

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 29, 2002

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chair	Goodyear: Grant Anderson
Phoenix: Jack Tevlin, Vice-Chair	*Guadalupe, Antonio Figueroa
ADOT: Chuck Eaton for Dan Lance	Litchfield Park: Mike Cartsonis
Avondale: Kristin Skabo for Dave Fitzhugh	*Maricopa County: Tom Buick
Buckeye: Joe Blanton	Mesa: Jeff Martin for Ron Krosting
Chandler: Dan Cook for Patrice Kraus	Paradise Valley: Robert M. Cicarelli
Fountain Hills: Tom Ward for Randy Harrell	Peoria: David Moody
*Gila Bend: Shane Dille	RPTA: Ken Driggs
Gilbert: Tami Ryall	Surprise: Miryam Gutier
Glendale: Terry Johnson for Jim Book	Tempe: Mary O'Connor

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group: Jim Hull
ITS Committee: Jim Book	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Andy Smith, ADOT
Ken Hall, MAG	Michael Vinson, GRIC-DOT
Paul Ward, MAG	Jim Dickey, RPTA
Stuart Boggs, RPTA	Kwi-Sung Kang, ADOT
Steve Tate, MAG	Bob Antilla, RPTA
Linda Cherrington, LKC Consulting	Ali Makarachi, City of Phoenix
Dawn Coomer, MAG	Jim Schoen, Catalina Engineering
Lynn Timmons, City of Phoenix	Mike Conners, HDR
Peggy Carpenter, City of Scottsdale	Bryan Jungwirth, RPTA
Sarath Joshua, MAG	Tom Callow, City of Phoenix
Qing Xia, MAG	Chris Voight, MAG
Michelle Korf, City of Scottsdale	Gordon Tyus, MAG
Mark Schlappi, MAG	

1. Call to Order

Chairperson Jan Dolan, from the City of Scottsdale, called the meeting to order at 10:07 a.m. Chairperson Dolan introduced herself to the Committee as the new Chairperson, and asked members of the Committee to introduce themselves. She then informed the Committee that Mr. Eric Anderson, MAG Transportation Manager, had an announcement for those in attendance. Mr. Anderson addressed the Committee, and stated that a fax was sent out the day before to each member, informing them of the fact that Agenda Item #9 (Grand Avenue Northwest Corridor Study - SR 303L to SR 101L) would be taken off the Agenda until the December 2002 meeting. Mr. Anderson informed the Committee that the City of Surprise requested a meeting on November 5, 2002, at 10:00 a.m. to address issues pertaining to an intersection at Grand Avenue and Bell Road. Mr. Anderson said that the Grand Avenue Northwest Corridor Study would be addressed at the next TRC meeting in December.

2. Approval of August 27, 2002 Minutes

Addressing the first order of business, Chairperson Dolan asked if there were any changes or amendments to the meeting minutes. Mr. Ken Driggs moved to approve the minutes as presented, and subsequently seconded his motion. The minutes were approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairperson Dolan noted that she had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Manager's Report/Report on the MAG Regional Freeway Program

Chairperson Dolan introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson informed the Committee that MAG was currently assisting ADOT by sending out a survey to member agencies in an effort to obtain feedback on the Transportation Enhancement Program. He then informed those in attendance that the MAG Transportation Policy Committee (TPC) met on October 23, 2002, and discussed a variety of issues, including statewide funding and taxes for transportation. Mr. Anderson said that the next meeting of the TPC would be held on November 13, 2002, at the MAG Offices.

Mr. Anderson stated that the Transportation Division of MAG was in the process of developing the divisional Work Program for next year, and that he would welcome any comments and suggestions from members of the Committee. Mr. Anderson said that ideas for the Transportation Division's proposed Work Program would be presented at the December 10, 2002, TRC meeting for the Committee's review and input. Discussion followed, and Mr. Anderson then addressed regional sales tax revenues, and stated that collections were slightly up for the month of September by 0.4 percent. However, he stated

that the overall collections for the year were still below the projected amount. Mr. Anderson reminded members of the Committee that the Ad Hoc STP/CMAQ Process Improvement Group would be meeting next Wednesday at the MAG Offices. There were no questions from members of the Committee, and this concluded Mr. Anderson's report.

5. Approval of Consent Agenda

Addressing the next order of business, Chairperson Dolan addressed Agenda Items #6 (Regional Transportation Plan - Phase II Consultation Selection), #7 (Review of Transportation Committee Retreat and October 23, 2002 Meeting), and #8 (Proposed Changes to the ADOT Five Year Highway Construction Program in the MAG Region), and asked the members in attendance if they would like to entertain a motion to approve as presented, or to remove the item for further discussion.

Discussion followed, and Chairperson Dolan asked for clarification on Agenda Item #6, and wanted to know what the relationship would be between the TRC and the RTP Phase II process. Mr. Anderson stated that although the newly formed MAG Transportation Policy Committee (TPC) would offer overall policy direction, the role of the TRC would be crucial in directing the RTP Phase II process and providing technical input. Mr. Anderson said that there would be regular updates on the RTP Phase II planning process to the Committee during the course of the upcoming year. Discussion followed, and Mr. Ken Driggs moved to approve the consent agenda item as presented. Ms. Chuck Eaton seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. Chairperson Dolan again reminded the Committee that Agenda Item #9 (Grand Avenue Northwest Corridor Study - SR 303L to SR 101L) has been removed from consideration, and will be addressed at a future meeting.

10. HOV/HOT Lane Study

Addressing the next order of business, Chairperson Dolan introduced Mr. Mark Schlappi, MAG Transportation Modeling Manager, who provided the Committee with an overview of the HOV/HOT Lane Study. Mr. Schlappi called the Committee's attention to the screen at the front of the room, and provided a summary of the study. He informed those in attendance that a copy of the final report was distributed prior to the meeting, and that all members of the Committee should have a copy of the study. Mr. Schlappi stated that the primary purpose of the HOV/HOT Lane Study was to update the 1994 MAG plan for *High Occupancy Vehicle Facilities*, and to also assess the potential for Value lanes on the regional freeway network. Mr. Schlappi stated that the regional HOV lanes initially opened in 1988, and that the system has expanded to its present-day total of 50 centerline miles throughout the MAG Region. He addressed the adopted HOV System Plan from 1994, and said that the original plan called for the expansion of the system to include a total of 90 miles. Mr. Schlappi stated that the MAG Travel Demand Model projects approximately 35 percent more demand on the HOV lanes by 2020. He then addressed comparison congestion and levels of Service (LOS)

for HOV lanes in the years of 2001 and 2020.

Mr. Schlappi highlighted sections of HOV lanes that were planned for construction through 2007, and addressed the recommended HOV System and Cost Effectiveness Ranking process. Mr. Schlappi highlighted key public opinion results from the study, and displayed the recommended HOV System Plan, which calls for 114 additional miles of HOV Lanes, 6 additional pairs of freeway to freeway ramps, and an additional pair of freeway to arterial ramps. He said that the total cost for the projects as presented in the study are estimated at approximately \$531 million dollars. Mr. Schlappi addressed the recommended HOV System Plan, and answered a number of questions from the Committee.

Vice-Chairperson Jack Tevlin addressed the issue of light rail. Vice-Chairperson Tevlin stated that when the region started to look at light rail, the freeways were identified as an extremely viable possibility for accommodating light rail routes. Vice-Chairperson Tevlin asked whether there would still be adequate room to locate light rail on existing and future freeways, if in fact we are considering the concept of implementing and constructing HOV/HOT Lanes in the future. Mr. Schlappi stated that it may in fact be difficult, but acknowledged that it may also be possible to extend the width of corridors within the existing right-of-way. Discussion followed, and Mr. Chuck Eaton stated that there were certainly some possibilities of doing that, but that it would not be possible within the existing I-17 Corridor, and within certain segments of the I-10 Corridor. Vice-Chairperson Tevlin stated that the I-10 West Corridor was a strong option for future light rail, and asked that the corridor should be preserved for those purposes. Aside from existing freeway corridors, Mr. Grant Anderson also addressed the concept of utilizing new corridors as well, and specifically addressed the Rio Salado Corridor as an example.

Mr. Schlappi then addressed the concept of HOT (High Occupancy Toll) Lanes, or Value Lanes, and presented the SR-91 Orange County, California, and the I-15 San Diego, California, corridors as examples of current Value Lane projects. Mr. Schlappi stated that in 1993, a private consortium proposed to develop HOT Lanes on I-10 and other corridors throughout the region, and that the concept was approved by the MAG Regional Council and ADOT. However, the proposal was not approved by the Federal Highway Administration (FHWA). Mr. Schlappi also informed the Committee that ADOT submitted two applications to FHWA in 1997 and 1998 to implement HOT Lanes on I-10 and I-17, which were not approved, and that FHWA recently informed states that pilot programs for HOT lane projects have been withdrawn due to recent budget cuts.

Mr. Schlappi addressed a map which displayed five candidate corridors for future HOT Lanes, and reviewed a *fiscal alternatives comparison* that was associated with generating potential toll revenues, which would be utilized to pay for the system over time. When addressing the positive aspects of Value Lanes, Mr. Schlappi indicated that a potential network would remove 5 percent of overall traffic from the single occupancy lanes, and contribute to congestion relief. He also presented figures that assessed potential revenue streams on several proposed Value Lane segments throughout the region. When assessing the challenges, Mr. Schlappi stated that from a legal perspective, there would be a need to establish enabling legislation to legalize tolls on Arizona highways. He also informed those

in attendance that the initial response from MAG member agencies has been somewhat negative; that the public did not directly support the concept of tolling; that it would possibly require a public-private venture to generate additional bonding; and that there would also be a tremendous need to effectively market the concept in an effort to obtain a higher degree of public support. Mr. Schlappi addressed the possibility of the Value Lane concept being able to generate a significant amount of revenue over time, and would require a number of administrative and organizational changes. He noted that the State Transportation Board and the MAG Regional Council must approve the Value Lane concept, and that the Privatization Law, referenced in ARS Chapter 61, Section 28, must be amended, restructured or rescinded.

In summarizing his presentation to the Committee, Mr. Schlappi stated that there was strong governmental and political support for increasing the number of HOV lanes throughout the MAG Region; and that approximately 150 miles of HOV Lanes would be operational by 2020, complemented by 30 park-and-ride lots and an improved regional bus system. He also informed the Committee that while Value Lanes have the potential to generate a substantial amount of revenue, there are still a number of legal, operational, financial, and political and public issues to address before the toll lanes would be accepted in the region. Mr. Schlappi concluded his presentation by requesting that the TRC consider adoption of the HOV Plan Update, and that a Value Lane demonstration project be considered on I-10.

Discussion followed regarding the California value lanes projects, and Mr. Eric Anderson stated that SANDAG (San Diego Association of Governments) operates the 20-mile HOT lane system along the I-15 Corridor, and that the SR-91 Corridor in Orange County is currently being transferred over from private to public ownership. Mr. Anderson said that there were a variety of concerns within Orange County that directly pertained to pricing issues and congestion because of the change in ownership from a private to a public operation. Additional discussion followed, and Mr. Schlappi answered a number of questions from the Committee.

Mr. Jeff Martin stated that the overall concept of implementing Value Lanes was a good idea. However, Mr. Martin suggested that the Agenda Item be deferred for one month, in order to allow municipal planners and technical personnel from member agencies with adequate time to review the final report, prior to making a final decision on the document. Mr. Martin moved to wait a month, and to hear the item at the next meeting. The motion was seconded by Mr. Grant Anderson. However, before a formal vote was taken, additional discussion took place. Mr. Terry Johnson addressed Appendix D of the final report, and noted that the section of Grand Avenue from the Loop 101 to I-17 was based on the concept that it would not be an expressway, and based on model runs that treated it as a regular city street. He also stated that the Loop 101 had a much lower priority based upon the analysis, which he questioned. Mr. Johnson suggested that the conclusions of this chapter need to be re-written in order to clarify the findings. Mr. Grant Anderson then addressed the demonstration project on I-10, and discussed the significant impact that this would have on the West Valley. However, Mr. Grant Anderson stated that the final report failed to provide a clear understanding of what the demonstration project does, or how it is going to be effectively

conducted. Mr. Anderson stated the need for the analysis to address the impacts, and also stated that it does not currently address how measurable impacts are going to occur over time. He requested that Appendix D of the final report be updated in order to address these particular issues.

Chairperson Dolan addressed the Committee, and stated that there were several issues of concern that were being addressed, and that they needed to be clarified as part of the original motion. After discussion, the original motion by Mr. Jeff Martin, and seconded by Mr. Grant Anderson was restated by Chairperson Dolan to include the concerns of Mr. Terry Johnson and Mr. Grant Anderson. Reviewing the amended motion, Chairperson Dolan stated that the HOV/HOT Lane Study should be delayed for a period of one month to allow for sufficient agency review, and that Appendix D should be updated in order to provide clarification on Grand Avenue, and to provide more detail on the demonstration project on I-10 and the impacts that it will have on the corridor. Chairperson Dolan asked for a formal vote on the amended, reworded motion. The motion was then approved by unanimous voice vote of the Committee. There were no questions from members of the Committee, and this concluded Mr. Schlappi's presentation.

11. FY 2008 ADOT Projects

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, who provided the Committee with an overview of the FY 2008 ADOT Projects. Mr. Eric Anderson called the Committee's attention to a two-page memorandum, which was faxed out to members on October 28, 2002. Mr. Anderson stated that this Agenda item is listed as information only, and introduced Mr. Chuck Eaton from ADOT.

Mr. Eaton addressed the Committee, and stated that the way funding is distributed statewide is in accordance with the Casa Grande Resolves, and is determined by the ADOT Resource Allocation Advisory Committee (RAAC). Mr. Eaton said that MAG received approximately 37 percent of the state's allocation, whereas 13 percent of the allocation was distributed to the Pima Association of Governments (PAG), and the remaining 50 percent was distributed to the remaining areas of the state. Mr. Eaton said that the MAG region typically receives around \$200 million, but would be receiving less than in past years. Mr. Eaton informed that Committee that MAG would be receiving a total FY 2008 amount of approximately \$175.5 million.

Mr. Eaton called the Committee's attention to page two of the memorandum, which included the FY 2008 Priority Projects. Mr. Eaton stated that he would like the Committee to talk about the projects openly, and to determine what makes the most sense in terms of funding. He said that he would like to obtain agreed upon input from the Committee, put together a revised comprehensive project list, and bring it back for the Committee to review and approve at the December meeting. Mr. Eaton addressed the projects listed at the top of the table on page two. He stated that the six projects identified at the top of the page were proposed for funding, and collectively totaled \$168.7 million. He stated that there was an

additional \$6.7 million available, and then addressed the projects listed at the bottom of the table, which represented a number of projects previously considered for funding.

Discussion followed, and Committee members commented on a number of identified projects. Mr. Jeff Martin addressed the need to complete the construction of HOV/SOV lanes on US 60 from Val Vista Drive to Power Road, and addressed concerns over future levels of congestion. Mr. Dave Moody addressed the Committee, and called their attention to the Grand Avenue bridge widening project, which was not listed as a priority project. He stated that Peoria originally submitted the project, but then deferred it in an effort to allow ADOT to finish the Transportation Interchange at Pecos Road. Mr. Moody suggested that the bridge project should be added to the list of projects being proposed for funding in 2008. Discussion followed, and Mr. Grant Anderson suggested that right-of-way protection for Loop 303 should be considered on the list of projects proposed for funding. Mr. Ken Driggs stated that aside from right-of-way acquisition, he was very supportive of funding for park-and-ride lots throughout the region.

Mr. Eaton answered a number of questions about possible funding scenarios, and about the inclusion of additional projects for the consideration of funding. After further discussion, Chairperson Dolan asked Mr. Eaton about the next steps in the process. Mr. Eaton stated that the comments he received pertaining to the project list would be considered, and that an updated list will be presented at the next TRC meeting, prior to determining the final projects to be included within official ADOT Project List for FY 2008. There were no additional questions from members of the Committee, and this concluded Mr. Eaton's report on the 2008 projects.

12. MAG Bottleneck Study

Addressing the next order of business, Chairperson Dolan introduced Mr. Jim Schoen, who provided the Committee with information on the MAG Regional Bottleneck Study. Mr. Schoen called the Committee's attention to the screen at the front of the room, and informed the Committee that the MAG Bottleneck Study analyzed a number of bottlenecks throughout the region, and considered Levels of Service (LOS) based on aerial photo interpretation. He provided a brief overview of the freeway modeling process, and the bottleneck identification process.

Mr. Schoen stated that there were a variety of alternatives and segment recommendations that he intended to present to members of the Committee. After discussion, Chairperson Dolan and Mr. Eric Anderson stated that there were time constraints associated with the meeting, and that it wasn't necessary for Mr. Schoen to go through a detailed presentation. Mr. Anderson stated that he could have Ms. Qing Xia, MAG Transportation Planner, mail copies of the bottleneck study to members of the TRC. Mr. Anderson said that this would allow the Committee to have sufficient time in order to review the document, and to discuss what the next steps in the process would be prior to making a recommendation at the next

meeting of the TRC. Discussion followed, and Mr. Grant Anderson stated that would be extremely important to jointly coordinate the efforts of the MAG bottleneck study and HOV/HOT Lane study. After further discussion, Chairperson Dolan stated that the study would be sent out to all members of the Committee, and that the item would again be discussed at an upcoming meeting. There were no additional questions from members of the Committee, and Chairperson Dolan thanked Mr. Schoen for his overview.

13. Update on the Valley Metro/RPTA Regional Transit System Study

Addressing the next order of business, Chairperson Dolan introduced Mr. Stuart Boggs of the Regional Public Transportation Authority (RPTA), who provided a brief history of the Regional Transit System Study. Mr. Boggs informed the Committee that the consultant team on the project consisted of LKC Consulting Services, Inc., S.R. Beard & Associates, and Hexagon Transportation Consultants, Inc. Mr. Boggs then introduced Ms. Linda Cherrington of LKC Consulting, who provided an overview of the project.

Ms. Cherrington stated that the purpose of the Regional Transit System Study (RTSS) was to provide input into the MAG Regional Transportation Plan; provide a fiscally constrained multi-modal regional transportation plan for the region which will be implemented over a period of 25 years; and serve as an update to the 1999 RPTA Long Range Transit Plan. She stated that the study targeted the year 2025, with flexibility for interim year forecasts. Ms. Cherrington addressed the public outreach strategy that was utilized as part of the planning process, informed the Committee of the representation on the Agency Advisors Group, and described how the process was coordinated with a variety of other studies in the region. She highlighted the study area and provided an overview of the scope and schedule for the RTSS. Ms. Cherrington then addressed the primary components of the RTSS, which included the local transit network, regional connections and commuter transit, ADA complementary paratransit, rural transit access and capital projects. She highlighted the project methodology associated with the regional transit network, addressed proposed regional connections, and described the methodology for developing paratransit services.

Ms. Cherrington provided an overview of capital projects as specified within the RTSS, which included expenditures associated with transit vehicles, passenger infrastructure, transit centers, park and ride facilities, and maintenance facilities. She informed the Committee that there would be an Agency Advisory Committee Workshop this week to review service plans, and that November would be used primarily to obtain stakeholder input into the planning process. Ms. Cherrington also stated that the Agency Advisory Committee would be meeting twice during December of 2002 to discuss the Draft RTSS, and to discuss Implementation strategies. She stated that the consultant team would then make final revisions and implement financial planning information prior to the completion of the document.

Discussion followed, and Mr. Jeff Martin asked whether a draft document would be distributed to members of the Committee. Ms. Cherrington informed the Committee that this information could be obtained from the RPTA website. There were no questions from

members of the Committee, and this concluded Ms. Cherrington's presentation. At this time, due to meeting obligations in the City of Scottsdale, Chairperson Dolan excused herself from the meeting.

14. Next Meeting Date

Mr. Eric Anderson reminded those in attendance that if there were any questions pertaining to the HOV/HOT Lane study, that they could contact Mr. Mark Schlappi, MAG Transportation Modeling Manager. There were several questions pertaining to the ADOT FY 2008 Project List. Mr. Anderson stated that members of the Committee could contact him at any time, or that they could also contact Mr. Chuck Eaton from ADOT. Mr. Anderson again welcomed input on the Transportation Division's upcoming work program, and informed members in attendance that the next meeting of the Committee would be conducted on December 10, 2002. There being no further business, the meeting was adjourned at 11:45 p.m.