

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

April 29, 2004

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

MEMBERS ATTENDING

\*Scottsdale: Mary O'Connor for Jan Dolan,  
Chairperson  
ADOT: Dan Lance  
Avondale: Dave Fitzhugh  
Buckeye: Joe Blanton  
\*Chandler: Patrice Kraus  
\*El Mirage: Ramon Leon  
\*Fountain Hills: Randy Harrel  
Gilbert: Brian Townsend for Tami Ryall  
Glendale: Jim Book  
Goodyear: Grant Anderson  
\*Guadalupe, Antonio Figueroa - Iturralda

Litchfield Park: Mike Cartsonis  
Maricopa County: Clemenc Ligocki for  
Mike Ellegood  
Mesa: Jim Huling for Jeff Martin  
\*Paradise Valley: Robert M. Cicarelli  
Peoria: Burton Charron for David Moody  
Phoenix: Don Herp for Phoenix  
RPTA: Bryan Jungwirth  
Surprise: Randy Overmyer  
Tempe: Robert Yabes for Carlos De Leon  
\*Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Randi Alcott,  
RPTA  
Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book  
\* Members neither present nor represented by proxy.

\*Pedestrian Working Group: Eric Iwersen,  
City of Tempe  
\*Telecommunications Advisory Group:

OTHERS PRESENT

Eric Anderson, MAG  
Ken Hall, MAG  
Paul Ward, MAG  
Steve Tate, MAG  
Dawn Coomer, MAG  
Peggy Carpenter, City of Scottsdale  
Bob Antila, RPTA  
Chris Voigt, MAG  
Roger Herzog, MAG  
Terry Johnson, City of Glendale

Ed Stillings, FHWA  
Maurice Light, FHWA  
David Meinhardt, City of Scottsdale  
Jonathan Lindsey, Fennemore Craig/BNSF  
John Dugan, Pharos Corporation/BNSF  
Kwi-Sung Kang, ADOT  
Stuart Boggs, RPTA  
Andy Smith, ADOT  
Chris Plumb, MCDOT  
Elaine Cabrera, Salt River Pima-Maricopa  
Indian Community

1. Call to Order

In the absence of Chairperson Jan Dolan, Mr. Jim Book called the meeting to order at 10:05 a.m.

2. Approval of March 25, 2004 Minutes

Addressing the first order of business, Mr. Jim Book asked if there were any changes or amendments to the meeting minutes. Mr. Mike Cartsonis called the Committee's attention to page 2 of the minutes. Mr. Cartsonis stated that as part of Agenda Item #4 of the minutes, entitled *Transportation Director's Report*, he specifically asked Mr. Anderson about the Regional Policy Committee, and not the Regional Arterial Program. Mr. Cartsonis requested that a change be made to properly reflect the intent of his question. There were no further requests or comments regarding the March 25, 2004, meeting minutes. Mr. Bryan Jungwirth then moved to approve the minutes as presented. Mr. Robert Yabes seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Book 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 Director's Report

Mr. Book introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson informed the Committee of a *Regional Life Cycle* meeting which was conducted in the offices of the Regional Public Transit Authority (RPTA) on the afternoon of April 26, 2004. Mr. Anderson said that representatives from the Arizona Department of Transportation (ADOT), RPTA, Valley Metro Rail, MAG, and senior staff from each of these agencies met for several hours to discuss issues and concerns affiliated with the regional life cycle program. Mr. Anderson said that the meeting was very productive, and that it was intended to serve as an initial opportunity to ensure that agencies were in coordination with one another on activities affiliated with light rail and regional transit.

Mr. Anderson then informed those in attendance that MAG has started the process to modify the FY 2004-2007 Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) for the completion of the light rail 20-mile Minimum Operating Segment (MOS), which is scheduled to open in December of 2008. Originally, the light rail system was scheduled to be opened over three separate phases beginning in December of 2006. Mr. Anderson said that as a result of this modification, MAG staff would rerun their air quality conformity analysis. He informed the Committee that MAG has started the consultation process as required by Arizona statutes, and anticipated that the TIP and RTP modifications for light rail would go before the MAG Transportation Policy Committee and

the MAG Regional Council for approval by the month of June.

Mr. Anderson then informed those in attendance that the Federal Highway Administration (FHWA), representatives from the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) would be visiting MAG for two days beginning on May 4, 2004, as part of the triennial Intermodal Planning Group (IPG) Federal certification process. Mr. Anderson stated that this meeting allows the federal agencies with an opportunity to review MAG's transportation planning program. A public meeting will also be held on May 4<sup>th</sup> in an effort to allow citizens and other stakeholders with an opportunity to provide comments on the MAG transportation planning process. Mr. Anderson also informed the Committee that MAG was in the process of finalizing three black and white versions of regional transportation maps, which would be included in the November General Election's ballot publicity pamphlet for the extension of the half-cent sales tax. He stated that these included a freeways/highways and arterials map; a Bus Rapid Transit (BRT) and Light Rail Transit (LRT)/High Capacity Transit map; and a Super Grid Bus System Map. He informed the Committee that this information was requested by the Maricopa County Elections Department to begin the printing process for the General Election.

Mr. Anderson then informed those in attendance that there was a tentative MAG Arterial Life Cycle Program Workshop scheduled for May 20, 2004, in the MAG Offices, and that there was also a public meeting scheduled in the City of Glendale on June 1, 2004, for Phase II of the Grand Avenue Major Investment Study (MIS). Mr. Anderson addressed several questions from the Committee regarding November ballot maps and contact sources at Valley Metro Rail. There were no additional questions, and this concluded Mr. Anderson's report.

5. Approval of Consent Agenda

Addressing the next order of business, Mr. Book addressed Agenda item #6 (Proposed Amendment to the FY 2004-2007 Transportation Improvement Program for Highway Projects) and Agenda item #7 (Proposed Amendment to the FY 2004-2007 Transportation Improvement Program for Transit Projects), and asked members in attendance if they would like to entertain a motion to approve these items as presented, or to remove any of the items for discussion.

Mr. Dan Lance addressed the Committee, and asked for clarification on Agenda item #6. Mr. Lance noted that within the Agenda narrative, it stated that ADOT requested to accelerate \$2.8 million in National Highway System (NHS) funds from their FY 2005 Wickenburg By-Pass project to acquire right-of-way, whereas the table for the Agenda item located in Attachment One listed the project at \$3.0 million. Mr. Anderson said that the \$2.8 million represented the federal component of funding for the project. Mr. Paul Ward then addressed the Committee to provide those in attendance with a brief overview of the project, and also addressed information on the local match requirement. There were no further questions or comments on the consent agenda items. Ms. Mary O'Connor moved to recommend approval of consent agenda items #6 and #7. Mr. Dan Lance seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

8. Update on the Regional Arterial Street Program

Addressing the next order of business, Mr. Book introduced Mr. Eric Anderson, MAG Transportation Director, to provide an update on the Regional Arterial Street Program. Mr. Anderson called the Committee's attention to a set of *Discussion Notes* that were handed out prior to the meeting. Mr. Anderson stated that MAG Staff also e-mailed the *Discussion Notes* to members of the Committee several days ago. Mr. Anderson said that it was staff's intent to develop a detailed narrative in an effort to refine the contents of previous discussions and input which were received concerning the Regional Arterial Street Program. He stated that the next steps in the process would include the development of policies and procedures. Mr. Anderson noted that the policies and procedures would be placed behind the narrative content of the topics which were detailed in the *Discussion Notes*.

Mr. Anderson called the Committee's attention to the Project Agreements located on Page One of the handout. He stated that the three points identified as part of this section, in addition to a number of topics in the document, still have a lot of work to be done on them. Mr. Anderson said that staff is still working on the overall structure and format of the issues and topics surrounding the arterial life cycle program. He informed the Committee that there wasn't a formal schedule in place to move the Regional Arterial Street Program process forward at this time, and that Staff would work on the development of policies and procedures before this item goes before the MAG Transportation Policy Committee (TPC). However, Mr. Anderson informed those in attendance that he wanted the conceptual framework for the program to move forward to the TPC this Summer to make sure that we are following the right path. Discussion followed, and Mr. Anderson asked if the Committee wanted him to go through each of the items listed within the handout individually, or if they wanted to ask him questions on specific issues or concerns. There were no questions from the Committee, and Mr. Book commended Mr. Anderson and MAG Staff on doing a great job summarizing each of the primary issues pertaining to the Regional Arterial Street Program. Discussion followed, and Mr. Anderson informed the Committee that if there were any questions, to please contact him, Mr. Roger Herzog, or Mr. Chris Voigt of MAG's Transportation Division. There were no further questions or comments, and this concluded Mr. Anderson's presentation.

9. Request To Change the Federal Functional Classification of a Town of Gila Bend Roadway and Amendment to the FY 2004-2007 MAG TIP to Reprogram MAG Federal Funds on a Gila Bend Project

Addressing the next order of business, Mr. Book introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an overview of the Town of Gila Bend's request to change the federal functional classification of a roadway and to amend the FY 2004-2007 MAG Transportation Improvement Program (TIP). Mr. Ward informed the Committee that the Town of Gila Bend has formally requested to reclassify Martin Street, a 1.25 mile segment of local municipal roadway between Murphy Park and Richards Street, from a local roadway to a Federally functional Rural Major Collector Street. Mr. Ward stated that Gila Bend's Watermelon Road Project, which called for intersection improvements, has been deleted from the FY 2005 MAG TIP because the local expansion

of the intersection is no longer required. Mr. Ward stated that the Town of Gila Bend requested to reprogram the Watermelon Road project so that \$188,600 in federal Surface Transportation Program (STP) funds can be allocated toward the completion of pedestrian improvements along the Martin Street corridor. Mr. Ward informed the Committee that an amendment to the FFY 2004-2007 MAG TIP is needed in order to accommodate the town's request.

Mr. Ward informed the Committee that in order for the Town of Gila Bend to utilize STP funds, the 1.25 mile segment of Murphy Street would need to have its functional classification designation changed. Mr. Ward informed the Committee that he had only received one inquiry from a MAG member jurisdiction, asking whether this request to reclassify Murphy Street would have funding repercussions on other reclassifications and related changes. Mr. Ward stated that it would, but that the change would be insignificant, and certainly of no noticeable impact to other projects throughout the region.

Mr. Ward addressed several questions from those in attendance, and at the request of Mr. Anderson, Mr. Ward provided the Committee with a brief overview of the four Federal functional classifications of urban roadway systems (the Principal Arterial System, Principal plus Minor Arterial System, Collector Street System, and Local Street System). He also provided an overview on the difference between a Rural and an Urban Federal functional classification system. Mr. Ward then provided information on the Highway Performance Monitoring System (HPMS), which is a national level highway information system that includes data on the extent, condition, use and operating characteristics of the nation's highways and public roads.

Mr. Ward said that the amount of Federal funds received are based on functional classification. He stated that there is a formula used at the national level by the Federal Highway Administration (FHWA), and that in the "universe of regions," about six percent of funding is allocated toward Principal Arterial Highways. Mr. Ward stated that since 1993, the MAG Region has had a significant increase in new roadway developments and that many local roads have been added to the regional transportation network, which have not been classified. He specifically noted that the minor arterial roadways have been seriously under-represented. Mr. Ward described how "not classifying" roadways in the MAG Region can ultimately effect the amount of Federal funding received. Mr. Ward said that MAG has been, and is presently in the process of submitting requests to jurisdictions in an effort to upgrade the region's HPMS database. Discussion followed, and Mr. Ward addressed several questions from those in attendance pertaining to funding and the Town of Gila Bend's request.

Ms. Mary O'Connor moved to approve the Town of Gila Bend's request to change the Federal functional classification of Martin Street, from Murphy Park to Richards Street, to a Federally functional classified Rural Major Collector Street; and to amend the FY 2004-2007 MAG TIP to reprogram its Watermelon Road project, so that the \$188,600 in STP funding that was originally allocated to it can be used to complete pedestrian improvements on Martin Street between Murphy Park and Richards Street. Mr. Robert Yabes seconded the motion, and the motion was unanimously approved by subsequent voice vote of the Committee. There were no further questions, and this concluded Mr. Ward's presentation

to the Committee.

Mr. Eric Anderson then addressed the Committee, and informed those in attendance that the reauthorization bill was still stalled in Congress. He noted differences between the House and Senate Versions. Mr. Anderson provided the Committee with information on the new standard's associated with PM2.5 that will be finalized this year, under the auspices of the Environmental Protection Agency (EPA), and how the impending requirements will ultimately effect air quality standards in more areas throughout the nation. Mr. Anderson informed the Committee that although Phoenix will likely be in attainment with the forthcoming PM2.5 requirements, the region is not so sure if attainment will be met for PM10. Also, Mr. Anderson stated that there is a misconception among many that the PM2.5 requirements will replace PM10 legislation, which is not the case. He stressed that the PM10 requirements are still part of the reauthorization language, and that it is important that the PM10 requirements remain part of the federal Congestion Mitigation and Air Quality Program (CMAQ) formulas for funding in the future. He noted that congressional delegations from Arizona, California and Nevada all agreed that the PM10 language must remain as a significant component of the transportation reauthorization legislation before Congress. There were no further questions or comments.

10. Next Meeting Date

Mr. Book informed members in attendance that the next meeting of the Committee would be held on May 27, 2004. There being no further business, Mr. Book adjourned the meeting at 10:35 a.m.