



Transportation Advisory Board

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

MINUTES

Tuesday, August 16, 2016

ADVISORY BOARD MEMBERS

Chairman Marc Erpenbeck (Dist. 1)	Present
Ted Geisler (Dist. 2)	Present
Wes Gullet (Dist. 3)	Absent
Merlyn Carlson (Dist. 4)	Absent
Terrance Evans (Dist. 5)	Present

STAFF MEMBERS PRESENT

Teresa Welborn, Administrator
D. Chad McBride, County Attorney's Office
Angela Horn, Transportation Planning
Kellee Kelley, Intergovernmental Relations
Michelle Markson, Engineering

REGULAR BUSINESS

1. CALL TO ORDER

The meeting was called to order at 11:10 a.m.

2. PLEDGE OF ALLEGIANCE

The pledge of allegiance was led by Ted Geisler.

3. ROLL CALL

In attendance: Marc Erpenbeck, Ted Geisler, and Terrance Evans.

Absent: Merlyn Carlson and Wes Gullet.

4. CALL TO THE PUBLIC

No requests to speak were presented.

GENERAL BUSINESS

5. APPROVAL OF THE MINUTES

A MOTION was made by Ted Geisler and was SECONDED by Terrance Evans, to approve the minutes of the February 16, 2016 special meeting as submitted. MOTION CARRIED unanimously by a 3-0 vote.

6. DIRECTOR'S UPDATE

Teresa Welborn, MCDOT Administrator informed the TAB Members that MCDOT has responded to 31 calls regarding storm damage and road closures this monsoon season. The presentation included pictures of road damage on Eagle Eye Road, Baseline Road and Vulture Mine Road. Ms. Welborn explained that during storms Eagle Eye Road south of Aguila must be closed due to safety issues resulting in a 75 mile detour for motorists. To mitigate this closure, MCDOT has submitted a federal grant application to receive assistance to improve and prevent flooding on this road.

Ms. Welborn discussed that the Roadway Maintenance Division was reorganized to improve services to County's residents by reallocating its resources. Four maintenance yards were condensed into three; and one crew was designated to perform county-wide maintenance and another crew to perform pavement and right-of-way preservation.

MCDOT formed a group called Connect MCDOT. The purpose of Connect MCDOT is to encourage employee engagement and build relationships. The group recently took a trip to the New River Maintenance yard to see what type of work the crews do in the yard.

MCDOT and staff received several awards including the Phoenix Chapter of Women in Transportation Employer of the Year, Faisal Saleem, Intelligent Transportation Systems Branch Manager, received an award from the American Public Works Association for Exemplary Service to the Public.

MCDOT received three NACo Awards for improving efficiency. The Enterprise Performance Management Planning Application (PMP) tracks performance plans for up to six individually weighted goals and up to 10 individually weighted competencies for each employee. The Roadway Maintenance Billing Activity Application (RMBA) has improved the turnaround time and reduced errors on MCDOT's Invoice Approval Form by simplifying and standardizing the approval process.

The Work Assignment Manager Interface (WAMI) has replaced the manual process of creating work assignments against the approved contracts with an integrated application that reduces the amount of time needed to obtain approval for work assignments.

On July 6, MCDOT launched a new website after receiving feedback from its stakeholders. The new home page is clean with a photo slider highlighting special topics, a new Frequently Asked Questions (FAQs) section and areas were added that

highlight news, updates and traffic information from MCDOT's Twitter feed. The new footer includes information about MCDOT, the County and our main contact information. Navigation tabs for Technical, Projects, Business, and Resident tabs were created and the website will continue to be updated as we receive input from our customers.

7. TRANSPORTATION SYSTEM PLAN (TSP)

Angela Horn, Planner, presented an update to the TSP that was initiated in November of 2013. Staff completed the first round of public outreach in March of 2015 and identified the Goals and Objectives of the Plan in November of 2015. In February 2016, a Draft Project List was created with a second round of public outreach in June of 2016. The funding plan is currently in process and is presented in this update. The Draft Plan is expected to be released in September of 2016. Following this release, public review of the Draft Plan will occur in October of 2016. The final TSP will be brought to TAB in November of 2016 for a final recommendation and BOS adoption is proposed for December of 2016.

The funding plan establishes expenditures from the amount of lane miles in the network at three horizons, FY16-20, FY21-25, and FY26-35. There are four types of lane miles, programmed, anticipated, needed, and new roads. Programmed lane miles include all projects that will be complete from the FY16-20 TIP and FY17-21 TIP. Anticipated lane miles include projects currently in the FY17-21 TIP that are expected to be completed. Needed lane miles were identified from the needs analysis which identified roadways exceeding service volume standards by a specific horizon. New roads include five lane miles per five years to account for new roads being built.

The lane miles play an important role in the funding plan. The funding plan projects revenues and expenditures to define how large a shortfall will occur. Revenue sources include state shared revenues, HURF and VLT; CMAQ; and other revenues. Other revenues include the MAG ALCP at the most likely scenario where funding is projected out to FY26, based upon the current ALCP, then FY27 through FY35 include projected funding based upon half the funding currently in the ALCP. Expenditures include all capital related to the lane miles for each horizon and a structure budget of \$55M per five years.

Operations and maintenance cost is also included with a unit cost of almost \$7,000 per lane mile per year with an increase of ten percent in FY21-25 and 15 percent in FY26-35. Operations and Maintenance also includes a \$907K per year traffic signal budget and \$1M structures budget starting in FY17. Expenditures also includes other costs such as capital without improvements, services without operations and maintenance, personnel, and supplies; all projected from the FY15 budget. For all improvements identified as needed to be complete, MCDOT would have a shortfall of \$556,740,000 in the first horizon, FY16-20. If the needed improvements were pushed out a shortfall of \$146,120,000 would occur over the 20 year horizon, FY16-35. This indicates the need for transportation projects in Maricopa County far outweighs the amount of funding available and project prioritization is needed in order to select projects with the highest priority to receive funding.

Currently a total of \$408.5M has been programmed for FY16-20 with an additional \$92 million anticipated for FY16-20, leaving \$252.3 million to fill with projects

identified from the needs analysis. Projects previously presented to TAB were an example of how project prioritization will occur. Each lane mile identified in the needs analysis will be analyzed by the Planning staff to determine more up to date and accurate information. This will allow MCDOT to consider the highest need for programming based upon available funding. Planning staff will use the Project Rating System to prioritize using the five categories, previously adopted by TAB. This includes: traffic volumes and congestion, safety, cost per future vehicles miles traveled, land use, and regional travel.

Traffic and congestion score is determined by comparing Average Daily Traffic (ADT) to roadway Level of Service (LOS) expectations to define the Volume-to-Standard (V/S) ratio for both existing and future conditions.

Safety score is determined by the crash rate using the latest three years of crash data on County roadways as provided by the Arizona Department of Transportation (ADOT).

Cost per future vehicle miles of travel uses the estimated project cost, length of roadway to be improved, and number of users anticipated to benefit from the improvement.

Land Use score is determined by the roadway type and category of adjacent land use as defined by the current adopted TSP.

Regional Travel score is based upon the percent of all trips on the roadway segment that are more than 10 miles long. Projects that score above a 52, which is half the points for each category, are considered needed. These projects will then establish a purpose and need to be forwarded to MCDOT Project Management for consideration in the TIP based on available funding.

In terms of public outreach, a Stakeholder Advisory Committee (SAC) meeting was held at Plan initiation to provide an introduction to the project, a presentation on the work plan, and a preview of information for round one public outreach was included. During both rounds of public outreach five stakeholder partnering workshops were held with a focus on establishment of partnership, identification of transportation system needs, TSP Goals and Objectives, MCDOT Project Rating System, Draft TSP Project List, and the Draft TSP Document.

In addition, there were two rounds of open houses/meetings. In round one there were 13 open houses with over 200 attendees in areas where county facilities are most prominent including Tonopah, City of Mesa, New River, Town of Fountain Hills, City of Goodyear, Anthem, Sun City, Town of Queen Creek, Rio Verde, City of Tempe, City of Surprise, Town of Wickenburg, and Arlington. In round two, meetings were held with individual agencies throughout the county as requested. In conjunction with the open houses and meetings each round had an interactive map available online to comment. In the first round, 750 comments were received and in the second round 22 responses were received. In the first round, the interactive map would allow comments in any location within the county and the second round was project specific. Because of this, Planning staff was content with the amount of feedback from the public.

The Draft TSP will have five sections, Plan, Design, Build, Maintain, and Operate. The Draft TSP will also have an introduction which will include the purpose, goals, objectives, and strategies and a conclusion summarizing how the plan accomplishes the purpose, goals, objectives, and strategies. The Plan section will include a county profile and the process of the TSP. The Design section will include a socioeconomic profile, existing roadway network, traffic analysis, and alternative modes. The build section will include potential projects and the funding plan previously discussed. The maintain section will include system preservation. The Operate section will include information on the Traffic Management Center, regional collaboration, roadway safety initiative as well as MCDOT programs such as Traffic Counts and the Smart Drive program.

MCDOT hopes to have the Draft TSP ready for TAB in October of 2016. MCDOT Leadership will simultaneously review the Draft TSP. Planning staff proposes a special meeting to be held in the first week of November 2016 to recommend adoption to the BOS. The Draft TSP will be posted to the MCDOT website as well. After input is received from MCDOT Leadership, TAB, and the public the document will be finalized. Planning staff hopes to have BOS adoption in December of 2016.

8. MCDOT CORRIDOR PROJECTS FY2017

Nicolaas Swart, Transportation Systems Management Division Manager, provided an overview of 28 upcoming projects for FY2017. Mr. Swart distributed a spreadsheet and a map showing the Project Location, Project Name, Phase, Design Team, Fiscal Years for Scoping, Design, and Construction of each project. The spreadsheet also identifies the Bin, Estimated Cost, the Project Rating Score (PRS), the Source and the BOS District of each project.

9. TAB FORUM

None at this time.

10. NEXT MEETING DATE

The next regular meeting of the TAB is planned for October 18, 2016 at 11:00 a.m.

11. REQUEST FOR FUTURE AGENDA ITEMS

None at this time.

12. CALL TO ADJOURN

The meeting adjourned at 11:48 a.m.