

Transportation Improvement Program (TIP) Subcommittee

Minutes of August 18, 2009, Meeting

Committee Members Present:

Sal Caccavale, Pima County DOT, Chair
Ryan Benavides, Town of Marana
Ron Casper, ADOT-Tucson District
Thomas Garcia, Town of Sahuarita
Joel Gastelum, City of South Tucson
Artemio Hoyos, Pascua Yaqui Tribe, Vice Chair
Don Mauller (for Lupe Harriger), ADOT-Phoenix
Andy McGovern, City of Tucson DOT
Jose Rodriguez, Town of Oro Valley
Fred Stevens, Tohono O'odham Nation

Jurisdiction Representatives:

Corrina Gil, Town of Marana
Danny Granillo, ADOT-Tucson District
Orville Saling, Town of Marana
Michelle Urbina, Pima County DOT

Staff:

Pat Kendall
John Liosatos

1. Call to Order and Introductions

The meeting was convened at 9:45 a.m. in PAG's main 5th floor conference room by Mr. Caccavale, chair, and introductions were made.

2. In-Kind Form

The in-kind form was updated as necessary.

3. Approval of Minutes of Previous Meeting – May 19, 2009

Motion was made by Mr. McGovern to approve the minutes of the May 19, 2009, meeting, seconded by Mr. Gastelum, and unanimously approved.

4. Review and Approve Agenda

Motion was made by Mr. McGovern to approve the agenda, as presented, seconded by Mr. Hoyos, and unanimously approved.

5. Election of RTA TIP Chair and Vice Chair

Motion was made by Mr. Rodriguez to nominate Mr. Hoyos as Chair and Mr. Benavides as Vice Chair to serve both the RTA TIP and PAG TIP Subcommittees, seconded by Mr. Granillo, accepted by both nominees, and unanimously approved.

6. TIP Amendments as Needed

Mr. Liosatos reviewed Amendment #2 to the FY 2010-2014 TIP which was approved by the RTA TIP Subcommittee and includes one item:

- Item A – Town of Marana’s request to add its RTA corridor project: Tangerine Rd.: I-10 to La Canada to the TIP in order to begin the project.

**Amendment #2 to the FY 2010-2014 Transportation Improvement Program (TIP)
(*All numbers are in thousands)**

Project/TIP ID Number	Sponsor/ reason for the amendment	Funding before amend.*	Funding after amend.*	Total change*
Item A				
Tangerine Rd: I-10 to La Canada (TIP ID #86.06)	Adds Town of Marana RTA project to widen to 4 lanes with sidewalks and multi-use lanes	0	2000	+ 2000

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 #2 to the FY 2010-2014 TIP, as presented, seconded by Mr. Rodriguez, and unanimously approved.

7. 2011-2015 TIP

- **Call for projects**

Mr. Liosatos distributed and reviewed a memo describing funds available for programming, by funding type, for each fiscal year in the upcoming 2011-2015 TIP. The RTA also has reviewed its categorical amounts recommended for programming in FY 2011-2013.

- Adjustment of Estimates – Since actual revenues continue to fall short of estimates, an adjustment taking the first four years of the program and stretching it back into the fifth year may be prudent. Staff recommends trimming FY 2011-2014 12.6% estimates by an additional \$4 million per fiscal year, and continuing “no new projects” for another year to allow the FY 2015 12.6% funds to make up that adjustment in the program.
- Funding Summary – Illustrates how much funding needs to be moved from negative to positive balance years to achieve financial constraint.
- STPX and HELP Loan Suspension – Both programs continue to be suspended by ADOT, but STPX and HELP loan projects already under contract should not be impacted by this suspension.
- Call for projects–Jurisdictional sponsors are asked to schedule a meeting with PAG staff to review/submit their project funding requests between Sept. 30 and Oct. 2. Project request forms will be e-mailed to each TIP representative after today’s meeting. RTA categorical-related requests will be reviewed and prioritized by the

appropriate working group at its October/November meetings, and the TIP Subcommittee will review and prioritize all project requests at its all-day TIP development meeting in November.

- Year of Expenditure – Federal rules dictate that FY 2015 STP and 12.6% funds programmed by this year's TIP process are in 2015 dollars, which should be reflected in jurisdictional funding requests using staff's recommended adjustment factor to inflate current construction costs for the anticipated year of expenditure.
- Process – Project funding applications should flow through each jurisdiction's designated TIP representative, and each jurisdiction is required to prioritize its projects.

Mr. Liosatos mentioned that this Call for Projects memo will be e-mailed back to TIP members, sent to all DOT directors, and distributed to all RTA Working Group staff to forward to members.

- **TIP development process**

Mr. Liosatos distributed a second memo on changes in the TIP document:

- Programming STP - FHWA is looking to "clean up" balances by enforcing the rules more closely on both obligated and unobligated STP at the state level. In the past, ADOT has assisted the PAG region in using our STP balance at the end of each fiscal year that would normally expire, on its projects and replacing them with newer STP funds in the new fiscal year. Taking better control of our STP obligations will put the region in a better position if ADOT is unable to continue its current practice. The PAG region must be prepared to control its own destiny and develop practices that keep federal restrictions in mind. Recommendations include:
 - Limiting the number of STP projects in the region to six to eight after a transition period. (Currently there are 40 such projects in the TIP).
 - Discourage over-programming of funds and always have two projects ready to go, one that is to be funded and one on deck that could utilize the funds if a problem occurs. Projects on-deck one year would move to the funded project spot the following year.
 - Establish an annual flex of STP to transit at year's end, to ensure the region's OA is spent every year.

Mr. Mauller reported that ADOT has over \$400 million to obligate by the end of the fiscal year, and is dealing with getting their OA used up by attempting to bring in federal projects.

For ease in tracking, Mr. Caccavale asked if STP projects could be identified by the year obligated to determine what needs to be spent and by when.

- No projects in first or second year of the TIP unless they are ready to go – Showing construction funds in the first year is misleading and had been discussed as part of the FY 2010-2014 TIP with tentative buy-in from the jurisdictions, but the change was postponed due to the energies needed for the ARRA process. Staff recommends creating a new TIP Appendix One at the all-day TIP development meeting, which is

more about projects and project delivery, and shows the actual year of construction, design and right-of-way and the total costs based on when funds will be expended NOT when they would be available, with the final list checked for fiscal constraints with adjustments made as necessary.

There was discussion on a new name for the TIP "Appendix One," with one possible name: Project Delivery List. It needs to be included on different colored pages in the TIP document, and is the first thing people see.

- Private funds in the TIP - Developer driven projects are required to be shown in the TIP. For fiscal constraint and environmental compliance, there should be some assurance that these private funds are "reasonably expected" to be available in the year of expenditure noted in the TIP. Staff recommends that letters from the jurisdictional DOT Director/Administrator be required before private funds are included in the TIP, kept on file and be made available upon request.

Mr. Liosatos distributed a third memo describing possible application of RTA MOPs to Regional Fund Sources in the FY 2011-2015 TIP, for jurisdictional input from TIP representatives and further discussion with DOT Directors.

- The Memorandums of Policy (MOP) provide clear guidance on issues of project delivery so that regional funds are optimized and there is consistency in how jurisdictions implement those projects. The RTA Board has ongoing discussion on applying these MOPs, as appropriate, to PAG regional funds sources. Staff is working to identify how the MOPs would apply to HURF, 12.6% and STP fund programming.

Mr. Caccavale remarked that the some of the MOPs would have big impacts, and added that the RTA was selected by the voters and put in place to oversee a half cent sales tax. The desire for consistency is understandable, but his initial opinion is that the MPO (PAG) is over-reaching. Mr. Caccavale added that jurisdictions do business a little differently in dealing with regional funds, but adhere to RTA rules in spending RTA funds. Grouping jurisdictions into one mold in the name of consistency isn't the right way to go.

- **All-day TIP development meeting date**

Mr. Liosatos indicated that although there will only be RTA project submittals and some 2.6% funds for consideration, an all-day meeting will likely be needed for the project by project review required for construction of the new appendix. Members agreed on a meeting date of Tuesday, November 17.

9. Other Business

Mr. Caccavale thanked all of the TIP Subcommittee members for their help and consideration during the past year as Chair, and turned the meeting over to Mr. Hoyos, the newly elected Chair.

10. Adjournment

All agenda items were covered and the meeting adjourned at 10:49 a.m.