

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

April 24, 2003

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

MEMBERS ATTENDING

Scottsdale: Michelle Korf for Jan Dolan,
Chairperson
Phoenix: Jack Tevlin, Vice Chairperson
*ADOT: Dan Lance
*Avondale: Dave Fitzhugh
Buckeye: Joe Blanton
Chandler: Dan Cook for 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: Tom Buick
Mesa: Jim Huling for Jeff Martin
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
RPTA: Ken Driggs
Surprise: Scott Phillips
Tempe: John Osgood for Mary O'Connor
Wickenburg: Shane Dille

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
Roger Herzog, MAG
Paul Ward, MAG
Steve Tate, MAG
Faisal Saleem, MCDOT
Dawn Coomer, MAG
Lynn Timmons, City of Phoenix
Yogesh Mantri, MCDOT
Bill Delo, IBI Group
Bob Steele, City of Phoenix
John Farry, Valley Metro Rail
Tom Remes, MAG
Meifu Wang, FHWA

Mike Frisbie, City of Phoenix
Bob Antila, RPTA
Xiao Qin, MAG
Kwi-Sung Kang, ADOT
Chris Plumb, MCDOT
Ali Makarachi, City of Phoenix
Jim Dickey, RPTA
John Dugan, Pharos Corporation
David McCrossan, IBI Group
Carol Johnson, Stantec Consulting
Chris Voigt, MAG
Lydia Warnick, ADOT
Carroll Reynolds, Town of Buckeye

1. Call to Order

In the absence of Chairperson Jan Dolan, Vice Chairperson Jack Tevlin called the meeting

to order at 10:04 a.m.

2. Approval of March 27, 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. Robert Cicarelli 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 MAG Transportation Planning Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson provided an update of recent activities associated with the MAG Transportation Planning Division's FY 2004 Work Program, and stated that the Regional Council approved the MAG Pedestrian Design Guidelines in the amount of \$80,000 at their April meeting. Mr. Anderson said that the Regional Council also addressed the MAG Arterial Bottleneck Study, which was also discussed at the last meeting of the TRC. Mr. Anderson informed the Committee that the Regional Council approved the study, but decided to divide the bottleneck project into two phases. Mr. Anderson stated that Phase I would involve an analysis of where the bottlenecks were located throughout the region; whereas Phase II would involve an analysis of possible solutions to alleviate congestion and a variety of other problems associated with the identified bottlenecks. Mr. Anderson stated that the Regional Council also approved the proposal to accelerate the Scottsdale and Phoenix segments for rubberized asphalt at their last meeting.

Mr. Anderson then informed the Committee that MAG Staff recently completed Interim Employment Population Control totals for the region. Mr. Anderson stated that it was normally the responsibility of the State of Arizona, Department of Economic Security, to develop population projections for the MAG Region. Mr. Anderson informed the Committee that the State had not yet completed the projections, and that they were not anticipating their completion until later this year. Therefore, MAG took the initiative to complete the Interim projections, which will be presented to the MAG Population Technical Advisory Committee on April 29, 2003. Mr. Anderson said that the process included the identification of population, housing and employment information by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ).

Mr. Anderson informed members of the Committee of recent and upcoming events associated with the MAG Transportation Policy Committee (TPC). He stated that at their

last meeting on April 16, 2003, the TPC decided to form a special Maintenance Committee that would provide insight and recommendations pertaining to fiscal matters associated with the upcoming ADOT budget, which allocates funding for the ongoing maintenance and operation of regional freeways. Mr. Anderson said that the new Maintenance Committee would consist of representatives from the TPC, the State Transportation Board, the Governor's Office, and the Arizona Legislature. Mr. Anderson addressed the MAG RTP planning process, and stated that a series of proposed performance measures which are to be used as part of the RTP process were presented to the TPC at their April meeting. Mr. Anderson stated that there would be a Performance Measure Workshop on May 6, 2003, at 3:00 P.M. in the MAG Saguaro Conference Room.

Mr. Anderson then addressed several items associated with ADOT's 20-year Long Range Transportation Plan for the State of Arizona, and provided information on meetings associated with ADOT's *Moving Arizona* public transportation forums. He also informed members of the Committee that MAG would be conducting interviews today for Phase II of the Grand Avenue MIS. He stated that a recommended consulting firm would be forwarded to the Regional Council during May for their consideration and approval to commence work on the project.

Mr. Anderson then provided members of the Committee with an update of the Regional Area Road Fund (RARF), and stated that overall collections for the fund were up during February of 2003 by 0.4 percent. He then stated that HURF collections were up through March of 2003 by 4.3 percent, and that overall sales tax collections were slightly up by 2.5 percent over the previous year. Mr. Anderson addressed several questions pertaining to past annual sales tax collections. He stated that in the past, regional sales tax collections have averaged annual percentile increases of approximately 7 to 8 percent, and that recent collections have been substantially lower. There were no further questions from members of the Committee, and this concluded Mr. Anderson's report.

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

Addressing the next order of business, Vice Chairperson Tevlin introduced Paul Ward, MAG Transportation Programming Manager, to provide an overview of the Interim FFY Close Out process. Mr. Ward addressed the Committee, and informed those in attendance that, following approval of the FFY 2003 Transportation Appropriations Bill, MAG has received notification from the State that there would be approximately \$76 million in MAG Federal funds available for use in FFY 2003. Mr. Ward reported that approximately \$67 million has been programmed and are expected to be obligated, \$3.5 million was available from a de-obligated project and a project adjustment leaving approximately \$12 million as uncommitted and available for close out projects. He reported that about \$5.5 million of these funds was represented by projects that had requested deferral from FFY 2003 to FFY 2004 or later.

Mr. Ward called the Committee's attention to two handouts which were distributed to each of the members in attendance prior to the meeting. Mr. Ward stated that the first handout,

entitled *FY 2003 MAG Draft Federally Funded Program (as at 4/24/03)*, was an update to the table sent to members in the agenda packet and displayed current and expected project obligations for the region. Mr. Ward stated that, of the \$76.0 million which was available, approximately \$38.0 million was Surface Transportation Program (STP) funds, and that the remaining amount was Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

Mr. Ward called the Committee's attention to the second handout that was distributed prior to the meeting, which was entitled *Projects Submitted For Funding In The Close Out Of The FY 2003 MAG Federally Funded Program - TRC Meeting April 24, 2003*. Mr. Ward said that the total amount of \$12.0 million that was available for projects consisted primarily of CMAQ funding. He informed the Committee that the two shaded projects on the second handout represented verbal notifications by agencies and that he was still waiting for formal, written requests from ADOT and Maricopa County. He informed those in attendance that the member agencies had until May 16, 2003, to submit project proposals. He also addressed the Congestion Management System (CMS) and the Air Quality Emission Reduction scoring processes, and stated that CMS and Emission Reduction scores would be determined, where appropriate, following the May 16th deadline.

Mr. Ward informed the Committee that this item was being presented as information, with the potential for possible action. He stated that, although all project submittals were due prior to May 16, 2003, in an effort to accommodate the time frame for the approval and purchase of PM-10 Efficient Street Sweepers, it would be preferable to approve the street sweepers at this time and to defer a decision on the remaining projects to the May 29, 2003, meeting of the TRC. Mr. Ward said that in order to be able to purchase the street sweepers in a reasonable time frame, a decision at the May Meeting of the MAG Regional Council would be preferred. If the decision on the street sweepers was deferred to the May 29, 2003, meeting of the TRC, the time frame for authorizing the street sweepers would be very short. Also, Mr. Ward addressed ITS projects for consideration. He stated that under new Federal requirements, all ITS projects must conform to a "Regional Architecture." He stated that if ITS project submittals did not conform to the newly adopted criteria, they might be refused for funding by State and/or FHWA. Mr. Ward noted that there were three projects on the handout which pertained to ITS, and involved two projects related to area traffic control at the Cardinal/Coyote complex in Glendale, and a Central Phoenix fibre-optic backbone project.

After several questions pertaining to project timing, Eric Anderson provided clarification by reiterating the fact that the Committee could take some of the associated "time pressures" off of the street sweeper purchasing process by approving them at today's meeting, and deferring the remaining projects to the next meeting of the Committee on May 29, 2003. Discussion followed by members of the Committee concerning the overall approval process and time lines; rubberized asphalt funding; street sweeper cost and purchases; and whether to hold a special meeting of the TRC on May 1, 2003, in order to approve all projects at once, opposed to holding a two-part vote at different meetings to accommodate street sweepers. Mr. Ward stated that of the \$12.0 Million and in accord with current Regional Council action, approximately \$1.6 million would likely be allocated for the purchase of street sweepers.

Vice Chairperson Tevlin noted that since the street sweepers were only \$1.6 million, and that there would be a total of about \$10.0 Million left over from the unprogrammed amount, he asked whether the Committee would like to entertain a motion to approve projects for the close out funding at this time, or to limit any action to street sweepers. Dan Cook, from the City of Chandler, stated that his community was in the process of working on additional projects, but could submit them within the next week. After further discussion, there was general consensus to delay decision on any non-street sweeper projects until the May meeting of the Committee. Grant Anderson concurred, and then moved to approve the purchase of PM-10 certified street sweepers in the amount of \$1.6 million, with Mr. Cook seconding.

Before a formal vote of the Committee was taken, Ms. Michelle Korf, from the City of Scottsdale, addressed the Committee, and stated that the City of Scottsdale had a dirt road shoulder project in FY 2003 which they had requested to defer until FY 2004. However, the City was interested in deleting this project in order to purchase two additional street sweepers. Mr. Ward stated that the street sweepers were initially approved last November, and that this request would increase the overall amount from \$1.6 to about \$1.9 million. Jim Book stated that he would vote against the initial motion, because it excluded the City of Scottsdale's ability to include the purchase of the street sweepers.

After further discussion, Ken Driggs formally submitted a substitute motion to the initial motion, and moved to approve the purchase of PM-10 certified street sweepers in the amount of \$1.6 million, plus an amount for the purchase of two additional street sweepers for the City of Scottsdale. Mr. Book seconded and the motion was approved by unanimous voice vote of the Committee. Vice-Chairperson Tevlin stated that the remaining projects would be deferred to the May meeting of the Committee. There were no further questions, or additional discussion, and this concluded Mr. Ward's presentation.

6. Approval of the High Capacity Transit Study

Addressing the next order of business, Vice Chairperson Tevlin introduced Mr. David McCrossan of the IBI Group, who provided an overview of the MAG High Capacity Transit Study. Mr. McCrossan addressed the Committee and informed those in attendance that the *Final Draft Report* of the MAG High Capacity Transit Study was available on the MAG Website. He stated that other consultant team members, Ms. Carol Johnson of Stantec Consulting, and Mr. Bill Delo of the IBI Group were also in attendance if needed to address any further issues or questions from the Committee.

Mr. McCrossan provided an overview of the study, and said that the project was basically intended to identify forms of effective high-capacity transit services throughout the region. Mr. McCrossan addressed the project vision with regard to commuter rail, light rail (LRT), and Bus Rapid Transit (BRT). He briefly addressed transit technologies and provided a review of the MAG High Capacity Transit Study, and the transit study completed by the Regional Public Transportation Authority (RPTA). Discussion followed, and Vice Chairperson Tevlin asked Mr. McCrossan if the consulting team reviewed and considered the recently completed transit study for the City of Phoenix. Mr. McCrossan stated that the

MAG High Capacity Transit Study considered BRT in dedicated lanes. He also cited a number of national studies and addressed existing transit systems in the cities of Ottawa and Pittsburgh. Further questions from the Committee followed, which focused on right-of-way and crossings over existing streets; similar studies and systems in other cities; mixed flow transit concepts; and BRT on the existing grid system.

Mr. Ken Driggs addressed the Committee and stressed that it was extremely important to consider all of the options coming out of the study. He stressed the fact that the BRT as identified within the draft version of the MAG High Capacity Transit Study was extremely different than BRT identified within the study for the City of Phoenix. Discussion followed, and Mr. Grant Anderson stated that the MAG High Capacity Transit Study failed to address the alternatives. Mr. Anderson said that the study is basically “off on its own track” and not very relevant to what the rest of the region is doing with regard to transit.

Mr. Eric Anderson stated that BRT as defined in the study is similar to what is being done throughout the country. He stated that the study began as an analysis of commuter rail and then considered other varied forms of transit, whereas the RPTA study considered local routes and worked up to higher levels of transit corridors. Mr. Anderson stated that although this could be interpreted as somewhat confusing, it was understood that the distinctions between the two studies are different. The two studies by MAG and RPTA serve to compliment each other, rather than duplicate each other.

Mr. Ken Driggs addressed the Committee, and stated that it may be appropriate to merge the two studies. Mr. Driggs stated that the studies are essentially coming from two different perspectives. He asked the Committee whether it would be appropriate to move on from this point, and to make informed decisions as a region through an analysis of both the MAG High Capacity Transit Study and the RPTA Study. Mr. Driggs suggested that the two studies should be compared and analyzed in an effort to determine a transit network that is best for the region, and to come up with a final analysis which is focused on the “blended results.” Mr. Anderson stated that the “blending” as described by Mr. Driggs will take place at the Regional Transportation Plan (RTP) level, when attempting to identify regional transportation needs and scenarios.

Vice Chairperson Tevlin stated that it was in the Committee’s best interest to focus on the corridors, and not the technologies. He stated that the Federal Transit Administration (FTA) will not allow for the pre-selection of technologies. Vice Chairperson Tevlin stated that the focus should be on the corridors, and that the technology is basically chosen on a corridor-by-corridor basis in FTA-approved studies. Mr. McCrossan agreed, and stated that this is essentially a corridor-level study, which is not fiscally constrained. Mr. McCrossan stated that there were a menu of options at the corridor level, and that the technologies should eventually follow the FTA process. He stated that the study represented a broad regional vision, and should eventually result in what the region would like to do with high capacity transit.

Mr. McCrossan then continued with his presentation, and reviewed milestones and dates associated with the study. Mr. McCrossan reviewed a variety of key tasks that were undertaken as part of the process, and reviewed a number of comparisons associated with

commuter rail modeling results. He addressed a number of conclusions and recommendations for an Arterial-based LRT/BRT network, and a commuter rail network. Mr. McCrossan provided an overview of capital costs, and operating and maintenance expenditures for commuter rail and BRT/LRT; and considered a summary of project phasing for potential near-term, medium-term and long-term corridors. He provided an overview of recommended next steps for corridor-specific packages for BRT/LRT at various locations throughout the region; assessed commuter rail opportunities; and considered regional management and funding issues. Mr. McCrossan stated that the study concludes there is a good case for high capacity transit. He stated that there is a strong BRT and LRT gird that enhances local mobility and regional mobility, and that potential commuter rail in the region is “on par” with, or in some cases, better than existing transit systems that have initiated start up activities in other areas of the United States.

Mr. Grant Anderson addressed the Committee, and expressed his concern over recommendations by the consultant regarding proposed commuter rail lines in the West Valley. Mr. Grant said that the consultant was assuming full build-out for the area, which would not be feasible to assume at any time over the next ten years. Mr. Eric Anderson stated that the study did not look at fiscal constraints, and that the issue of cost effectiveness would be addressed in further detail at the RTP level. Mr. Mike Cartsonis addressed the Committee, and said that his concerns were just the opposite of the concerns expressed by Mr. Grant Anderson. He believed that these particular scenarios as presented by the consultant may actually underestimate population, and are not enough to provide service for the “real” population numbers that are going to exist on the west side. Mr. Cartsonis said that it may be necessary to readdress land use and population issues.

Vice Chairperson Tevlin stated that he was concerned about confusing the issues between high capacity transit and light rail. He wanted to know how the Committee and the region as a whole would be able to sell these transit concepts to the public without confusing them, especially if MAG releases the High Capacity Transit Study as presented at today’s meeting. Discussion followed, and Ms. Michelle Korf recommended that the findings and results of the identified corridors as specified within the study should be considered part of the upcoming RTP. Ms. Korf stated that the primary emphasis and focus should be on high capacity corridors and that the technologies require more analysis.

There was further discussion concerning the west valley and the potential population base of the area. Mr. Eric Anderson stated that the western section of the region presented a complex set of issues, particularly when considering many of the recommendations coming out of the South West Area Study with regard to I-10 and the South Mountain freeway. Mr. Anderson said that due to the complexity of the issues, it was necessary to consider a Major Investment Study (MIS) for the entire I-10 Corridor. He stated that the corridors need to be studied and eventually recommended, and that it was not the intent of the MAG High Capacity Transit Study to confuse the public.

Mr. Ken Driggs again stated that the MAG High Capacity Transit Study and the RPTA Regional Transit System Study need to be looked at concurrently. He suggested that the Committee accept the MAG High Capacity Transit Study as is, but should not accept the recommendations of the study. Mr. Driggs said that it was a better idea to have the

recommendations finalized after both studies have been reviewed, analyzed and considered simultaneously. Ms. Korf addressed the Committee, and asked those in attendance to consider a motion that endorsed the high capacity transit corridors as identified within the study.

After further discussion Mr. David Moody addressed the Committee, and moved that the corridors as identified within the High Capacity Transit Study should be accepted for consideration as input into the RTP process as presented, subject to integration with the express bus network from the RPTA Regional Transit System Study, and subject to additional input received from MAG member agencies. The motion was seconded by Mr. Grant Anderson, and approved by unanimous voice vote of the Committee. There was no further discussion on this item.

7. Update on the Regional Transportation Plan Process

Addressing the next order of business, Vice Chairperson Tevlin introduced Mr. Eric Anderson, MAG Transportation Manager, who provided the Committee with an update on the Regional Transportation Plan process. Mr. Anderson distributed copies of a Memorandum from Mayor Neil Giuliano, Mayor of Tempe, and Chairperson of the MAG Transportation Policy Committee, which addressed modifications to the TPC Meeting Schedule; and also distributed a copy of a handout, entitled “*Lets Keep Moving!*” Mr. Anderson explained to the Committee that the *Let’s Keep Moving* handout was an e-news update from the Chair of the TPC, which included a message from the Chair, highlighted the primary topics of the April TPC Meeting, and also provided a series of dates for upcoming meetings associated with the RTP process.

Mr. Anderson stated that at the April Meeting of the TPC, there was a briefing of alternative modeling packages for the RTP. He informed the Committee that MAG Staff recommended three modeling scenarios for consideration, in order to evaluate the performance of projects.

Mr. Anderson provided a brief overview of the RTP Planning process, and informed those in attendance of the upcoming Performance Measure Workshop for members of the TPC on May 6, 2003, at 3:00 P.M. in the MAG Saguaro Conference Room. Mr. Anderson informed the Committee that MAG was in the process of reviewing RTP Transportation Modeling Scenarios, and mentioned a Draft Report that included a number of assumptions. Mr. Anderson stated that this information would be provided in further detail at the May 29, 2003, meeting of the Committee. He also addressed Arizona House Bill 2292, and stated that MAG would continue to brief people on the bill’s relevancy to the November General Election in 2004, which called for an extension of the regional half-cent sales tax extension. There were no questions from the Committee, and this concluded Mr. Anderson’s update.

8. Update on AZTech

Addressing the next order of business, Vice Chairperson Tevlin introduced Mr. Tom Buick, Director of the Maricopa County Department of Transportation, who provided an update on

AZTech. Mr. Buick called the Committee's attention to an information packet which was distributed to those in attendance prior to the meeting. Mr. Buick stated that he served as the Co-Chair of the AZTech Executive Committee, and stated that Victor Mendez, Director of ADOT, presently served as the Chairperson. Mr. Buick provided those in attendance with an overview of his presentation. At this time, due to other obligations, Vice Chairperson Tevlin left the meeting at 12:03 P.M.

Mr. Buick addressed the vision and goals of AZTech, and stated that the overall vision was to initiate and implement a "World class regional transportation and communications system that provides real time information and on-time services to enable safe and efficient travel meeting the needs of our community." Mr. Buick stated that the primary goals of AZTech were to integrate the existing ITS infrastructure into a regional system; to establish a regional travel information system; to expand the transportation management system for the Phoenix metropolitan area; to improve incident management; and to improve transit.

Mr. Buick addressed the concept of "Smart Corridors" and answered several questions from members in attendance. Due to the fact that the meeting was running past its normally scheduled time, and due to the number of people that were leaving the meeting, Mr. Eric Anderson asked Mr. Buick if he would like to be placed on the Agenda for next month's meeting. Mr. Anderson stressed the importance of this material, and stated that it was important for the Committee to hear this information, but unfortunately, many people had left due to the unexpected length of the meeting. Mr. Buick stated that he would like to return for the May meeting of the TRC, and this concluded Mr. Buick's presentation.

9. Next Meeting Date

Mr. Eric Anderson informed members in attendance that the next meeting of the Committee would be conducted on May 29, 2003. There being no further business, Mr. Anderson adjourned the meeting at 12:08 p.m.