

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

October 27, 2005

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

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson	*Litchfield Park: Mike Cartsonis
ADOT: Bill Hayden for Dan Lance	Mesa: Jim Huling for Jeff Martin
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	*Peoria: David Moody
*El Mirage: B.J. Cornwall	Phoenix: Tom Callow, Vice Chairperson
Fountain Hills: Randy Harrel	*Queen Creek: Mark Young
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
Goodyear: Cato Esquivel	*Tempe: Carlos De Leon
*Guadalupe: Jim Ricker	*Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	*Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Larry Shobe, City of Tempe	*Telecommunications Advisory Group:
*ITS Committee: Alan Sanderson	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference

OTHERS PRESENT

Roger Herzog, MAG	Karen Peters, City of Phoenix
Ken Hall, MAG	Tom Remes, MAG
Eileen O'Connell, MAG	Bob Antila, Valley Metro/RPTA
Paul Ward, MAG	Jim Creedon, Landry, Creedon & Associates
Steve Tate, MAG	Stuart Boggs, Valley Metro/RPTA
Dave Meinhart, City of Scottsdale	Mark Schlappi, MAG
Mike Sabatini, MCDOT	Bob Hazlett, MAG
Ali Makarachi, City of Phoenix	

1. Call to Order

Chairperson Mike Ellegood called the meeting to order at 10:08 a.m.

2. Approval of September 29, 2005 Draft Minutes

Addressing the first order of business, Mr. Ellegood asked if there were any changes or amendments to the meeting minutes. Mr. Tom Callow moved to approve the minutes as presented. Mr. Dave Fitzhugh seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Ellegood 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. Ellegood introduced Mr. Roger Herzog, MAG Senior Project Manager, to provide the Transportation Director's report. Mr. Herzog addressed the Committee, and informed those in attendance that Mr. Eric Anderson, MAG Transportation Director, was out of the office and not able to attend today's meeting. Mr. Herzog then informed the Committee that at the last meeting of the MAG Transportation Policy Committee (TPC) on October 19, 2005, ADOT delivered a presentation over increased construction costs resulting from a number of factors, such as material costs and shortages, labor shortages, global demand for steel, cement and petroleum, and the recent hurricanes and disaster situation in the Gulf States. Mr. Herzog said that the ADOT presentation was very good information, and that MAG Staff would be preparing a memorandum, or information sheet on the presentation and sending it out to members sometime over the next several weeks.

Mr. Herzog also addressed the latest revenue collection figures. He stated that the Regional Area Road Fund collections were up considerably. He said that in the first quarter of Fiscal Year 2006, they were up by 19.5 percent over the previous year. Mr. Herzog said that this was due to a number of reasons, such as increases in housing, a stronger economy, and stronger employment in the region. He also noted that the latest numbers do not reflect the effects of Hurricane Katrina, and other Hurricanes that may have significant impacts on the economy.

Mr. Herzog informed the Committee that MAG would be conducting a public hearing on November 14, 2005, at 5 p.m. regarding the MAG 2005 Annual Report on the Status of the Implementation of Proposition 400. Mr. Herzog also informed the Committee that the MAG Regional Council recently gave their approval to proceed with the *Interstate 10-Hassayampa Valley Roadway Framework Study*. There were no further comments or questions, and this concluded Mr. Herzog's report to the Committee. Mr. Ellegood then called the Committee's attention to Agenda item #13 (Changes to the approved, June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures), and stated that MAG Staff is still working on this particular item, and has requested a continuance until the December 8, 2005 meeting of the Transportation Review Committee. Mr. Ellegood said that MAG staff remained optimistic about having it on the Agenda at that time, and at the latest, it would appear on the January 2006 TRC Agenda for action. There was no further discussion.

5. Approval of Consent Agenda

Addressing the next order of business, Mr. Ellegood addressed Agenda item #6 (Federal Fiscal Year 2005 Final Year End Closeout of the MAG Federally Funded Program), Agenda item #7 (Requested Changes to Federal Functional Classification of Roads), and Agenda item #8 (MAG Air Quality Technical Advisory Committee Recommendation of the Evaluation of Proposed CMAQ Projects for Federal Fiscal Year 2011), and asked members in attendance if they would like to entertain a motion to approve the item as presented, or to remove the item for discussion. Ms. Mary O'Conner moved to recommend approval of the Consent Agenda. Mr. Tom Callow seconded, and the motion was approved by subsequent voice vote of the Committee. Mr. Bill Hayden of ADOT withstood from voting on Agenda item #7, due to a conflict of interest.

9. Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program for Highway and transit Projects

Addressing the next order of business, Mr. Ellegood introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the amendment and administrative adjustment process to the FY 2006-2010 MAG Transportation Improvement Program (TIP) for highway and transit projects. Mr. Ward called the Committee's attention to the table in Attachment Four of the TRC Agenda packet, and noted that there were a number of requests from cities and towns to make changes to the list. Mr. Ward informed the Committee that, in accordance with the recently adopted TIP amendment procedure, the list of projects as identified in the table would be going to the Management Committee next month, and to the MAG Regional Council for approval in December.

Mr. Ward individually reviewed the requested additions, deletions and changes. He addressed an ADOT project on the first page of the table, from I-10/Loop 202 to Riggs Road, and stated that ADOT had requested a change in fund type for the project. Moving to the City of Glendale's project, he reported that the change was due to a request to advance design an ITS project. The City of Mesa's project had requested a change in funding type from Federal funds over to Regional Area Road Funds (RARF II). Mr. Ward stated that the communities of Paradise Valley and Tempe had requested to defer projects from FY 2005 to FY 2006, and that these would need to be added to the newly approved MAG FY 2006-2010 Transportation Improvement Program (TIP). He also addressed City of Phoenix and Valley Metro transit projects, and noted that they had changed fund types from "local" to "regional." Mr. Ward stated that all of these project changes could be accomplished by an administrative adjustment.

Mr. Ward then called the Committee's attention to three added projects on Page Four of the table. Mr. Ward said that the Phoenix project planned for 35<sup>th</sup> Avenue at McDowell Road is scheduled to receive Hazard Elimination Safety funds. Also, Mr. Ward informed those in attendance that the City of Scottsdale had recently resuscitated an earlier Transportation Enhancement project from the 1990s along the Arizona Canal (Sun Circle Trail), from Goldwater Boulevard to Scottsdale Road. He noted that the project was originally awarded by ADOT's Transportation Enhancement Program in an earlier Transportation Enhancement round, and that the city had recently moved forward to take the necessary steps to utilize the funds. Mr. Ward then addressed several questions and comments from those in attendance, and

concluded his presentation to the Committee. Mr. Robert Cicarelli moved to recommend approval of the amendment and administrative adjustment to the FY 2006-2010 MAG Transportation Improvement Program (TIP) for highway and transit projects. Mr. Jim Huling seconded, and the motion was approved unanimously by subsequent voice vote of the Committee. There was no further discussion.

10. Use of Highway User Revenue Fund Exchange Mechanism (HURF Swap) for a Gila Bend Project

Addressing the next order of business, Mr. Ellegood introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the use of a Highway User Revenue Fund (HURF) exchange mechanism for a project in the Town of Gila Bend. Mr. Ward addressed the Committee, and provided a brief history of the HURF collection, and the HURF exchange mechanism. Mr. Ward said that ADOT first allowed rural communities of Arizona to utilize the HURF exchange mechanism in 1987. He noted that the Town of Gila Bend had included the project in the FY 2006-2010 MAG TIP, which involved pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street (State Route 85). He noted that the Gila Bend project is currently funded with \$188,600 in MAG Surface Transportation Program (STP) funds, and a local match of \$11,400 in local funds.

Mr. Ward said that the original Gila Bend project was at Watermelon Road, and that the project location and work type was changed to Martin Avenue: Old Main Street to Stout Street for pedestrian improvements, during May of 2004 as part of TIP Amendment 04-03. Mr. Ward stated that the HURF exchange was allowed under ARS 29.6993(G), and that federal funds must be exchanged with HURF at a 90 percent exchange rate. He also noted that Congestion Mitigation Air Quality (CMAQ) and STP-MAG funds were not eligible for HURF exchanges.

Mr. Ward informed the Committee that the MAG Street Committee unanimously supported the request by Gila Bend to allow them to utilize the HURF Exchange mechanism. Mr. Ward said that a TIP administrative adjustment was needed to allow the town to change the funding type on the project from STP (outside Urban) funds to HURF funds, and to approve a slight change to the location of the project area. Mr. Ward then answered several questions from the Committee pertaining to the project's change in location, and whether the project was in conformance to the Arizona Revised Statutes. Following further discussion, Mr. Terry Johnson moved to approve the use of a HURF Exchange mechanism for the Town of Gila Bend project. Mr. Randy Overmyer seconded, and the motion was approved by subsequent voice vote of the Committee. This concluded Mr. Ward's presentation to the Committee.

11. Annual Report on the Implementation of Proposition 400

Addressing the next order of business, Mr. Ellegood introduced Mr. Roger Herzog, MAG Senior Project Manager, to provide an update on the MAG Annual Report on the Implementation of Proposition 400. Mr. Herzog informed those in attendance that there would be a public hearing on the Annual Report on November 14, 2005, at 5:00 p.m. in the MAG

Saguaro Conference Room. Mr. Herzog said that the report represented an annual “snap shot” at a particular point in time, and that all projects in the report would be monitored on an annual basis. He informed the Committee that the projects in the Annual Report represented the original Regional Transportation Plan (RTP) projects that were approved as Proposition 400 by the citizens of Maricopa County. He stated that ARS 28-6354 required MAG to create an Annual Report on the Implementation of Proposition 400, and informed those in attendance that the reporting period for the report covered 20 years. Mr. Herzog informed the Committee that the report had a fixed end date of FY 2026.

Mr. Herzog said that the report requirements cover items such as the status of projects, changes to the RTP and plan priorities, project financing, and ensuring that an annual public hearing is conducted to receive public comment on the findings of the Annual Report. He informed the Committee that MAG Staff would be responsible for monitoring the projects within the RTP, and that the Annual Report would continue to include an update on all highway and freeway, arterial and transit Life Cycle Program projects.

Mr. Herzog then provided information over the Annual Report’s issues and findings; implementation activities; regional roles; the Annual Report’s relationship to the Regional Transportation Plan; revenues; the individual freeway and highway, arterial and transit life cycle programs; and also addressed the report’s project listings, which are located in the appendix of the full Annual Report document. Mr. Herzog then provided information over the report’s total sources and uses of funds. He stated that all programs amounted to \$31.7 billion in sources, and \$31.7 billion in uses. Mr. Herzog provided detailed information over each of the life cycle programs. He informed the Committee that the Freeway and Highway Life Cycle Program was currently in balance at \$18.3 billion; that the Arterial Life Cycle Program was in balance at \$3.0 billion; and that the Transit Life Cycle Program was in balance at approximately \$9.4 to \$9.5 billion.

Mr. Herzog then addressed some key findings of the Annual Report. He informed the Committee that there was a strong coordination effort being pursued by the agencies responsible for implementing Proposition 400. He stated that the individual Life Cycle Programs have now been initiated, and that they are consistent with the MAG RTP and are in balance with projected revenues. Mr. Herzog also stated that construction on the Proposition 300 Freeway Program will be completed by mid-2008, and that costs were in balance with available revenues.

Mr. Herzog then addressed issues associated with the potential costs of right-of-way in the future; increasing material prices, and their potential to affect future construction costs; and the potential effects of the Federal New Starts Program for light rail, which may have an effect on the schedule for the implementation of LRT route extensions. Mr. Herzog also addressed the importance of minimizing “scope creep” within the modal programs, in an effort to keep expenses down in the future. Mr. Herzog then addressed several questions and concerns from Ms. Mary O’Connor, pertaining to the Bus Rapid Transit Maps in the Annual Report. There were no further questions, and this concluded Mr. Herzog’s report to the Committee.

12. MAG Transportation Model Change

Addressing the next order of business, Mr. Ellegood introduced Mr. Mark Schlappi, MAG System Analysis Program Manager, to provide an update on the potential MAG transportation model change. Mr. Schlappi addressed the Committee, and informed those in attendance of the fact that the Transportation Division is in the process of issuing a formal Request For Proposals (RFP), in an effort to select a vendor to provide MAG with an opportunity to purchase new transportation software. Mr. Schlappi then provided a brief overview of EMME/2, which is the current transportation modeling software. He said that EMME/2's competition has better services and integrated abilities.

Mr. Schlappi said that by having more efficient and integrated software capabilities for transportation modeling, it would allow for an easier learning curve, and would make it much easier for MAG Staff to use. Mr. Schlappi informed those in attendance that a request for a model change would entail amending the current Work Program, or including the request in the upcoming MAG Work Program for next fiscal year. Discussion followed, and there were several questions pertaining to the overall costs of a new model, and whether MAG has had an opportunity to speak with other communities that are currently using EMME/2 about switching to new software. There were also several additional questions pertaining to whether new modeling capabilities would have land use applications, and comments addressing the possibility of having MAG conduct, or provide training opportunities to several of the communities. Mr. Schlappi stated that he had talked to communities that already have the EMME/2 transportation planning model. He addressed several questions from the Committee, and said that it was important to make sure that a new transportation planning model would handle modal split information that EMME/2 currently does not. There were no further questions or comments, and this concluded Mr. Schlappi's presentation to the Committee.

13. Next Meeting Date

Mr. Ellegood then asked members in attendance if they had any additional comments that they would like to address. Mr. Tom Callow then informed the Committee that the City of Phoenix had recently hired a new employee, who was in attendance at today's meeting. Mr. Callow introduced Ms. Karen Peters, the new head of Governmental Programs at the City of Phoenix, and welcomed her to the meeting. Mr. Mike Ellegood then addressed a recent California transportation study that analyzed approximately 642 projects in various urban areas throughout the state of California. Mr. Ellegood stated that aside from transportation, the study also assessed major infrastructure projects and determined how much it costs to actually deliver a project. He said that the study utilized best management practices and has initiated an information-sharing dialogue. Mr. Ellegood said that during June of this year, Pima County decided to embrace the California study, and initiated an "Arizona Study." Mr. Ellegood said that he met with representatives of this study initiative at the last County Supervisors Meeting and reviewed a demonstration project. He informed the Committee that if any city wants to join this study along with Pima and Maricopa counties, to please let him know and he would make sure that all interested parties are invited to an upcoming meeting.

Mr. Ellegood then informed members in attendance that the next meeting of the Committee would be held on December 8, 2005. There being no further business, Mr. Ellegood adjourned the meeting at 10:55 a.m.