

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

June 24, 2004

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

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Mike Sabatini, for Mike Ellegood
Avondale: Carnell Thurman for David Fitzhugh	Mesa: Jim Huling for Jeff Martin
Chandler: Patrice Kraus	Paradise Valley: Robert M. Cicarelli
*El Mirage: Ramon Leon	Peoria: David Moody
*Fountain Hills: Randy Harrel	Phoenix: Ed Zuercher for Phoenix
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Jim Book	Tempe: Robert Yabes for Carlos De Leon
Goodyear: Grant Anderson	*Wickenburg: Shane Dille
*Guadalupe, Antonio Figueroa - Iturralda	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group:
ITS Committee: Jim Book	
* Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Clemenc Ligocki, MCDOT
Ken Hall, MAG	Bill Vachon, FHWA
Paul Ward, MAG	John Dugan, Pharos/BNSF
Steve Tate, MAG	Jonathan Lindsey, Fennemore Craig/BNSF
Ali Makarachi, MAG	Steve Jimenez, ADOT
Peggy Carpenter, City of Scottsdale	Kwi-Sung Kang, ADOT
Bob Antila, RPTA	Matt Burdick, ADOT
Chris Voigt, MAG	Bill Hayden, ADOT
Dana Tranberg, City of Glendale	David Meinhart, City of Scottsdale
Terry Johnson, City of Glendale	Roger Herzog, MAG
Lynn Timmons, City of Phoenix	Cristina Herrera, MCDOT
Stuart Boggs, RPTA	Faisal Saleem, MCDOT
Tom Remes, MAG	

1. Call to Order

Chairperson Jan Dolan called the meeting to order at 10:08 a.m.

2. Approval of May 27, 2004 Minutes

Addressing the first order of business, Chairperson Dolan asked if there were any changes or amendments to the meeting minutes. Mr. Grant Anderson moved to approve the minutes as presented. Mr. Ed Zuercher seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee. Mr. Eric Anderson, MAG Transportation Director, then addressed the Committee and noted a minor change. Mr. Anderson stated that the May 27, 2004, minutes identified Mr. Shane Dille from the Town of Wickenburg as being in attendance, when in fact he was not present. Mr. Anderson informed the Committee that Staff would correct this oversight prior to finalizing the minutes. There were no further comments.

3. Call to the Audience

Chairperson Dolan stated that she 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

Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson provided the Committee with an update of the federal reauthorization process for transportation. Mr. Anderson said that the reauthorization bill was presently being addressed in Congress, but has recently stalled in conference. He said that Congress had addressed the concept of granting a one month extension to July 30, 2004. However, they only have until tomorrow to act until Congress takes time off for the July 4<sup>th</sup> Holiday. Mr. Anderson stated that there may not be reauthorization legislation until after the November elections, when the new Congress is appointed and seated during January of 2005.

Mr. Anderson informed the Committee that MAG was working with the Maricopa County Elections Department to work on a publicity pamphlet for the upcoming November election to extend the half-cent sales tax for regional transportation. Mr. Anderson stated that the Maricopa County Elections Department was still in the process of collecting and reviewing statements regarding the pro and con arguments, or viewpoints associated with the ballot measure. Mr. Anderson then addressed the regional arterial program, and informed those in attendance that Staff was working on policies and procedures, and that a meeting was scheduled for mid-July. He said that one of the primary concerns associated with the development of policies and procedures had to do with the concept of establishing time limits for local contributions on projects, and that the MAG Attorney was working on reviewing the process of establishing time limits.

Mr. Anderson informed the Committee that there was a meeting in May with representatives of Valley Metro Rail, the Regional Public Transit Authority (RPTA), the Arizona Department of Transportation (ADOT), and MAG to discuss planning milestones and issues associated with the Regional Transportation Plan (RTP) and the Life Cycle Program

Management process. He stated that ADOT would be hosting another meeting of these representatives during early August. Mr. Anderson then addressed the Regional Area Road Fund (RARF), and stated there was an 11.5 percent increase in April sales tax revenues, and that the half-cent sales tax experienced a 7.1 percent year-to-date increase, which represented a number that was four percent over the initial forecasts for Fiscal Year 2004. Mr. Anderson said that the increased collections represented positive news for the regional economy, and that these increases also meant the collection was on target to reach FY 2005 and FY 2006 projections. Mr. Anderson then addressed several questions from the Committee, and concluded his report.

5. Consent Agenda

Addressing the next order of business, Chairperson Dolan addressed Agenda item #6 (Draft FY 2006-2010 MAG Transportation Improvement Program Guidance Report) and Agenda item #7 (Proposed Amendments and Administrative Adjustments to the FY 2004-2007 Transportation Improvement Program for Highway Projects). Chairperson Dolan asked members in attendance if they would like to entertain a motion to approve these items as presented, or to remove either of the items for discussion. Mr. David Moody moved to recommend approval of consent Agenda items #6 and #7. Mr. Jim Huling seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

8. Federal Fiscal Year (FFY) 2004 Interim Year Closeout

Addressing the next order of business, Chairperson Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the FFY 2004 Interim Year Closeout. Mr. Ward called the Committee's attention to the screen at the front of the room, and began to address the FY 2004 actions to date. Mr. Ward informed the Committee that there were a total of \$86.8 million in available funds. Of this amount, \$82.3 million were programmed, and the remaining \$4.5 million were unprogrammed. Mr. Ward stated that there were a total of 23 deferred projects, totaling \$21.3 million, which have requested to be deferred until FY 2005 or later. In addition, Mr. Ward also informed the Committee that there was a total of \$400,000 in project reimbursements, which were received over the last fiscal year.

Mr. Ward then provided an overview of project priorities that were recommended by the Committee at the May 27, 2004, meeting. Mr. Ward highlighted three priority lists of projects. Under Priority One, the recommendations of the Committee were as follows: the City of Glendale multi-use path project (\$650,000); the City of Phoenix design for pedestrian facilities project (\$500,000); and the City of Scottsdale ITS Design project (\$377,200), for an overall Priority One total of \$1.53 million. Under Priority Two, the recommendations were as follows: the MAG street sweepers project (\$835,205) and the City of Glendale multi-use path project (\$575,900), for an overall Priority Two total of \$1.41 million. Under Priority Three, the recommendations from the May 24<sup>th</sup> TRC Meeting were as follows: the City of Chandler ITS equipment purchase (\$471,500); the City of Peoria ITS equipment purchase (\$943,000); the City of Phoenix 43<sup>rd</sup> Avenue PM-10 Project (\$1.886 Million); the

City of Chandler park and ride pre-design project (\$142,050); the Town of Gilbert multi-use freeway bridge project (\$450,000); the Valley Metro Light Rail project (\$14.7 million); the City of Chandler intersection design project (\$537,510); the City of Surprise, Bell Road Incident Response Management Program (\$986,000); the ADOT Happy Valley roundabout project (\$800,000); the City of Scottsdale ITS equipment purchase (\$300,000); and the ADOT Gilbert Road at US 60 intersection project (\$500,000), for an overall Priority Three total of \$22.2 Million. Mr. Ward stated that the total recommendations from Priorities One, Two and Three amounted to \$25.154 million in funding requests.

Mr. Ward then informed the Committee that there was a surplus of \$1.0 Million in federal Congestion Mitigation and Air Quality Program (CMAQ) funds, and that he also expected an additional \$1.5 million in redistributed Obligation Authority (OA) funding. He then called the Committee's attention to a board at the front of the table, where he had written a list of potential projects that could be recommended for funding.

Mr. Ward said that it was necessary to recommend a minimum of \$2.5 million in projects at today's meeting, in order to forward them before the MAG Management Committee and the MAG Regional Council for approval in July of 2004. Mr. Ward said that each of the recommended projects have to be implemented by August or September of 2004 in order to be considered for funding. Mr. Ward stated that in addition to the projects that were to be recommended for the \$2.5 Million in funding at today's meeting, that it was also necessary to identify further contingency projects in order to utilize any other funds that become available as a result of further project deferrals, supplemental authorizations, or additional OA.

At the last TRC Meeting on May 24, 2004, Mr. Ward said that he was not anticipating a response concerning the total amount of redistributed OA funding until August of this year. Mr. Ward said that as a result of this late notification, he had suggested that any funding associated with light rail that goes through the Federal Transit Administration should not be considered, because they maintain earlier deadlines for project funding. Mr. Ward informed the Committee that he has since spoken with representatives from the Federal Transit Administration, who said that they may look favorably on extending their funding deadlines to allow monetary transfers for transit projects.

Mr. Ward then completed his overview, and initiated discussion on potential contingency projects for approval, in order to expend the \$2.5 million in available funding. Discussion followed, and Mr. Ed Zuercher requested to make a motion. Mr. Zuercher moved to recommend approval of the City of Glendale signal controllers in the amount of \$812,360; the City of Phoenix Design Phase B fiber optics project in the amount of \$943,000; the ADOT Gilbert Road at US 60 project in the amount of \$600,000; the Valley Metro Light Rail project in the amount of \$200,000; and any remaining funds to be applied to ADOT Gilbert Road at US 60 project. Mr. Jim Book seconded the motion. Discussion followed, and Mr. Jim Book stated that as the MAG ITS Committee Chairperson, he was in favor of the motion and the inclusion of the Phoenix project, and stated that it was the ITS Committee's highest ranked project. It was then asked whether the Committee needed to prioritize additional projects than what were included within Mr. Zuercher's motion, and Mr.

Paul Ward stated that the addition of further projects was very appropriate, and may become necessary.

Discussion on the motion followed, and Mr. Bryan Jungwirth addressed the concept of the available \$2.5 million coming from two separate funding sources; with \$1.0 million coming from CMAQ funding, and \$1.5 million coming from OA funding. Mr. Jungwirth said that funding for the Valley Metro Light Rail project in the amount of \$200,000 should be expended from the available \$1.0 million in CMAQ funds, to avoid any potential time delays that may be associated with the Federal Transit Administration. Mr. Jungwirth moved to request an amendment to the motion, to guarantee that the Valley Metro Light Rail project in the amount of \$200,000 was funded directly from the \$1.0 million source of available CMAQ funding. Mr. Jim Book seconded the motion.

Discussion followed, and Mr. Mike Sabatini addressed the merits of possibly funding the MCDOT Sky Harbor Traveler Information System in the amount of \$372,000. Further discussion followed concerning the prioritized order of the projects. Mr. Paul Ward then addressed the projects, which included, in order of priority, funding for the Valley Metro Light Rail project in the amount of \$200,000; the City of Glendale signal controllers in the amount of \$812,360; the City of Phoenix Design Phase B fiber optics project in the amount of \$943,000; the ADOT Gilbert Road at US 60 project in the amount of \$600,000; and any remaining funds to be applied to the ADOT Gilbert Road at US 60 project.

Chairperson Dolan then asked if there were any additional changes to the motion. Ms. Patrice Kraus addressed the Committee, and questioned whether it was feasible to reduce the amount of each project to 80 percent, which would allow the Committee to fund more projects. Ms. Kraus stated that she would consider a motion to fund the projects at 80 percent. Ms. Tami Ryall then asked Ms. Kraus what kind of additional projects that she would like to see funded. Discussion followed on different project options and scenarios. Ms. Ryall stated that she would be supportive of such a motion that funds the projects at 80 percent, which allows the Committee to possibly fund additional projects. Ms. Ryall stated that under such a scenario, if any projects fall out, then the remaining projects could possibly all rise to a level of 100 percent funding within several weeks. Mr. Ward stated that all available redistributed funding was utilized last year, but that traditionally in the past there has always been money left over. Mr. Ward stated that there are essentially three sources of funding: \$1.0 million for CMAQ, \$1.5 million for OA, and another category for any subsidiary funding for additional contingency projects.

Discussion followed concerning the ADOT Gilbert Road Project at US 60. Mr. Ward stated that ADOT had originally requested a total of \$1.7 million for the project at the last meeting, which represented half of the total project cost of \$3.4 million. Mr. Ward stated that the project had already received \$500,000 at the last TRC meeting in May, as part of Priority Three, and would have an additional \$600,000 based upon the motion on the floor. Mr. Jim Huling then addressed the Committee, and stated that he would like to change the Priority of the projects. Mr. Huling suggested that the ADOT Gilbert Road Project at US 60 be moved from the number four priority, to number two. When questioned by other Committee members on the importance of doing this, Mr. Huling referred to Mr. Dan Lance of ADOT.

Mr. Lance stated that the project had already received \$500,000, and was in need of another \$1.2 million for an additional pedestrian bridge structure at the site. Discussion followed concerning the two separate funding sources of CMAQ and OA, and the prioritization of projects under each funding source. Mr. Jim Huling moved to amend the motion, recommending approval of \$1.0 million in CMAQ funding, to include, in order, funding for the Valley Metro Light Rail project in the amount of \$200,000 and the City of Glendale signal controllers in the amount of \$812,360; and recommending approval of \$1.5 million in OA funding, to include, in order, the ADOT Gilbert Road at US 60 project in the amount of \$600,000 and the City of Phoenix Design Phase B fiber optics project in the amount of \$943,000, with any remaining funds to be applied to ADOT Gilbert Road at US 60 project. Ms. Tami Ryall seconded the motion.

Mr. Jim Book addressed the Committee, and stated that he would vote against the amendment. Mr. Book said that it was his understanding at the last TRC meeting that the \$1.2 million for an additional pedestrian bridge would be worked out between the City of Mesa and ADOT, without asking the Committee for additional funding. Discussion followed, and Chairperson Dolan asked for a formal vote on the latest amended motion. After a show of hands by the Committee, there were 10 ayes and 6 nays, with Mr. Jim Book, Mr. David Moody, Mr. Mike Sabatini, Mr. Ed Zuercher, Mr. Randy Overmyer, and Chairperson Dolan voting against the motion. The motion was passed by the Committee.

In an effort to address subsidiary funding, Mr. Paul Ward asked the Committee to prioritize contingency projects from the remaining projects on the Board at the front of the room, or any other unlisted project needs as appropriate. Discussion followed, and Mr. Jim Book moved to recommend approval, in order, of the City of Chandler wireless communication equipment purchase in the amount of \$94,300; the City of Scottsdale design crosscut multi-use path in the amount of \$100,000; the MCDOT Sky Harbor Traveler Information System in the amount of \$372,000; and the City of Chandler signal cabinets in the amount of \$561,085. Mr. Grant Anderson seconded the motion. Discussion followed, and Ms. Patrice Krause stated that she wished to move several of the projects around, and requested to split the City of Chandler signal cabinet project into two separate funding requests.

Ms. Krause moved to amend the motion, and recommended approval, in order, of the City of Chandler signal cabinets in the amount of \$100,000; the City of Scottsdale design crosscut multi-use path in the amount of \$100,000; the MCDOT Sky Harbor Traveler Information System in the amount of \$372,000; the City of Chandler wireless communication equipment purchase in the amount of \$94,300; and the City of Chandler signal cabinets in the amount of \$461,085. Mr. Grant Anderson seconded the motion.

Mr. Ed Zuercher then addressed the Committee and stated that he wanted to amend this motion, and requested that an additional \$100,000 for light rail be placed above the MCDOT Sky Harbor Traveler Information System project in order of priority. Mr. Ed Zuercher moved to amend the previously amended motion, and recommended approval, in order, of the City of Chandler signal cabinets in the amount of \$100,000; the City of Scottsdale design crosscut multi-use path in the amount of \$100,000; additional funding for the Valley Metro Light Rail project in the amount of \$100,000; the MCDOT Sky Harbor Traveler Information

System in the amount of \$372,000; the City of Chandler wireless communication equipment purchase in the amount of \$94,300; and the City of Chandler signal cabinets in the amount of \$461,085. Mr. Grant Anderson seconded, and the motion was passed by unanimous voice vote of the Committee. There were no further questions or comments pertaining to this item, and this concluded Mr. Ward's presentation to the Committee.

9. Requested Change to the FY 2004 MAG Regional Freeway Program

Addressing the next order of business, Mr. Eric Anderson introduced Mr. Bill Hayden of ADOT, to provide an overview of a requested material change to the FY 2004 MAG Regional Freeway Program involving a segment of the Red Mountain Freeway, from Power Road to University Drive. Mr. Hayden addressed the concept of a material change and the construction cost increases associated with the segment, and provided a brief history of the project.

Mr. Hayden informed the Committee that ADOT initiated an Environmental Impact Statement (EIS) for the segment back in 1998, which also addressed a number of alternative segments between Power Road and University Drive. He stated that ADOT received formal approval of the EIS, and also reviewed 4F approval for the eastern section of the Red Mountain freeway. Mr. Hayden explained that the segment in question utilized free public lands for the alignment, which requires the US Department of Transportation to cooperate and consult with the U.S. Department of Interior on plans that impact Section 4(f) resources. He also informed the Committee that in 2001, the consulting firm of DMJM and Harris developed an Engineering Concept Report, and updated the original concept to current design standards. Mr. Hayden said that in 2003, DMJM and Harris began preparation of the 30 percent design plans.

Mr. Hayden then addressed the specific project changes in question, and provided an overview of the primary engineering elements that were not included in the original cost estimate. Mr. Hayden addressed each of the project changes as follows: Earthwork, Drainage and Freeway Levee Items (\$19.5 million), Pavement Quantity Increases (\$6.6 million) and Structure Items. Mr. Hayden said that the Structure Items included previously planned mainline and crossroad structures (\$14.4 million); new crossroad bridge structures (\$4.2 million); new Central Arizona Project (CAP) and Salt River Project (SRP) maintenance road structures (\$6.5 million); flood pool low flow channel and recreational trail crossing culverts (\$1.8 million); new retaining and noise walls (\$3.8 million); and Spook Hill floodwater retarding structure items, which included roadway and utility crossings (\$3.6 million) and flood pool landscaping (\$665,000). In addition, Mr. Hayden said that individual roundabouts will be constructed at the Brown Road and McKellips Road freeway crossings.

In summarizing his presentation, Mr. Hayden informed the Committee that the original construction cost estimate for the project, based on the 1998 Design Concept Review (DCR) and the 1999 EIS, totaled \$81,368,325. He said that based upon the conclusions of the Engineering Concept Report in 2003, and the 30 percent plan submittals in 2004, that the total project cost is at \$135,258,288, which represents a \$53,889,963 cost increase over the original estimate. Mr. Hayden stated that the overall project will substantially improve the

economy, and that construction on the approved segment would commence in early 2005, and be completed in time for the opening of the Red Mountain Freeway to the public in 2007. Mr. Hayden asked those in attendance to consider and approve the projected cost increase of \$53,889,963, and invited questions from the Committee.

Discussion followed, and Mr. Grant Anderson asked about neighborhood mitigation efforts. Mr. Hayden informed the Committee that public comments were received from residents of the local neighborhoods affected by the proposed freeway segment, and that they addressed a number of segment alternatives. Mr. Hayden said that the selected alignment of the freeway represented the alternative which had the least amount of impact to the existing neighborhoods. He said that other alternatives would have substantially increased the length of the freeway, thus increasing overall project costs, and delaying the project beyond its scheduled opening date in 2007. Discussion followed pertaining to the cost and delay outcomes which would result from the consequence of not approving the cost increase of \$53,889,963. Further discussion followed pertaining to the significance of 4f approval; value engineering; projected costs, and the project's consistency with the EIS. Mr. Hayden said that from an engineering perspective, this was the most complicated freeway segment of the entire regional freeway system. He informed the Committee that this request fully implements the completed EIS for the project, and stated that the cost increase is necessary in order to complete the project by 2007.

Mr. Dan Lance addressed the Committee, and stated that the segment has already been through two rounds of value added engineering, and is very reasonable. Discussion followed, and Mr. Eric Anderson stated that this is the very reason why the Life Cycle Program is in existence, to accommodate, and pay for such adjustments to the Regional Freeway Program. Mr. Jim Huling then moved to recommend approval of the material change cost increase in the amount of \$53,889,963 for the Red Mountain Freeway segment, from Power Road to University Drive. Ms. Patrice Kraus seconded, and the motion was approved by unanimous voice vote of the Committee. There were no further questions, and this concluded Mr. Hayden's presentation to the Committee.

10. Briefing on ITS Planning and Safety Planning Activities at MAG

Mr. Eric Anderson informed the Committee that this item has been cancelled, and would possibly be heard at a future meeting.

11. Next Meeting Date

Chairperson Dolan informed members in attendance that the next meeting of the Committee would be held on July 29, 2004. There being no further business, Chairperson Dolan adjourned the meeting at 11:19 a.m.