

MEETING SUMMARY NOTES

WMYA Long Range Transportation Plan Technical Advisory Committee Meeting #2 July 14, 2010; ADOT – Phoenix, AZ

Meeting was called to order at 1:05 p.m. The meeting was held at ADOT and via a video conference.

I. Introductions – Jim Zumpf

Jim Zumpf, Project Manager for the Long Range Transportation Plan (LRTP) known as *What Moves You Arizona* (WMYA) gave an overview of using the video conferencing tool and provided a recap of the Technical Advisory Committee (TAC) meeting #1. He thanked everyone for taking the time to be a part of the TAC and had everyone introduce themselves. See Appendix for participant list.

Jim reminded the TAC that the LRTP is ADOT's 25 year transportation plan which has evolved from the work completed in the bqAZ unconstrained vision. The LRTP is a cost constrained plan.

Jim mentioned that the Policy Committee will hold its first meeting on August 3 and some of the agencies have not identified their policy committee representative. He asked if they would provide him with their names as soon as possible. Jim will like to distribute a "save the date" notice by end of the week.

Jim reviewed the TAC Agenda. He said the purpose is to discuss multimodal needs, baseline projections (what we will have available to address the needs) and discuss the gaps between the needs and projected revenues. The meeting will also include an update on public outreach activities.

II. Multimodal Needs – Don Vary

The purpose of the Multimodal Needs Analysis is to understand what the comprehensive needs are on the statewide system over the next 25 years.

Multimodal Needs This analysis will produce a cost estimate to address anticipated modal deficiencies, such as freight and passenger rail, bicycle and pedestrian systems, and aviation over the 25 year timeframe. Modal needs will be documented by improvement category (preservation, modernization, expansion) and time of need (backlog or accruing) in base year 2009 dollars.

Definitions:

Preservation improvements are activities/treatments that protect the infrastructure and extend service life to attain a system-wide state of good repair (i.e., roadway resurfacing, bridge rehabilitation, bus replacement, rail track replacement).

Modernization involves upgrading a facility to improve safety and functionality (i.e., pavement reconstruction, safety improvement, bridge widening, airport lighting).

Expansion is new construction or providing additional capacity (i.e., more highway lanes, new bicycle lanes, runway extensions).

Backlog needs are those that should be addressed now (existing needs).

Accruing needs are deficiencies that will require improvement sometime during the Plan's 25-year time period (future needs).

Modal need focus includes the state highway system, statewide freight and intercity passenger rail systems, aviation, bicycle and pedestrian systems, and public transportation systems. Multimodal needs estimate will focus on infrastructure elements that are ADOT's responsibility and/or other modes included in WMYA Goals and Objectives.

The purpose of this exercise is to understand the elements of the funding estimate that will be used to develop alternative investment choices. To determine the needs analysis, ADOT business rules were used as an input as well as the various existing databases.

The Needs Summary is that \$51.7 B is the "outer limit" to build an effective system. Within this summary, we have preservation, modernization, expansion and operational needs within this bottom-line number

G. Gentzch – As I mentioned previously to you I think the bridge number looks extremely low.
D. Vary - This number is only on the state system. If you have more detailed questions I can give you information about the assumptions.

Don Vary explained the following definitions:

- Accruing – relates to future needs that are beyond the next 5 years to accommodate growth (about 2/3 of the highway needs by cost)
- Backlog – fix what's out there today that needs fixing (1/3 of the highway needs by cost)

E. Anderson - Is there detail that makes up these numbers?

D. Vary – Yes, we can discuss outside this meeting what information you might need.

E. Anderson - Regarding Slide 13 and the functional class, does ADOT have control over local streets? I thought the focus is on the state system.

D. Vary – The focus is on those roads within the federal aid system where the state has ownership and control.

E. Anderson – Regarding Slide 15, how did you make the determination of deficiency? I would like to understand the background information. In the urban area, there are a lot of exceptions out there that would not be improved in the future so I want to make sure that they are not included to be improved at some later date. This goes back to the need to understand the background data related to the numbers.

D. Vary – We can review that closely and provide you any background data you might need.

E. Anderson – Regarding "minimal tolerance" how is this determined? Is it the RRG Guidelines or does that provide you the minimum standards?

D. Vary - The District Engineers provided the minimum standards which reflect ADOT policies for the functional classifications. These are documented in a technical appendix.

Airport – Does this include Sky Harbor?

D. Vary - Yes

E. Anderson – Regarding the commuter rail number what was your assumption? Is it just the state investment? It seems very low. We typically don't assume that the state is going to contribute.

D. Vary – Yes it represents the state investment.

III. Baseline Revenue Forecast – Michelle Maggiore

The purpose of the Baseline Revenue Forecast is to estimate the projected future revenues that Arizona will have and the projected discretionary funding that ADOT will have available to them in the 25 year timeframe. We developed a worse case scenario using the 80/20 federal/state share which we understand is high and Arizona is on a sliding scale allocation. The forecast applies a range of incremental investments across all programs which are nearly \$100B in current dollars. The revenue gap is very large.

Questions –

E. Anderson - Slide 23 – The HURF statutory numbers do not look correct? Did you include ADOT operational funds in the HURF Statutory? It looks like you did?

M. Maggiore – Funds for HURF statutory, as presented to the TAC, included a number of “categories” of funding which will be re-organized and broken out to reflect ADOT's operating budget and other categories. Updated numbers will be presented at the July Steering Team meeting.

E. Anderson – Regarding RARF it is important to remember that in this region we use our regional tax revenues to match federal funds for state roadways? It is important not to lose track of that. The MAG and PAG portion stays at ADOT and is used to match federal funds. It comes from the region and flows back through ADOT for state projects.

K. Adam - Regarding the ADOT discretionary funds, are there any assumptions about new transfers of funding allocated by the state legislature?

M. Maggiore - No we assumed the same approach occurs within the 25 year timeframe.

K. Adam - Are you assuming the federal highway trust fund does not change?

M. Maggiore – The projection assumes a 2% increase per year. We did not include a large increase in the federal program; we were very conservative.

E. Anderson – I would like to see more detail on the revenue side also? We can assist you in some of the vernacular that was used.

M. Maggiore - That would be very helpful.

C. Fetzer – I am confused about the information presented. I have many of the same comments that Eric Anderson identified. This information needs to be refined before the next Steering Team and Policy Committee meetings. Some examples that need to be clarified include: how funds are matched between regions and the split where ADOT's operational funds come from. This information doesn't convey a complete story.

M. Maggiore - We will clarify and any assistance you can provide is much appreciated. The bottom-line is that we are trying to get to ADOT's projected discretionary funds (what ADOT has to spend).

IV. Public Involvement Update – Teresa Wellborn

Teresa mentioned that we had a Communications Conference Call between ADOT and COG/MPO representatives. The purpose of the call was to get feedback into the first round of outreach process and they agreed to the approach. A monthly meeting will be held but the August meeting was canceled due to the vacations. She gave an overview of the upcoming activities that include the following:

- Webinars with elected officials
- Stakeholder webinars
- Meeting in the box
- Electronic newsletters and public survey will be distributed soon coordinated with a media release
- Special interest group workshops (planned for July 21 & 22)
- Local/regional events – Teresa reminded the planning partners to be our eyes and ears around the state and determine what regional events might be good for presentations about the project. It will be up to our planning partners to let ADOT know of these events.
- Upcoming outreach – League Conference, Rural Transportation Summit, and tribal outreach activities

Teresa mentioned that the project website has been updated and there is now a library page where meeting summary notes and PowerPoint presentations are located. A facebook page (whatmovesyouarizona) has been set up she said.

VII. Topics for the Next Meeting

Jim Zumpf gave an overview of the topics for the next meeting. The TAC is intended to meet four times during the process. The next meeting is anticipated in the fall and will focus on Alternative Investment Choices.

Jim Zumpf mentioned the survey that will be distributed to the TAC after this meeting. All comments should be provided via the survey so that we have the comments in one location.

VII. Items from the Floor

Jim Zumpf asked the participants if there was anything else from the TAC. No comments were offered.

VIII. Adjourn

Jim Zumpf thanked everyone for attending. The next TAC meeting is scheduled for the fall.

Adjourn 2:10 PM

Appendix

Steering Team Participants

Jim Zumpf, ADOT-MPD, Project Manager
Thor Anderson, ADOT-Environmental
Misty Dayzie, ADOT-MPD Tribal Planning
Greg Gentsch, ADOT-Engineering Districts
Larry Langer, ADOT-Valley Project Mgmt.
Don Mauller, ADOT-MPD Programming
Kenn Potts, ADOT-Aeronautics
Mike Sanders, ADOT-MPD Bike/Ped
Kevin Adam

Don Mauller, ADOT-MPD Programming
Marwan Aouad, ADOT-Maintenance
Jim Delton, ADOT-Materials
Mark Hodges, ADOT-MPD Data
Bill Leister, CAAG
Jan Nehme, ADOT-Bridge Group
Jodi Rooney, ADOT-Local Government Section
Teresa Welborn, ADOT-CCP
Keith Killough, ADOT-MPD

Video Conference

Charlene FitzGerald, CYMPO
Charles Gutierrez, YMPO

Chris Bridges, CYMPO
Chris Fetzer, NACOG

Consultant Team

Dale Janik (on telephone)
Don Vary
Peggy Fiandaca

Michelle Maggiore
Kristin Bornstein
John Carr