

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 30, 2003

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

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson
Phoenix: Tom Callow for
Jack Tevlin, Vice Chairperson
ADOT: Chuck Eaton for Dan Lance
Avondale: Kristin Skabo for Dave Fitzhugh
*Buckeye: Joe Blanton
*Chandler: Patrice Kraus
*Fountain Hills: Randy Harrell
Gilbert: Tami Ryall
Glendale: Jim Book
Goodyear: Grant Anderson
*Guadalupe, Antonio Figueroa
*Litchfield Park: Mike Cartsonis
Maricopa County: Chris Plumb for Tom
Buick
Mesa: Jim Huling for Jeff Martin
*Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
RPTA: Ken Driggs
Surprise: Scott Phillips
Tempe: Mary O'Connor

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

Eric Anderson, MAG
Ken Hall, MAG
Paul Ward, MAG
Steve Tate, MAG
Miryam Gutier, City of Surprise
Dawn Coomer, MAG
Lynn Timmons, City of Phoenix
Peggy Carpenter, City of Scottsdale
Tom Remes, MAG
Roger Herzog, MAG
Mike Connors, HDR Engineering
Ed Stillings, FHWA
Bill Vachon, FHWA
Bob Bushfield, City of El Mirage
Steve Hogan, Parsons Brinckerhoff
Linda Meronek, Wilbur Smith Associates
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
Roger Herzog, MAG
Brent Moser, Grubb and Ellis
John Dugan, Pharos Corporation
Sarath Joshua, MAG
Chris Voight, MAG
Jim Dickey, RPTA
John Little, City of Scottsdale
Kevin Wallace, City of Mesa
Dan Hartig, Parsons Brinckerhoff

1. Call to Order

Chairperson Jan Dolan called the meeting to order at 10:07 a.m.

2. Approval of December 10, 2002 Minutes

Addressing the first order of business, Chairperson Dolan asked if there were any changes or amendments to the meeting minutes. Mr. David Moody moved to approve the minutes as presented. Ms. Mary O'Connor seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

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 Manager's Report

Chairperson Dolan introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson provided an update of the Maricopa County Regional Area Road Fund (RARF), and informed those in attendance that overall collections for the regional tax were down almost 2 percent compared to last year. Mr. Anderson informed the Committee that it was the first time overall collections for the RARF have declined since the inception of the tax. Mr. Anderson stated that there was a positive dollar amount in the RARF of approximately \$13 Million at the end of 2007.

Mr. Anderson stated there are were several concerns from ADOT surrounding the potential lack of sufficient finances due to declining RARF collections. Mr. Anderson noted that the Arizona Department of Transportation (ADOT) was in the process of reviewing their funding obligations for FY 2004 and FY 2005, and also in the process of addressing a number of bonding issues in relation to declining collections. He stated that ADOT staff voiced specific concerns over the fact that there could potentially be delays in a number of current projects on the regional freeway system that are scheduled for completion prior to 2007 if the economy doesn't improve and if the legislature reduces ADOT funding any further. Discussion followed, and Mr. Anderson then informed the Committee that there would be a joint public hearing between ADOT and MAG for public comment on the ADOT Statewide Program and the Regional Freeway Program, which is scheduled for March 6, 2003, at 1:00 p.m. in the MAG Saguaro Conference Room.

Mr. Anderson reported that MAG recently hosted a conference of the Four Corners Councils of Governments (COG), which consisted of COG Directors and representatives from Arizona, Colorado, New Mexico and Utah. Mr. Anderson stated that many interesting topics were covered, and that representatives from Colorado and New Mexico were very impressed over the good relationship shared between MAG and ADOT. He alluded to the fact that the cooperative nature between MAG and ADOT is often used in "Best Practice" reports by the Federal Highway Administration.

Mr. Anderson then informed the Committee over a number of recent proposals initiated by Governor Janet Napolitano, which would have substantial implications on ADOT's overall budget in the upcoming years. Mr. Anderson stated that the Governor proposed moving \$128 Million from the Vehicle License Tax (VLT) Program in an effort to balance the State of Arizona's budget in FY 2004. He said that Mr. John McGee, the Chief Financial Officer of ADOT, was reviewing this proposal, along with a number of additional bonding and funding issues. He said that ADOT was also in the process of identifying measures to reduce their overall budget by approximately \$25 Million a year. Mr. Anderson also informed the Committee of a suggestion by the Governor's Office to transfer Highway User Revenue Funds (HURF) over to the Arizona Department of Public Safety (DPS) in an effort to offset a number of budget items, and to address a variety of financial concerns. There were no further comments or 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 (Proposed Amendment to the FY 2003-2007 Transportation Improvement Program for Highway Projects) and #7 (ADOT Red Letter Notification), and asked members in attendance if they would like to entertain a motion to approve as presented, or to remove either item for further discussion. Ms. Mary O'Connor moved to approve the consent agenda item as presented. Mr. Tom Callow seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

8. FY 2008 ADOT Projects

Addressing the next order of business, Chairperson Dolan asked Mr. Eric Anderson, MAG Transportation Manager, to provide an overview of the FY 2008 ADOT Projects. Mr. Eric Anderson introduced the item to the Committee, and then asked Mr. Chuck Eaton of ADOT to provide further detail. Mr. Eaton informed those in attendance that prior to the meeting, a report entitled Regional Freeway System was distributed to all members of the Committee. Mr. Eaton stated that the purpose of the report was to provide information on the Tentative FY 2004-2007 Life Cycle Program, and the Proposed Tentative FY 2004-2007 MAG Area 5-Year Program.

Mr. Eaton called the Committee's attention to a draft project list within the report, which was entitled *Proposed Projects for Programming in FY 2004-2008: FY 2008*. Mr. Eaton provided an overview of the table, and informed the Committee that the shaded line items on the table have been updated and changed since ADOT's last presentation of this information at the December 10, 2002, meeting of the TRC. Mr. Eaton stated that since this information was last presented to the Committee, the Chief Financial Officer of ADOT has had an opportunity to review a variety of current and projected funding issues, and that the revised table has been reduced by approximately \$7 million dollars. Mr. Eaton addressed revised funding reductions for the following projects: the widening of I-17, from Loop 101 to State Route 74 to accommodate High Occupancy Vehicle (HOV) lanes (reduced from \$30 million to \$26.6 million); the construction of HOV lanes on State Route 51 from Shea

Boulevard to Bell Road (reduced from \$27.5 million to \$27 million); the construction of single occupancy vehicle (SOV) and HOV lanes on US 60, from Val Vista Road to Power Road (reduced from \$39.1 million to \$35 million); and a regional Bottleneck Project Scoping study (reduced from \$600,000 dollars to \$500,000 dollars). Mr. Eaton stated that the US 60 project was approximately 15 to 20 million dollars less than what was originally programmed, and that the project also maintained available contingency funds. Mr. Eaton said that ADOT was comfortable with the way the revised FY 2008 project list looked, and asked the Committee if they in turn could agree with these proposed changes as presented.

Discussion followed, and Mr. Grant Anderson asked Mr. Eaton how the revised “placeholder” numbers addressed the concerns of the West Side of the MAG Region. Mr. Eaton addressed the Bethany Home Transportation Interchange (TI), and stated that \$7 million had been added for this project in order to address the needs of the City of Glendale. Mr. Eaton said that \$7 million in ADOT discretionary funding was transferred in order to construct the northern half of the Bethany Home TI along Loop 101, and that the City of Glendale would complete the southern half of the TI in order to address the concerns surrounding the future construction of the Coyotes Arena and the Arizona Cardinals stadium. Mr. Eaton said that there were no additional TI projects being “scoped” within the region for funding at this time.

Discussion followed, and Mr. Grant Anderson addressed the concept of using discretionary funds for the development of TI projects throughout the region. Mr. Eaton and Mr. Eric Anderson both addressed this concept, and also stated that when a critical need arises, it is appropriate to add a TI to the system in order to assure transportation efficiency. Mr. Grant Anderson stated that it would be a good idea if ADOT and MAG could jointly agree upon, or develop a policy to address the future needs of transportation interchanges on the regional freeway system. Mr. Grant Anderson said that it may be necessary to develop specific criteria that establishes justification for the construction of such facilities. Mr. Eaton stated that it was not ADOT’s policy to fund new TIs throughout the region. He addressed the unique situation in Glendale, and stated that if the TI had been in any other location throughout the region, it may not have been included.

Chairperson Dolan addressed the concept of setting up a group to identify and establish specific criteria for TI site selection, and the funding and construction of future interchanges on the regional freeway system. After further discussion, it was agreed that MAG would make arrangements to establish a group to review this process. Mr. Eaton said that the selection and construction of future interchanges is contingent upon there being money in the regional freeway program. Mr. Eaton said that currently, no money is available for such projects. Further discussion followed, and Chairperson Dolan asked the Committee for a motion. Mr. David Moody moved to approve the FY 2008 ADOT Project list as presented. Ms. Mary O’Connor seconded , and the motion was unanimously approved by subsequent voice vote of the Committee. Mr. Eric Anderson addressed the Committee and noted that the Freeway Life Cycle Program, along with some minor changes to the FY 2004-2007 Statewide Program were moving forward for public review and comment during February of 2003. Mr. Anderson informed the Committee that if they had any questions or comments, they should contact him at any time. There was no further discussion regarding this item.

9. Implementation Plan for Rubberized Asphalt

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Manager, who provided an update on the Implementation Plan for Rubberized Asphalt. Mr. Anderson informed the Committee that the MAG Regional Council approved the funding for \$34 million at the January 29, 2003 meeting. Mr. Anderson then called the Committee's attention to the "Draft Map" provided in the agenda packet, and highlighted several areas containing proposed projects to be phased in between FY 2004 and FY 2006.

Mr. Jim Book asked whether the section of State Route 51, located between the Loop 101 and Bell Road, would contain rubberized asphalt as part of the new regional freeway construction process. Mr. Chuck Eaton stated that it would, and informed the Committee that it was ADOT's plan to place rubberized asphalt on each of the new freeway segments yet to be constructed. Mr. Eaton stated that ADOT received a verbal approval from the Federal Highway Administration that Arizona was selected to partake in a Quiet Pavement demonstration project. He noted that Arizona and California were the only states selected for the project. Discussion followed concerning noise walls, rubberized asphalt on municipal arterial roads, and the maintenance benefits and cost savings associated with rubberized asphalt. Mr. Eaton addressed several questions from the Committee, and provided a brief overview of various segments scheduled to receive rubberized asphalt surfaces in the future.

Chairperson Dolan then addressed the Committee, and stated that the City of Scottsdale had several concerns with regard to the schedule as proposed by ADOT, and when certain segments of the community were to receive rubberized asphalt. She stated that many citizens residing in the southern part of Scottsdale were adjacent to an older stretch of the Loop 101, and have been living with the effects of freeway noise for some time. She stated that it was the desire of Scottsdale to advance segments in the southern part of the community so that they could be constructed first, in lieu of the present schedule as proposed by ADOT, which scheduled a segment in the northern part of the community to be paved in FY 2004. Chairperson Dolan then introduced Mr. John Little, Transportation Manager for the City of Scottsdale, who provided an update on Scottsdale's proposed asphalt rescheduling projects.

Mr. Little provided a handout to the Committee which detailed ADOT's proposed three year plan for rubberized asphalt surfacing along Loop 101, and the City of Scottsdale's proposed request to have the schedule changed in an effort to better accommodate the city. Mr. Little informed the Committee that the city has been utilizing rubberized asphalt on local streets since 1989, and that it has been over six years since the Mayor's Office has first received numerous input and concerns from the community regarding noise coming from the Loop 101. He stated that over the course of the last six years, the concerns surrounding aesthetics, landscaping, and noise walls have progressed from the neighborhood level to becoming a primary public policy issue.

Mr. Little called the Committee's attention to the map of Scottsdale, which was distributed to those in attendance. Mr. Little addressed the concept of decibel readings on the Loop 101, and stated that there have been a number of noise exceedences along the freeway corridor.

He said that in the process of reviewing and developing Scottsdale's request before the Committee, the municipality reviewed ongoing documentation and considered effects on property values; considered overall community aesthetics; considered the length of time for each decibel exceedence along segments of the Loop 101; and considered the proximity of neighborhoods to the freeway. Mr. Little stated that the city also gave careful consideration to an ongoing list of citizen input that was received over the years. He stated that the primary concerns of the city were focused on residents living in the southern part of Scottsdale.

After a thorough review of the issues concerning Loop 101, Mr. Little addressed the Scottsdale map and formally requested that ADOT and the Committee consider the following changes to the ADOT three year rubberized asphalt surfacing plan to the Regional Freeway System: to advance the current ADOT rubberized asphalt project between McKellips Road to McDonald Drive from FY 2005 to FY 2004; to pave between Mountain View Road to Raintree Drive in the fall of 2003; and to advance the current ADOT rubberized asphalt project between McDonald Drive and 90th Street in FY 2006 to the fall of 2005. Mr. Little said that the most crucial need at this time was focused on advancing the McKellips Road to McDonald Drive segment from FY 2005 to FY 2004.

Discussion followed, and Mr. David Moody addressed Mr. Little and the Committee. He asked Mr. Little about what other projects he proposed to move in the Regional Freeway System in order to accommodate the City of Scottsdale's request. Mr. Little said that it was not his intent to address that issue, or to propose any project in particular. He said that it was probably a very good idea to assess other areas of the system, and to consider affiliated data relevant to segments that exceed decibel limits, prior to making that determination. Chairperson Dolan answered several questions regarding the urgency of rubberized asphalt on the segment between McKellips Road and McDonald Drive.

Mr. Grant Anderson asked Mr. Eaton when the map needed to be finalized for the three-year program, and whether adoption could be delayed for a while. Mr. Eaton said this process is moving along fairly quickly, and is based on ADOT's 2004 Fiscal Year. Mr. Eaton said that it was still possible to accommodate the City of Scottsdale's request, but that the Committee would have to agree on something very soon. Ms. Mary O'Connor then addressed the Committee, and said that instead of delaying the map, whether it would be possible to work directly with the City of Scottsdale to address segment needs and scheduling. Mr. Little said that the City of Scottsdale was working with a noise consultant, and that he would have more data in about two to three weeks, and at that time would be able to better assess the obtained information. Discussion followed, and a suggestion was made to eliminate FY 2006. Mr. Eric Anderson stated that he was very comfortable with the funding plan that was developed to date, and would be very reluctant to make any substantial changes, such as eliminating a scheduled fiscal year for proposed projects.

Mr. Jim Huling addressed the Committee, and asked several funding questions related to Scottsdale's proposal. It was suggested that Scottsdale's segments be kept open for discussion, while adopting the rest of the map. Discussion followed concerning the concept of switching segments between scheduled years, and whether a member agency could pay with local funds up front, and be reimbursed by ADOT at a future date.

After further questions and discussion, Ms. Mary O'Connor moved to approve the Implementation Plan for Rubberized Asphalt, with the understanding that Scottsdale will work with MAG, ADOT, and Member Agencies to attempt to advance the McDonald Drive to McKellips Road segment of the Loop 101 to FY 2004. Mr. Tom Callow seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. There was no further discussion on this item.

10. RTP Goals & Objectives, Performance Measures, and Evaluation Methodology

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Manager. Mr. Anderson stated that this Agenda item offered an opportunity for input and discussion. He then introduced Mr. Roger Herzog, MAG Senior Project Manager. Mr. Herzog called the Committee's attention to Attachment Five of the Agenda packet, which contained a copy of the RTP Goals & Objectives, Performance Measures, and Evaluation Methodology for their review and input.

Mr. Herzog stated that as part of the process, MAG staff intends to take all comments and Committee input, and to incorporate and revise a draft set of goals, objectives and performance measures that would be taken to the MAG Transportation Policy Committee on February 19, 2003. Mr. Herzog informed the Committee that the performance measures, as contained within Attachment Five, would also be addressed at a RTP modeling workshop, to be conducted at MAG on February 5, 2003. Mr. Herzog stated that additional input received at the workshop would be incorporated into the final document for consideration by the TPC.

Discussion followed, and Ms. Mary O'Connor stated that it was her impression the TRC would receive a draft revision of the RTP goals, objectives and performance measures back, prior to the February 2003 TPC meeting. Ms. O'Connor said it would provide the TRC with an opportunity to have additional review time, which was needed in order to collectively provide additional input prior to the TPC's review. Mr. Eric Anderson stated that MAG Staff would combine all of the comments from the January 9, 2003, workshop and send them out to the Committee over the next several days.

Discussion followed, and it was agreed that MAG staff would incorporate any additional comments received from the Committee, and that additional comments received at the February 5, 2003, RTP Workshop, would also be incorporated for review. Mr. Herzog stated that if all Committee comments can be obtained prior to February 7, 2003, they could still be incorporated prior to the review of the TPC on February 19, 2003. There were no further questions from the Committee, and this concluded Mr. Herzog's presentation. Following this item, Chairperson Dolan excused herself from the meeting at 11:20 a.m., due to a previously scheduled meeting obligation.

11. Area Transportation Study Briefing

Addressing the next order of business, Mr. Eric Anderson of MAG provided the Committee with a brief overview of the area transportation studies that were currently underway throughout the region. He informed the Committee that the consultants for each of the

studies were in attendance, and would be providing brief presentations. Mr. Anderson stated that the presentations would be in the following order: the Northwest Area Transportation Study, the Southwest Area Transportation Study, and the Southeast Maricopa/Northern Pinal County Transportation Study. He then introduced Mr. Steve Hogan, from the consulting firm of Parsons Brinckerhoff, who presented an overview of the Northwest Area Transportation Study.

Mr. Hogan addressed the primary project objectives of the study, identified the study within a regional context, and provided a spatial overview of the study area boundaries. He said that a portion of the study area overlapped with the Southwest Study. Mr. Hogan provided a brief overview of the existing 2002 base street network, which assessed local roads, arterials and freeways ranging from 2 to 10 lanes. He provided an overview of proposed changes to the base system, and assessed the overall costs for the widening of freeways and arterials, and adding new 4 and 6 lane arterials. He then addressed enhanced highway cost associated with I-10, I-17, Loop 101, and Grand and Northern Avenues.

Mr. Hogan then presented materials on new highways, which included the need for new or additional lanes on Loop 303, the New River Extension, 59th Avenue, the Carefree highway, the 101/303 Connector, and the Wickenburg Bypass. He briefly highlighted a number of transit-related project scenarios and improvements, as well as bicycle and pedestrian needs. Mr. Hogan stated that the overall transportation costs for the Northwest Transportation Area System would total approximately \$12 billion dollars. Discussion followed, and Mr. Hogan answered a number of questions from members of the Committee.

Mr. Eric Anderson stated that at this stage of the process, the presented information was provided as information only. Mr. Anderson also noted that the estimated cost of \$12 Billion represented total need, and was not limited to any particular time constraint over a specified period of time. Mr. Hogan said that they modeled a total of three networks associated with the project, and informed those in attendance that there would be an Agency Forum in mid-February of 2003. Mr. Anderson said that MAG staff would send out an information packet informing individuals of the specific time and date. There were no additional questions or comments, and this concluded Mr. Hogan's presentation.

Mr. Anderson then introduced Ms. Linda Meronek of Wilbur Smith Associates, who provided an overview of the Southwest Area Transportation Study. Ms. Meronek provided an overview of the existing base transportation network in the southwest valley, and provided information on the 2000 base network which included lane additions and road widenings. She then provided an overview of an enhanced network as modeled, and also provided an overview of traffic counts, Levels of Service (LOS), and total costs associated with the development and construction of Loop 303, and an East-West Reliever stretching from central Phoenix to the southwest valley. In addition, like information was provided for the proposed Rio Salado Parkway, the Komatke/Riggs Road Expressway, and the Loop 101 Extension. Ms. Meronek noted that collectively, these roads represented the Southwest area's New Corridor Network.

Ms. Meronek then addressed proposed RPTA regional connections, a fixed-route transit network, and a high-capacity transit study network within the study area. Ms. Meronek

stated that the total cost of all new proposed corridors within the study area were estimated to cost approximately \$5.2 billion dollars, whereas the cost of providing high capacity transit corridors would cost approximately \$816 million. There were no questions from members of the Committee, and this concluded Ms. Meronek's presentation.

Mr. Anderson then introduced Mr. Dan Hartig, who provided the Committee with an overview of the Southeast Maricopa/Northern Pinal County Transportation Study. Mr. Hartig displayed a series of maps which provided information on the study within a regional context, the study area boundaries, and the study focus area. Mr. Hartig briefly provided information on the 2002 base transportation network, and provided an overview of the future base as indicated within the study. Mr. Hartig said that the future proposed base consisted of 385 miles of new arterial roads, and 22 miles of new freeway, and was projected to cost approximately \$1.2 billion. He addressed the total enhanced network, identified a number of new facilities, reviewed proposed regional connections, transit corridors, and the proposed high capacity rail corridors. There were no questions from members of the Committee, and this concluded Mr. Hartig's comments. Mr. Anderson thanked each of the consultants for their presentations, and there was no further discussion on this item.

12. Next Meeting Date

Mr. Eric Anderson informed members in attendance that the next meeting of the Committee would be conducted on February 27, 2003. There being no further business, Mr. Anderson adjourned the meeting at 11:45 p.m.