asked if the report is a draft if it would be updated with the financials reported by Mr. Bullen. Ms. Herrera stated that the report as reviewed and written reflects the financials as we know them to be at this time and as reported by Mr. Bullen and his staff. MAG will continue to track the financials and update the committee, as well as included any updates to the financials in the next annual report. The report is labeled draft until recommended for approval by

the committee. Once recommended, the report will be available on the RSP webpage.

Chair Langford asked for a motion to **recommend approval of the 2020 RSP Annual Report**. Cathy Hollow made a motion, Aaron Pinkerton seconded and the motion was passed unanimously. Mr. Kiesow, Mr. Willett, Mr. Huang, Mr. Russo, Mr. Pinkerton, Mr. Abbo, Mr. Bigalk, Mr. Plumb, Mr. Muradvich, Ms. Deeb, Mr. Forrey, Mr. Langford, Mr. Bottjen, Mr. Youssef, Mr. Taylor, Ms. Owsiany, Ms. Devrakonda, and Ms. Hollow voted in favor of the motion via teleconference.

5. Safety and the Next Regional Transportation Plan (*Momentum*)

Chair Carl Langford heard this item for information and discussion. MAG has initiated efforts to develop a new Regional Transportation Plan that will serve as the basis for the extension of Proposition 400, which will expire at the end of calendar year 2025. MAG staff will provide an update on the planning work underway, including technical work associated with the MAG Strategic Transportation Safety Plan update. Establishing safety as a cornerstone of the next RTP is anticipated to be a crucial component of this closely coordinated work. This committee has a unique opportunity, through this discussion, to help form that safety cornerstone

Margaret Herrera invited MAG Transportation Planning Program Manager, Audra Koester-Thomas, to provide elements related to the development of the RTP, *Momentum*. Ms. Thomas stated that the work being done would ultimately inform a new dedicated sales tax in Maricopa County for Transportation. Ms. Thomas reviewed the many concurrent tasks, including leveraging the *Momentum* webpage being developed for public engagement efforts during the pandemic, messaging, and branding. The new RTP has been named Momentum, in part to give homage to the legacy of previous sales tax initiatives since 1985 and the leadership of the regions mayors during that time and since, to not only supplement where federal funding has fallen short, but also to establish the regional transportation system as a driver of the region's economic vitality. The past several months have also included extensive work on needs assessment to include cataloguing of Prop. 400 unfunded projects, the RTP call for projects and other studied needs. Ms. Thomas reviewed the types of projects submitted as an overview, including freeway, highway, arterial improvements and preservation. The region is in a unique position in responding to growth. Sketch estimates were calculated based on initial projections, considering the economic downturn and feedback from the call for projects. It is extremely clear that growth and preservation is tremendous compared to revenue projections. In total, looking at \$60 to \$90 billion dollars in need compared to the projected \$30 to \$35 billion dollars in revenue. This

illustrates just how difficult the tradeoff discussions will be. Ms. Herrera asked for clarification on what the safety dollar amounts presented include. Ms. Thomas stated that the dollar amounts reflect types of projects submitted with the call for projects and what we already know of programs such as the RSAs and RSP. MAG planning staff is working with the Management Committee work group and policy committees to start some of the architecture of the next Regional Transportation Plan. The regional vision intending to think big to deliver a world-class transportation system. Six goals, intended to be brief, noting that Safety is at the top of the list based on direct feedback from policy makers that safety will play a bigger role in how we prioritize investments. Goals also include those for Prosperity, Responsiveness not only to travel choices but also to be flexible to changing needs and innovations, Livability, and Mobility. The goals will align with federal mandates and architectures. The Regional Significance definition is important because of federal mandates. These definitions will incorporate federal guidance, definitions of other regions RTPs, those that rise from the call for projects as well as historical precedent. Two definitions are being developed; regionally significant project and regionally significant program constructs. In addition, a performance-based framework is being developed that will align the catalogue of needs with the vision, goals and regionally significant projects definition of *Momentum*. Ms. Thomas reviewed the process remaining in development and timeline for regional project screening, project level evaluation, project/program review and validation, scenario planning for the project and program portfolio.

Mr. Langford provided committee members an opportunity to ask questions and provide input prior to moving forward with the STSP connection and related items. Mr. Langford inquired if those presented in the big safety bucket were projects or programs. Ms. Thomas stated that largely they were programmatic in nature.

The STSP consultant team, led by Mike Blankenship, provided a review of the STSP Vision, Goal, Action Areas and Strategies developed thus far. The recommendations provided by the Transportation Safety Stakeholders Group and members of the committee related to these four areas were provided. For the purposes of aligning the STSP with the RTP vision and goals, the seventy-plus STSP strategies were categorized to help draw more of a connection between the two. The three categories are; 1) Identify Locations of Opportunity, 2) Promote Use of High Value Countermeasures and 3) Communicate the Safety Message. Mr. Blankenship requested that committee members forward their input to Ms. Herrera by Tuesday, August 4, 2020. This deadline will help facilitate consolidation of input from both groups for preparation of an interim update to the MAG policy committees in late summer. Committee members were asked to focus on strategies and the categories they fall in, but also welcome to provide input on the

Vision, Goal and Action Areas if they had not had the opportunity before. This focus should concentrate on strategies that have the largest influence on reducing the number of people impacted by crashes and that they are feasible for local agencies to implement, either as a local initiative or in partnership with MAG. Key recommendations and programs promoted in the STSP will be incorporated into the new RTP, but specific strategies will be addressed at the project level with TIP updates post 2024, or implementation phase.

Ms. Herrera introduced materials resulting from Task 4 efforts of the STSP for the development of a Pedestrian and Bicyclist Safety Education and Enforcement Program. This task is a carry forward from an initiative that began in 2017 that could not be funded through grant opportunities at the time. A task force was convened for this purpose and includes a nationally recognized consultant, MAG human services, communication, safety and planning staff, Valley Metro, MCDOT, ADOT and the City of Chandler, Glendale, Peoria, Phoenix, Tempe planning and traffic enforcement representatives. After review of a state of practice for development of similar programs implemented, the task force discussed that the MAG program should promote. The messaging and associated materials should convey a sense of responsibility of all road users and rejection of finger pointing and victim blaming. The messaging should be simple and convey an action to be taken on the part of all users, not singling out any one. Although the core messaging should be static, the materials developed should be modifiable to local agency specific resources, strategies and needs. The program, called See Me Az, has been formatted into three posters that can be modified for use on other print and marketing materials. The first poster focuses on the interaction between pedestrians and drivers, the second that between bicyclists and drivers, and the third, the interaction between drivers and all other users.

Maria Deeb suggested that the pedestrian-driver focused material include a crosswalk in the graphic. Mr. Forrey commented that doing so may complicate the graphic that is meant to be simple and that not all pedestrians enter the road at a marked crosswalk. Mr. Adding a marked crosswalk in the graphic may give a false impression that pedestrians are in crosswalks, when in fact many legally defined crosswalks are not marked. Shane Kiesow mentioned that he would like to see motorcyclist included in the graphics.

Chair Carl Langford asked if there are any additional comments or discussion, reminding members of the August 4 deadline to get any additional comments to Ms. Herrera via e-mail. None heard.

6. Reports by Committee Members on Transportation Safety Activities

Chair Carl Langford deferred this item to the next meeting in the interest of time.

7. Request for Future Agenda Items

Chair Carl Langford requested that members of the Transportation Safety Committee having topics or issues of interest to be considered for discussion at a future meeting please e-mail Margaret Herrera.

8. Next Meeting Date and Place

Chair Carl Lane stated that the next meeting of the Transportation Safety Committee would be held at 10:00 a.m. on Tuesday, September 22, 2020 via Zoom teleconference unless otherwise notified.

9. Adjournment

Chair Carl Langford thanked members of the committee for their participation and MAG staff for the ability to facilitate the meeting via teleconference. Mr. Langford adjourned the meeting at 12:02 p.m.