



# Transportation Advisory Board

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

## MINUTES

Tuesday, September 15, 2015

### ADVISORY BOARD MEMBERS

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

### STAFF MEMBERS PRESENT

Jennifer Toth, Director  
Teresa Welborn, Administrator  
John Paulsen, County Attorney's Office  
Kellee Kelley, Intergovernmental Relations  
Denise Lacey, Transportation Planning  
Michelle Markson, Engineering

## REGULAR BUSINESS

### 1. CALL TO ORDER

The meeting was called to order at 11:00 a.m.

### 2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Merlyn Carlson.

### 3. ROLL CALL

In attendance: Marc Erpenbeck, Merlyn Carlson, and Wes Gullet.

Absent: Terrance Evans.

### 4. CALL TO THE PUBLIC

No requests to speak were presented.

### 5. APPROVAL OF MEETING MINUTES

A MOTION was made by Wes Gullet and SECONDED by Merlyn Carlson, to approve the minutes of the July 21, 2015 meeting as submitted. MOTION CARRIED unanimously by a 3-0 vote.

## **GENERAL BUSINESS**

### **6. DIRECTOR'S UPDATE**

Director Toth provided an update on MCDOT activities. Chairman Chucri will be visiting MCDOT and taking a tour of the Traffic Management Center (TMC) on September 16<sup>th</sup>.

MCDOT hosted an event for AzTech with the Arizona Broadcasters Association.

MCDOT participated in the American Public Works Association (APWA) World Congress event which was held in Phoenix. Director Toth spoke at a diversity workshop and Edmund Williams and Faisal Saleem spoke on the Connected Vehicle Program.

Director Toth provided an update on the Special Project Fund. She reviewed the requirements of the fund and explained that the decision was made to not put a call out for new projects for FY16 in order to be able to complete the existing list of projects.

### **7. PROJECT RATING SYSTEM**

Systems Planning Branch Manager, Denise Lacey provided an update on recommendations to modify the Project Rating System (PRS). In 2013 it was determined that the PRS needed to be updated to reflect current trends and to provide calculations and methodologies that would be more transparent. Over the last 18 months a peer review was completed and recommendations were presented to the TAB. Planning staff have been working with the PRS using current projects and several gaps and shortfalls were identified. The proposed modifications are not meant to change categories or weights but are proposed to modify the methodologies and establishment of targets of the PRS.

Ms. Lacey explained that the existing system does not consider target values. The current PRS allows the best performing projects to receive the highest score and the least performing projects receive a zero score without relationship to any type of target. The PRS works well for capacity and enhancing existing corridors but it does not work well for new roadways or bridges that have no existing data such as traffic volumes or crash data and no data for regional travel. The existing system does not take into account the high costs associated with new projects and there is no consideration to bridge sufficiency ratings, or safety warrants. Also, the current system rates all projects the same without regards to functional classification, number of lanes or land use. It rates arterials, collectors and local roadways all by the same measures and these do not have the same capacities.

Planning staff is recommending that the criteria be changed to a volume-to-standard (V/S) ratio. This new criteria will rate the project based on whether or not the roadway is and will meet the standard level of service for its classification, number of lanes and surrounding land use. This proposed methodology of measurement will gauge how far off a roadway's service volume is from its standard.

Specifically, it is recommended that a V/S of 1.00 is established as the target value. This is the cutoff between a roadway that is performing above or below the service standard. New roadways should be assigned a V/S equal to the target since it is neither performing nor underperforming since it does not exist. Utilizing a sliding scale, projects with a V/S equal to or above the target (1.0) will be awarded at least half of the maximum score; vice versa for the projects with a V/S ratio less than the target. These scores will be based upon a sliding scale.

It is also recommended that the Planning Branch should only rate projects intended for long and mid-range purposes. All other spot improvements such as safety, operations, and maintenance that feed into the TIP should be within the domain of the responsible MCDOT Division, unless a bridge or crossing is part of a corridor improvement. To finalize these new methodologies the Planning Staff will establish targets for each category and they will use these methods for the TSP Project Prioritization process. Planning Staff will perform annual reviews of the PRS and utilize the information from the State of the System Reports to update targets. Planning Staff will also work with IT staff and project managers to develop an automatic input method for the PRS.

Ms. Lacey provided a handout relating to Transit comments which was requested at the last meeting.

**8. 2016 SCHEDULE FOR REGULAR MEETINGS**

Kellee Kelley presented the proposed 2016 schedule of regular meetings. The Board unanimously approved the proposed schedule.

A MOTION was made by Merlyn Carlson and SECONDED by Marc Erpenbeck, to approve the proposed schedule for the 2016 regular meetings. MOTION CARRIED unanimously by a 3-0 vote

**9. TAB FORUM**

None at this time.

**10. NEXT MEETING DATE**

November 17, 2015 at 11:00 a.m.

**11. REQUEST FOR FUTURE AGENDA ITEMS**

None at this time.

**12. CALL TO ADJOURN**

The meeting adjourned at 11:55 a.m.