

TAC Meeting #2 10:00-12:00 April 12th, 2016 Meeting Notes

Overview/Summary

The second Technical Advisor Committee (TAC) meeting for the What Moves You Arizona (WMYA) update effort was held in Arizona Department of Transportation's (ADOT) Transportation Board Room on April 12. The purpose of the meeting was to:

1. Provide an update on project status;
2. Present and discuss findings from the first round of stakeholder engagement;
3. Present and discuss draft refined WMYA goals and potential objectives/performance measures;
4. Present draft final needs estimates and the baseline revenue forecast; and
5. Discuss plans for the upcoming scenario workshop.

The bulk of the meeting focused on the draft goals, objectives, and performance measures and TAC members provided several recommendations that the consultant team will consider integrating into a revised strategic framework for the WMYA update.

Meeting Notes

Introduction

- Charla Glendenning (ADOT) introduced herself as the new interim ADOT project manager for the WMYA update, welcomed TAC members to the meeting, and led introductions.
- Craig Secret (Consultant Project Manager) provided a quick project status update. The project team conducted a visioning session in December with selected stakeholders, the first round of stakeholder outreach meetings is nearly complete, significant progress has been made in developing the needs estimates and revenue forecasts, and planning is underway for the scenario development effort. The project is essentially on-schedule, and a draft plan is expected around the end of the year.

Stakeholder Outreach Results

Kristin Darr (Consultant Public Involvement Leader) provided a summary of the first round of stakeholder workshops. To date, 10 of the 12 planned workshops have been conducted (the Miami workshop was rescheduled for April 13 and a Maricopa Association of Governments (MAG) workshop will be held in early May). A total of 329 people have attended the

workshops, including elected officials, ADOT regional staff, MPO/COG and local government transportation officials, associations and businesses, and private citizens. Common themes we have heard from the stakeholders include:

- Funding issues
- Public transportation needs
- Need to focus on technology, innovation, and adaptability
- Importance of system/modal redundancy, security, and resiliency
- Priority on preserving the existing system
- Changing demographics
- Rural connectivity
- Importance of supporting tourism and recreation

Comments/Discussion Highlights

- Elijah Henley with Federal Lands asked about the common theme related to recreation and tourism, and how this is viewed by the project team considering that the LRTP applies to the state system only. Craig answered that the team recognizes that improvements on the state system affect local systems as well. He indicated the final plan will identify ADOT's role as an advocate for improved performance and connectivity to the ADOT system. Elijah also indicated that, as part of the coordinated long-range plan that Federal Lands is conducting in collaboration with federal resource agencies, data has been developed related to a baseline condition for natural resources in Arizona, and this data can be shared with the LRTP Team. The WMYA update should look for opportunities to link to the federal plan. Charla Glendening indicated that she wished to set up a separate stakeholder meeting with Elijah.

Goals, Objectives, Performance Measures

Craig Secrest presented revised draft WMYA goals, along with potential objectives and performance measures. The current WMYA Plan has eight goals, which the project team has refined down to six that are split into "system" and "process" categories. The following is a summary of the discussion, organized by goal area:

Goal Area 1: Improve Mobility, Reliability, and Accessibility

- 'Reduce' is perhaps too strong of a word with regard to the congestion objective; consider using 'optimize'.
- Clarification regarding accessibility – there are two components: (1) physical access to the system and (2) ability of certain groups to access services.
- A question was raised regarding how the measures will be applied (i.e., qualitatively or quantitatively); Craig responded that it will be a combination of both, depending on what data/analytics is available to support a given measure.
- Craig clarified that 'rural standards' measure relate to shoulder accommodation for bicycles.

Goal Area 2: Preserve and Maintain the System

- No comments on objectives.
- For bridges and pavement, the indices can be dropped – percent in good/poor condition is sufficient.
- Need to change to ‘rural’ transit vehicles.
- Be cautious with reference to National Highway System (NHS) since many portions of the NHS are off the system (even though federal requirements apply to the full NHS for target setting and reporting).
- Targets will likely need to be set in order to determine effectiveness of various investment choices. Craig noted that future applications of Decision Lens will allow for changes in investment choices in response to changing priorities.

Goal Area 3: Enhance Safety

- There is a qualitative aspect, but need to establish safety needs/costs and what percent is achievable with the Recommended Investment Choice (RIC).

Goal Area 4: Strengthen Partnerships

- It was noted that public-private partnerships (P3s) are more about project delivery/funding. Another aspect of this goal is the increasing emphasis on autonomous vehicles and connected vehicles, and the notion that ADOT could benefit from partnering with private entities on these emerging technologies.
- TAC members expressed an opinion that using number/magnitude is not a good indicator of performance. Instead, it was asked if dollars/deals could be tracked, or perhaps track (1) how many COGs/MPOs use STP discretionary funds to support local projects, and (2) local match levels.
- It was suggested the planning team may want to touch base with ADOT's partnership group to see how they currently track/measure partnering efforts.

Goal Area 5: Improve Program Delivery and Promote Fiscal Stewardship

- A TAC member commented that it seems an odd goal for an LRTP. However, ADOT has developed a hybrid plan that emphasizes both the ‘what’ and the ‘how’. Craig noted that not all measures will necessarily feed into scenario planning and/or programming criteria validation efforts.

Goal Area 6: Make Effective Investment Decisions

- Consider preservation in this category.
- Eliminate reference to just Congestion Mitigation and Air Quality (CMAQ) projects.
- Concurrence that benefits should not be funding source specific.
- Use congestion performance measures rather than delay.

- Need to make sure we are addressing federal rule making.
- Consider a measure to indicate how the department is doing in adhering to the previous RIC.
- A potential measure could be how investment decisions address all of the other goal areas.

Needs and Revenue Forecasts

Jeff Carroll (Consultant Team) presented the current needs and revenue forecasts for the 25-year planning period. The following comments were made by TAC members:

- Carlos Lopez (ADOT) asked where international ports are in the needs forecast (they are not listed on the handout).
- Monique (MAG) asked if there would be supporting documentation to back up the needs forecast. Craig responded that there will be a technical working paper that documents the needs development process, data sources, and methodologies.
- Mike DeMers (ADOT) asked if the information presented is a summary of needs or a summary of requested spending (it is a summary of needs); he also said he would like to see current annual spending related to the needs number.

Scenario Exercise/Development of Recommended Investment Choice

Craig Secrest provided a brief overview of the plans for conducting a scenario webinar and workshop with stakeholders later this spring (note: the project team has decided to move the dates for the webinar and workshop from May to June). TAC members offered the following questions/comments:

- Monique (MAG) asked if the “optimistic” revenue scenario could include a continuation of the MAG region sales tax. Craig responded that this is possible; the project team is looking at a few options for the basis of the non-baseline scenarios.
- Dan Gabiou (ADOT) suggested that the team consider a “safety” theme in addition to preservation and expansion.
- Mike DeMers (ADOT) asked how we are defining “scenario”—ADOT has been using the word internally to refer to things outside our control, or an external condition to which the agency needs to respond. Craig replied that we are using it more as an “internal” scenario based on assuming revenues and other factors.
- Keith Killough (ADOT) suggested that the scenarios should reflect program constraints (e.g., statutory restrictions on how funding can be used). Dan Gabiou added that there should be a scenario with no constraints to see what happens, and Craig said there would be a “naked” scenario that would do this. Thor Anderson (ADOT) also suggested that we look at Federal versus State regulatory floors, because they differ. Finally, Brett

Anderson(ADOT) asked if we could look at a “today” scenario, and Craig answered it would be a good idea, but we are not certain if ADOT has available data.

Wrap Up

The meeting was concluded at 12:20, and members were told the next TAC meeting would be scheduled following the scenario exercise to discuss results. Due to technical problems with the webinar link, anyone who called in and was dropped can contact Craig Secret (703) 973-0841 or secerst@highstreetconsulting.com if they would like to offer further comments.

Attendee List

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