

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 27, 2003

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

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson
Phoenix: Jack Tevlin, Vice Chairperson
ADOT: Chuck Eaton for Dan Lance
Avondale: Dave Fitzhugh
Buckeye: Joe Blanton
Chandler: Patrice Kraus
*Fountain Hills: Tom Ward
*Gila Bend: David Evertsen
Gilbert: Brian Townsend for Tami Ryall
Glendale: Jim Book
Goodyear: Grant Anderson

*Guadalupe, Antonio Figueroa
Litchfield Park: Mike Cartsonis
Maricopa County: Chris Plumb for Tom
Buick
Mesa: Jeff Martin
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
RPTA: Ken Driggs
Surprise: Scott Phillips
Tempe: Mary O'Connor
Wickenburg: Shane Dille,
(Via Videoconference)

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat
McDermott, Chandler
*Street Committee: Don Herp, Phoenix
ITS Committee: Jim Book
* Members neither present nor represented by proxy.

Pedestrian Working Group: Reed
Kempton, Maricopa County Dept of
Transportation
*Telecommunications Advisory Group:

OTHERS PRESENT

Roger Herzog, MAG
Ken Hall, MAG
Keith Watkins, City of El Mirage
Paul Ward, MAG
Steve Tate, MAG
Ed Zuercher, City of Phoenix
Dawn Coomer, MAG
Lynn Timmons, City of Phoenix
Peggy Carpenter, City of Scottsdale
Stuart Boggs, RPTA
Anne MacCracken, RPTA
John Farry, Valley Metro Rail

Andy Smith, ADOT
Bob Antila, RPTA
Kevin Wallace, City of Mesa
Kwi-Sung Kang, ADOT
Michelle Korf, City of Scottsdale
Ali Makarachi, City of Phoenix
Jim Dickey, RPTA
John Dugan, Pharos Corporation
David McCrossan, IBI Group
Mark Mourey, Stantec Consulting
Chris Voigt, MAG

1. Call to Order

Vice Chairperson Jack Tevlin called the meeting to order at 10:08 a.m.

2. Approval of January 30, 2003 Minutes

Addressing the first order of business, Vice Chairperson Tevlin asked if there were any changes or amendments to the meeting minutes. Mr. Jim Book moved to approve the minutes as presented. Mr. Dave Moody seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Vice Chairperson Tevlin stated that he 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

Vice Chairperson Tevlin introduced Mr. Roger Herzog, MAG Senior Project Manager, to provide the Transportation Manager's report. Mr. Herzog informed the Committee that Mr. Eric Anderson, MAG Transportation Manager, was not able to attend the meeting and that he was taking Mr. Anderson's place. Mr. Herzog stated that due to Mr. Anderson's absence, the Transportation Manager's Report would be deferred until the April 2003 meeting. At this time, Chairperson Dolan arrived, and assumed the position of chairing the meeting.

5. Federal Fiscal Year 2003 Interim Close Out of the MAG Federally Funded Program

Addressing the next order of business, Chairperson Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an overview of the Interim Close Out process. Mr. Ward addressed the Committee, and stated that MAG is almost ready to complete the close out, but is still uncertain as to the precise amount of funding that would be available to the region. Mr. Ward stated that a revised list of projects were expected to be refined sometime over the next month.

Mr. Ward called the Committee's attention to the table in Attachment One of the TRC Agenda Packet, entitled *FY 2003 MAG Federally Funded Program: List of Projects Expected to be Deferred (as of 3/26/03)*, and stated there is approximately \$5.5 million in requested project deferrals. Mr. Ward stated that, based on a "best guess" estimate, MAG is expected to receive \$72.2 million in obligation authority for FFY 2003. He also stated that only \$64.33 million in projects were currently programmed and expected to obligate and this left an unobligated balance of \$7.87 million. Mr. Ward then reported the expected de-obligation of a \$3.2 million project that would be returned to the MAG pool of funds within the Close Out time frame. This would then bring the total of funds available to approximately

\$11 million, half of which is uncommitted funds, with the other half coming from projects that have requested to be deferred from FY 2003 to FY 2004 or later.

Mr. Ward then addressed a number of time lines associated with the close out process and stated that MAG member agencies were required to notify him of any current year programmed projects that need to be deferred to FY 2004, or later, by March 1, 2003. He distributed a revised list (totaling \$5.5 million) of those projects that had submitted formal requests to defer projects. Mr. Ward requested that he be informed of any additional projects that wished to utilize close out funding, within the next two weeks.

Mr. Ward said that it was important to have the list of proposed projects in order to have the Committee take action on them at the April 24, 2003, meeting. Mr. Ward then answered several questions from members of the Committee, and discussion followed. Mr. Chris Plumb stated that one of the primary reasons for Maricopa County deferring \$930,000 in PM-10 Road Project funding to FFY 2004 had to do with the fact that bids on various segments were coming in at 30 to 40 percent under the originally anticipated estimates. Further discussion followed. There were no additional questions from the Committee, and this concluded Mr. Ward's presentation.

6. Proposal to Accelerate Certain Segments for Rubberized Asphalt

Addressing the next order of business, Chairperson Dolan introduced Mr. Chuck Eaton of the Arizona Department of Transportation (ADOT), who provided an overview of accelerating certain segments of the Regional Freeway System.

Mr. Eaton called the Committee's attention to a map of the Regional Freeway System, which he handed out to those in attendance. Addressing the map, Mr. Eaton said that requests had been received to advance a number of segments on the system. Mr. Eaton informed the Committee of the following requests for acceleration: Loop 101 between McKellips Road and McDonald Drive (advanced from Fall to Spring of 2004); State Route 51 from Shea Boulevard to Bell Road (advanced from Spring 2004 to Fall 2003); I-17 from Greenway Road to Utopia Road, near Loop 101 (advanced from Spring 2006 to Fall 2004); I-10 from Ray Road to Baseline Road (advanced from Spring 2006 to Fall 2004); I-10 from Van Buren Street to 17th Avenue (advanced from Spring 2006 to Spring 2004); and I-10 from 27th Avenue to 67th Avenue (advanced from Spring 2006 to Fall 2004).

Discussion followed, and there were several questions regarding the timing of when the asphalt could be applied to the freeways. Mr. Eaton informed the Committee that due to temperature constraints associated with when the asphalt can be applied, that the only conducive times for paving were limited to the Spring and Fall of each year. Mr. Eaton answered several questions from the Committee. Mr. Martin asked about interest associated with the funding of the segments, and the overall costs per mile to pave the freeway with rubberized asphalt. Mr. Eaton stated that the accelerated segments were very short time frame accelerations, and that the concept of "interest" did not really enter into funding scenarios. Mr. Eaton stated that the overall cost associated with applying rubberized asphalt

was approximately \$325,000 per mile for 6 lanes. Discussion followed, and Mr. Eaton answered several more questions from the Committee. Mr. Dave Moody moved to approve the proposal to accelerate certain segments of the Regional Freeway System for rubberized asphalt, as presented by Mr. Eaton. Ms. Mary O'Connor seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. There was no further discussion concerning this item.

7. Transportation Projects Proposed for FY 2004 Work Program

Addressing the next order of business, Chairperson Dolan introduced Mr. Roger Herzog, MAG Senior Project Manager, who provided the Committee with an overview of FY 2004 Transportation Work Program Elements. Mr. Herzog called the Committee's attention to Attachment Two of the TRC Agenda Packet, and stated that the proposed new transportation projects were addressed before the Committee during the December 2002 meeting. Mr. Herzog stated that they were again being presented in an effort to obtain one more opportunity for the Committee to respond and provide comments before they are submitted to the MAG Management Committee and Regional Council.

Vice Chairperson Tevlin addressed the concept of the Freeway Simulation Project, and inquired as to whether this would be pursued. Mr. Herzog responded and said that he had not heard of any indication that the project would not be pursued. Vice Chairperson Tevlin then stated that there were two projects on the proposed list that the City of Phoenix was not very satisfied with. These included the Pedestrian Design Guidelines and the proposal to complete an Arterial Street Bottleneck Analysis. Addressing pedestrian guidelines, Vice Chairperson Tevlin cited a completed project on Second Avenue in the City of Phoenix, and felt that the guidelines were not very useful to staff. Discussion followed, and Ms. O'Connor said that the guidelines were used for a project in the City of Tempe. Ms. O'Connor said that while they were helpful, she would like to see them updated, and that they were also in need of recent ADA requirements, guidelines and other insertions that were necessary.

Vice Chairperson Tevlin then addressed a number of concerns associated with the proposed Bottleneck Study, and questioned whether it would produce any useful results. Discussion followed concerning this item, and Mr. Herzog stated that approximately one-half to two-thirds of all Vehicle Miles of Travel (VMT) in the region were carried by the arterial street network, and that the results of such a study would be extremely useful for the region in the identification of arterial bottleneck locations. Mr. Herzog said that if approved, the regional one-half cent sales tax extension could be used to pursue bottleneck improvements on the arterial system. The arterial bottleneck study would provide a valuable tool for making decisions regarding the identification and prioritization of projects.

Vice Chairperson Tevlin again reiterated his concern over the proposed bottleneck study, and stated that City Staff from Phoenix did not think the study would be useful to them. Mr. Grant Anderson addressed the Committee, and agreed with Mr. Tevlin. Mr. Anderson stated that there were only a limited amount of CMAQ dollars available, and stated that it was somewhat presumptuous to assume that money from the one-half sales tax would be utilized

to pay for various arterial bottleneck improvements.

Ms. Mary O'Connor addressed the Committee, and stated that when assessing bottlenecks on the regional arterial network, there needs to be a high level of local input into the process. Ms. O'Connor said that this would be hard to accomplish if a regional overview were conducted, and that this was more of a local issue. Ms. Patrice Kraus said that the City of Chandler had a total of 13 major arterial street projects planned over the next 10 to 15 years, and that the nature of this project would be very useful, assuming that MAG incorporated the individual findings of local jurisdictions into the overall study. Mr. Chris Plumb then addressed the Committee, and stated that Maricopa County already knows where all of the bottlenecks are, and said that this is an issue that was well-planned at the county level. Mr. Chris Plumb said that it may be a good idea for MAG Staff to survey individual communities throughout the region in order to obtain a better understanding of who would actually have a need for this study.

Mr. Dave Moody stated that all of the discussion seemingly goes back to the concept of the one-half cent sales tax, which is of concern to him. Mr. Moody said that this could be a problem that so much attention is given to the proposed tax. Mr. Moody said that when addressing arterial bottlenecks, it may be useful to understand how a community in one area of the region compares to another community in a different area of the region. He stated that he didn't know whether it was more important to identify the actual locations of the bottlenecks on the arterial system, or to assess and understand the criteria that are utilized to identify them.

After further discussion, Mr. Reed Kempton addressed his support for pedestrian guidelines, and Ms. Mary O'Connor again stated that she would like to see the guidelines updated. Vice Chairperson Tevlin then inquired about funding for the Freeway Simulation Project, and Mr. Herzog stated that this funding would come from ADOT research programs or other sources.

Chairperson Dolan then addressed the Committee, and stated that she would like to see MAG Staff obtain more input on the Pedestrian Design Guidelines and the Arterial Street Bottleneck Analysis prior to formal approval by the Committee. Chairperson Dolan advised MAG Staff to survey each Community on the issue of pursuing with a regional Arterial Street Bottleneck Analysis, and to come back when they obtain more detailed information as to whether to proceed with these projects as discussed. There were no further questions on this item.

8. RPTA Annual Transit Performance Report

Addressing the next order of business, Chairperson Dolan introduced Ms. Anne MacCracken of the Regional Public Transportation Authority (RPTA), who provided the Committee with an overview of the FY 2002-2003 Annual Transit Performance Report. Ms. MacCracken informed the Committee that the Annual Transit Performance Report was prepared on an

annual basis by RPTA, and that it was intended to provide input for the RPTA Long Range Transit Plan; the MAG Long Range Transportation Plan; and the MAG Regional Transportation Plan. She stated that the immediate purpose of the report was to assist in the overall evaluation of transit services during FY 2001-2002, and to identify a variety of operating and capital improvements for FY 2003. Ms. MacCracken said that the document was utilized by local jurisdictions to evaluate and plan transit service, and that the report also serves as a valuable resource for those interested in public transportation.

Ms. MacCracken then addressed some of the changes in the document from previous years. She stated that the planning horizon had been changed from five years to one year; that the chapter on transportation demand management had been deleted; and that details on circulator/shuttle service had been separated from fixed service information. Ms. MacCracken noted that ridership on the total system increased by 12 percent over the past year, which represented an increase of approximately 5 million customer boardings. She also noted significant increases in overall revenue miles and revenue hours from FY 2001 to FY 2002. Ms. MacCracken then addressed planned capital highlights for FY 2003, and provided information on a variety of projects for the cities of Glendale, Mesa, Phoenix, Scottsdale and Tempe. She also noted that RPTA was in the process of completing preliminary engineering on the Light Rail Project, and that they were initiating the final design phase for light rail.

Discussion followed, and Ms. MacCracken answered a series of questions from members of the Committee, which pertained to shuttle service, van pools, revenue and expenses, available federal grant monies, dedicated sales taxes and light rail. Mr. Jeff Martin then addressed the Committee and cited the Dallas and Salt Lake City transit systems as examples for efficiency. He discussed the concept of industry standards for bus service, and stated that there was a need to establish performance goals for transit in the region. Mr. Martin addressed the need to have additional information that would provide for a more detailed analysis of existing and new routes. He said that it was very important to evaluate existing routes, and to develop controls for new routes that take time to develop. Discussion followed, and Mr. Ken Driggs stated that RPTA already has a detailed level of information as addressed by Mr. Martin, but has not displayed it, primarily due to the fact that many cities throughout the region were in the process of reevaluating their routes. After further discussion, Mr. Ken Driggs moved to approve the RPTA Annual Transit Performance Report contingent on any air quality conformity analyses that may be required. Mr. Jeff Martin seconded the motion, and the motion was unanimously approved by subsequent voice vote of the Committee. There was no further discussion concerning this item.

9. Approval of the MAG High Capacity Transit Plan

Addressing the next order of business, Chairperson Dolan introduced Mr. David McCrossan, a consultant from the IBI Group, who provided the Committee with an overview of the MAG High Capacity Transit Plan. Mr. McCrossan called the Committee's attention to a handout that was distributed to those in attendance before the meeting, entitled *Milestone 6: Final Report Draft Executive Summary*. Mr. McCrossan then provided an overview of his

presentation, which consisted of the project overview, the MAG Transportation Model, Benefit-Cost Analysis, and conclusions and recommendations.

Mr. McCrossan reviewed each of the six milestones affiliated with the project time line, and stated that the project was approximately 95 percent complete. He stated that as part of Milestone 6, information was incorporated into the document utilizing a MAG transportation model run. The MAG model focused on base transit ridership and high capacity ridership, using the year 2040 as a horizon. Mr. McCrossan then introduced Mr. Mark Mourey of Stantec Consulting, who provided a brief overview of the modeling information. Mr. Mourey stated that as part of the early analysis for high capacity transit, information was assessed for the development of a regional radial pattern, and for the development of a grid pattern. Mr. Mourey informed the Committee that after further review and analysis, a decision was made to develop a network based upon the regional grid pattern. Mr. Mourey then addressed the study corridors for commuter rail, Light Rail/dedicated Bus Rapid Transit, and express bus service.

Mr. McCrossan then addressed anticipated regional growth patterns, and reviewed modeling highlights as derived from the MAG Transportation Model. He reviewed a number of modeled ridership volumes by segment, and used the model results to provide scenarios for West Valley growth, competing corridors, and complimentary corridors. He provided a brief analysis of corridor groups throughout the region, and also looked at a comparison of commuter rail lines between the MAG Region and other select communities throughout the United States and Canada. Most notably, Mr. McCrossan addressed the Burlington Northern Santa Fe (BNSF) rail corridor, located in the northwestern section of the MAG Region. He said that based upon the modeling results, the BNSF Corridor would average over 28,000 boardings a day over the proposed 28 mile segment.

Mr. McCrossan also acknowledged a number of modeling issues in the West Valley. He stated that the absence of a regional grid network of roads in the North West Valley had resulted in higher levels of traffic being channeled onto Bell Road and Grand Avenue. He said that this had a tendency to skew, or “invalidate” some of the modeling figures that were used to assess various transit corridors. Because of this, he suggested that they use a “sketch plan” modeling analysis which was done earlier in the process, in order to assess potential ridership numbers in the Northwest Valley. He said that the sketch plan would be used until the MAG model could re-address this issue in the future. Mr. McCrossan then addressed a number of results from a Benefit-Cost Analysis which was conducted as part of the study. These included the benefits of enhancing regional mobility through transit; enhancing community living and development along corridors utilizing Light Rail Transit (LRT) and Bus Rapid Transit (BRT); and the benefits of reducing overall congestion and emissions.

Mr. McCrossan then presented a number of conclusions that resulted from the study. He displayed a map indicating the locations of an arterial-based LRT/BRT network, which displayed LRT/BRT lines, commuter rail lines, and the locations of proposed BRT corridors. He displayed information on the phasing of potential near-term, medium-term and long-term corridors and addressed a number of recommendations, which focused on the potential development of the BNSF corridor as a commuter rail line, and pursuing corridor-specific packages for BRT/LRT opportunities. He noted regional management and funding sources,

and also identified several partnership opportunities. Mr. McCrossan summarized his presentation by stating there is a good case for high capacity transit in the region, and that the strong BRT and LRT arterial grid has the potential to enhance local mobility and enhance regional connectivity. Discussion followed, and Mr. McCrossan answered several questions from the Committee. Mr. McCrossan said that the final report should be done in the next 10 to 14 days.

Mr. Grant Anderson addressed the Committee, and stated that it would be inappropriate for the Committee to accept the item as proposed, due to the fact that they were only seeing the Final Report for the first time. Also, Mr. Anderson commented on the report, and said that it would be appropriate to include further details on costs and funding options, and that this information should be included in the Draft Report, and also in the Final Report. There were several questions pertaining to the timing of the document, and the approval process that it had to follow prior to adoption by the MAG Regional Council. Ms. Mary O'Connor expressed her support of the planning process, and said that it would be appropriate to approve the document, because there was already an established agency and community input process.

Discussion followed, and Mr. Anderson addressed the Committee. He stressed the issue over timing, and stated that it was inappropriate for MAG Staff to provide the Committee with an Executive Summary at the last minute, and to expect the Committee to formally vote on approving the final report. Mr. Anderson stated that it was a matter of common courtesy for the Committee to be provided with enough time to review the draft executive summary in advance. Chairperson Dolan suggested that under the circumstances, it may be appropriate to delay the plan for a month, and readdress it at the April TRC Meeting. Ms. Dawn Coomer, MAG Multimodal Planning Manager, stated that it was not a preference to extend the process any further, and informed the Committee that the contract has already been extended. Ms. Coomer said that if the plan is delayed, it would entail another contract extension with the consultant. Ms. Coomer said that she had a direct interest in having the plan move forward to the MAG Transportation Policy Committee, so that the results could be incorporated into the MAG Regional Transportation Plan process.

After further discussion, it was agreed that the Committee would entertain a motion to approve the document as presented, but bring it back again to discuss in further detail, and for "final" approval at the April TRC meeting. This would allow the document to be "moved forward" in an effort to apply its findings to the alternatives that were being developed for the MAG Regional Transportation Plan.

Mr. Jeff Martin moved approve the MAG High Capacity Transit Plan as presented, with the understanding that it would be brought back for further discussion and final approval at the April 27, 2003, TRC meeting. Ms. Patrice Krauss seconded, and the motion was approved by subsequent voice vote of the Committee. There was no further discussion concerning this item.

10. Update on the Regional Planning Process

Addressing the next order of business, Chairperson Dolan introduced Mr. Roger Herzog,

MAG Senior Project Manager, who provided the Committee with an overview of the MAG Regional Planning Process. Mr. Herzog informed the Committee that the MAG Town Hall was scheduled for tomorrow, and that the primary purpose of the event was to address regional transportation issues. Mr. Herzog informed the Committee that it was the intent of the MAG Town Hall to gather additional information and public input in an effort to help define and identify regional transportation investment packages. He stated that this process would assist in the identification of projects that would eventually be placed on the ballot in Maricopa County for the extension of the half-cent sales tax. Mr. Herzog then called the Committee's attention to a handout entitled *MAG Regional Transportation Plan Process*, which was distributed prior to the meeting. Mr. Herzog reviewed the planning process and project time lines, and also addressed several issues pertaining to the identification and development of performance measures.

Discussion followed, and Chairperson Dolan emphasized the importance of moving this item up on the Agenda for further discussion at future meetings. Vice Chairperson Tevlin addressed the Committee, and said that there were a number of important discussions which took place at the last MAG Transportation Policy Committee with regard to how funding from the sales tax would potentially be allocated throughout the region. He addressed regional transit, as well as the funding of capital and operations expenditures associated with transit, and stated that this was one of the items addressed at the last MAG Transportation Policy Committee meeting. Vice Chairperson Tevlin stated that it was essential to have a discussion on matters such as these at future TRC meetings, and also urged that this item be placed at the beginning of future agendas for the Committee. Discussion followed, and Chairperson Dolan emphasized the need to have more detailed discussion on these items at future meetings of the Committee. There were no further comments from the Committee, and this concluded Mr. Herzog's presentation.

Chairperson Dolan then addressed the Committee, and acknowledged Mr. Chuck Eaton of ADOT. Chairperson Dolan informed the Committee that it was Mr. Eaton's last meeting with the Committee, and that he was retiring after 30 years of service with ADOT. Numerous members of the Committee shared their sincere appreciation for Mr. Eaton's time and dedication to ADOT, MAG, the cities and towns of the region, and for his steadfast commitment to enhancing transportation and assisting with a variety of high-profile transportation issues of importance over the years. Mr. Eaton thanked those in attendance and said that he would miss working with the Committee in the future, but was looking forward to his retirement and moving on to other endeavors in life.

11. Next Meeting Date

Chairperson Dolan informed members in attendance that the next meeting of the Committee would be conducted on April 24, 2003. There being no further business, Chairperson Dolan adjourned the meeting at 11:53 p.m.