Regional Transportation Authority
Transportation Improvement Program Subcommittee (TIP)

Minutes of April 20, 2010, Meeting

Committee Members Present:
Artemio Hoyos, Pascua Yaqui Tribe, Chair
Ryan Benavides, Town of Marana, Vice Chair
Sal Caccavale, Pima County DOT
Thomas Garcia (for Farhad Moghimi), Town of Sahuarita
Joel Gastelum (for Richard Salaz), City of South Tucson
Danny Granillo (for Todd Emery), ADOT-Tucson District
Andy McGovern, City of Tucson DOT
Jose Rodriguez, Town of Oro Valley
Fred Stevens, Tohono O’odham Nation

Jurisdiction Representatives:
Don Mauller, ADOT-Multi-modal Planning-PHX
Orville Saling, Town of Marana

Staff:
Paul Casertano
Pat Kendall
John Liosatos
Tim Thurein

1. Call to Order and Introductions
Artemio Hoyos, Chair, called the meeting to order at 9:00 a.m. in PAG’s main 5th floor conference room and introductions were made.

2. In-Kind Form
An in-kind form was routed to attendees.

3. Approval of Minutes of Previous Meeting – Feb. 16, 2009
Motion was made by Mr. Saling to approve the minutes of the Feb. 16, 2010, meeting, seconded by Mr. Gastelum, and unanimously approved.

4. Review and Approve Agenda
Motion was made by Mr. Caccavale to approve the agenda, as presented, seconded by Mr. Garcia, and unanimously approved.

5. RTA Working Group Report
   - RTA Safety Working Group
Mr. Casertano of the RTA Safety Working Group reported that the group’s recent focus has been on the regional traffic signal coordination program, which is funded by the RTA and various PAG TIP sources. Two RTA consultants, Bob Hunt and Richard Nassi, both retired traffic engineers formerly with the City of Tucson’s Traffic Engineering Department, are assisting with this signal coordination, signal retiming program. A draft methodology has been used to select which signals are most problematic and most conducive for signal time plan changes. The Working Group is segmenting those signals into different districts in order to review each grouping of signals at one time. Since there is so much east-west and north-south travel, a balance of both motions is sought instead of a corridor approach.

The Ina Road signal coordination RTA project is wrapping up. “After” data should be available in May due to construction activities in the area, and will help determine the effectiveness of that signal timing coordination on a corridor approach.

Recently, 270 new time plans for standard signals and 30 for HAWK signals have been completed. The majority of these have focused on the national manual’s new walk speed, which is a bit slower and affects how time is distributed in a traffic signal. A draft Traffic Signals Guidelines document has been developed on all the practices and procedures that take place among the various jurisdictions throughout the region documenting approaches to left turn phasing and other traffic signal issues.

The RTA Safety Working Group meets next on June 18, 2010.

In response to a question on approval of consultant contracts, Mr. Casertano noted that the working group has approved extending the contracts for another six months, but the RTA Executive Director’s approval is still needed. Both Mr. Hunt and Mr. Nassi offer a great deal of institutional knowledge built on a regional traffic signal model that was developed effectively under Mr. Hunt’s oversight.

6. RTA TIP Amendments as Needed

Mr. Liosatos reviewed the RTA item, Item B, of Amendment #9 to the FY 2010-2014 TIP:

- Item B – Pima County’s request for an advance of $3 million in 12.6% funds from FY 2011 to FY 2010 on its I-19: NB Frontage Road Part 2 RTA project.

<table>
<thead>
<tr>
<th>Project/TIP ID Number</th>
<th>Sponsor/ reason for the amendment</th>
<th>Funding before amend.*</th>
<th>Funding after amend.*</th>
<th>Total change*</th>
</tr>
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<tbody>
<tr>
<td>Item       B</td>
<td>Pima County’s request to advance 12.6% funds from FY 2011 to FY 2010 on its I-19: NB Frontage Road Part 2 RTA project to construct new frontage road with paved shoulders</td>
<td>13013</td>
<td>20764</td>
<td>+ 7751</td>
</tr>
</tbody>
</table>

The proposed changes will not have a significant effect on the air quality conformity findings or fiscal constraint analysis of the TIP.
Motion was made by Mr. McGovern to recommend approval of Amendment #9 (Item B), to the FY 2010-2014 TIP, as presented, seconded by Mr. Rodriguez, and unanimously approved.

7. RTA Project Discussion

- Update on RTA Board Actions

In Mr. DeGrood’s absence, Mr. Liosatos reported that the RTA Board, at its March 25, 2010, meeting, was concerned with the earned value reports.

Currently, the RTA bank balance is $70 million, with draw downs outpacing revenues. Project delivery has been coming faster and cheaper. A $5 million revenue payment is anticipated, but revenues remain approximately 5 percent off from last year, with sales receipts still declining, but possibly leveling off.

The RTA Board will meet next on Thurs., April 22, 2010.

- Currently approved RTA projects (List Attached)

Materials were part of the e-mailed meeting packet.

8. Yearly Project Review Process

Mr. Liosatos indicated that the RTA Board directed staff to address the earned value slipping from where it should be.

Mr. Thurein reported that in meeting with Mr. DeGrood, the RTA Board is asking questions on the earned value, which does not appear as expected with unfavorable actual costs rather than earned value. In response to this concern, Mr. DeGrood is drafting an e-mail and a hand out that will be distributed to the board on Thursday. All jurisdictions will receive the sheet to thoroughly update every RTA project. More information will be available later this week.

Mr. Liosatos noted that the concern likely involves projects currently in design or construction which are part of the earned value reports reviewed by the RTA Board.

Mr. McGovern commented that schedules are being missed, but mentioned that jurisdictions aren’t being given the opportunity to adjust their cash flows based on the new bids. Mr. Liosatos added that this point will be mentioned to Mr. DeGrood before the e-mail notice is sent.

9. Other Business

Mr. McGovern mentioned that the City’s Silverbell Road project is facing a huge archaeological impact (estimated at $12 million), and asked how the City can obtain these funds and where would it come from. Mr. Liosatos responded that some corridor projects may be able to increase the funds available, but this amount will likely require meeting with Mr. DeGrood to determine what RTA funds can be brought to bear, the project’s timeline, other options for the funds (other regional funds), how the project fits into the big picture in comparison with other project schedules and discuss the issue as a region.

10. Adjournment

The next regularly scheduled meeting will be on May 18, 2010, at 9:00 a.m.
All agenda items were covered, and the meeting adjourned at 9:24 a.m.