

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

May 29, 2003

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

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	*Guadalupe, Antonio Figueroa
Phoenix: Jack Tevlin, Vice Chairperson	*Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Tom Buick
Avondale: Dave Fitzhugh	Mesa: Jim Huling for Jeff Martin
Buckeye: Carroll Reynolds for Joe Blanton	Paradise Valley: Robert M. Cicarelli
Chandler: Bryan Patterson for Patrice Kraus	Peoria: David Moody
*Fountain Hills: Tom Ward	RPTA: Ken Driggs
*Gila Bend: David Evertsen	Surprise: Scott Phillips
Gilbert: Tami Ryall	Tempe: John Osgood for Mary O'Connor
Glendale: Jim Book	*Wickenburg: Shane Dille
Goodyear: Grant Anderson	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Eric Iwersen for Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Don Herp, Phoenix	
ITS Committee: Jim Book	*Telecommunications Advisory Group:
* Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Mike Frisbie, City of Phoenix
Ken Hall, MAG	Bob Antila, RPTA
Paul Ward, MAG	Dianne Barker
Steve Tate, MAG	Kwi-Sung Kang, ADOT
Andy Smith, ADOT	Barbara Hauser, MCDOT
Faisal Saleem, MCDOT	Nicolaas Swart, MCDOT
Dawn Coomer, MAG	Steve Owen, ADOT
Lynn Timmons, City of Phoenix	John Dugan, Pharos Corporation
Yogesh Mantri, MCDOT	Dean Giles, MAG
Ramon Leon, City of El Mirage	Chris Jordan, Kimley-Horn
Bob Steele, City of Phoenix	Bill Hayden, ADOT
John Farry, Valley Metro Rail	Peggy Carpenter, City of Scottsdale
Tom Remes, MAG	William "Blue" Crowley

1. Call to Order

In the absence of Chairperson Jan Dolan, Vice Chairperson Jack Tevlin called the meeting to order at 10:08 a.m.

2. Approval of April 24, 2003 Minutes

Addressing the first order of business, Vice Chairperson Tevlin asked if there were any changes or amendments to the meeting minutes. Mr. Dan Lance moved to approve the minutes as presented. Mr. David Moody 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 received a request from a citizen in attendance to address the Committee, and informed those in attendance that a period of three minutes would be allotted to any member of the public that wished to speak or comment on a variety of issues. Vice Chairperson Tevlin then introduced Mr. William "Blue" Crowley, who addressed the Committee. Mr. Crowley addressed the recent Ozone problem in the Valley, and pointed around the room at people and stated that everyone in attendance was responsible for contributing to the problem, primarily due to the lack of sensible choices to utilize public transportation. Mr. Crowley addressed a recent interim draft plan showing population and socioeconomic statistics. He stated that "as always is the case with MAG," the numbers "don't add up" and "don't work" in any of the plans. He cited several recent planning efforts and local community public hearings, and expressed his disappointment over the fact that communities don't have a chance to adequately integrate their views into MAG's plans. He stressed the need for regional cooperation. In closing, Mr. Crowley again addressed the Ozone issue, and stated that the region needs to go "Multimodal." Vice Chairperson Tevlin thanked Mr. Crowley for his comments, and stated that he had not received any additional 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 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 April of 2003 by 0.4 percent. He then stated that HURF collections, and overall sales tax collections were slightly higher than the previous year. Mr. Anderson noted that the section of State Route 51, from Bell Road to the Loop 101 (Pima Freeway), was scheduled to be opened by the weekend. Mr. Anderson then addressed the issue of funding for upgrading a number of future Transportation Interchanges along the Red Mountain and San Tan Freeways, so that they can be expanded in the future to accommodate more traffic at a lesser cost. ADOT estimates the cost at about \$4.0 million, with some of the added cost to be shared by a number of East Valley communities.

Mr. Anderson provided the Committee with an update of Arizona House Bill 2292, and stated that Transportation Modeling Scenarios and a Draft Version of the Regional Transportation Plan's proposed half-cent sales tax extension would be provided to Maricopa County, the State Legislature, and to the State Transportation Board. Mr. Anderson stated that preliminary revenue estimates for the proposed half-cent sales tax extension would result in a total collection of \$8.3 billion dollars. In addition to this amount, he also addressed the fact that about \$5.0 Billion in additional revenue would be provided by ADOT discretionary funds, allocated HURF monies, and ADOT funds to the MAG Region that were allotted by the State Transportation Board. Mr. Anderson provided an overview of ADOT funding, and addressed a number of subprograms pertaining to preservation and miscellaneous projects that have yet to be identified. Mr. Anderson stated that the Draft Plan Scenarios would be addressed in further detail at the June, 18, 2003, meeting of the MAG Transportation Policy Committee (TPC).

Mr. Anderson stated that in an effort to obtain public input on the RTP-Phase II process, MAG was in the process of conducting a series of Public Workshops throughout the region. Mr. Anderson said that last week (on May 22, 2003) MAG conducted a successful Public Workshop at ASU Downtown. He then informed the Committee of future meeting dates, and stated that the meetings would take place on May 29th at the Thunderbird Graduate School in Glendale; on June 3rd at the Horizon Community Center in Scottsdale; on June 4th at the Estrella Community College in Avondale; and on June 5th at the Mesa Centennial Center in Mesa. Mr. Anderson informed the Committee that each of the RTP Public Workshops would be conducted from 6:30 to 8:30 p.m.

Discussion followed, and Chairperson Dolan arrived at the meeting at 10:21 p.m. Mr. Anderson addressed several questions from members of the Committee pertaining to the draft Regional Transportation Plan and the upcoming TPC Meeting. There were no further questions from the Committee, and this concluded Mr. Anderson's report.

5. Approval of Consent Agenda

Addressing the next order of business, Vice Chairperson Tevlin addressed Agenda Items #6 (Revisions to the MAG High Capacity Transit Study Final Report) and #7 (Proposed TIP Amendment and Administrative Adjustment to the FY 2003-2007 MAG Transportation Improvement Program (TIP) for Regional Freeway Systems Projects), and asked members in attendance if they would like to entertain a motion to approve as presented, or to remove the item for further discussion.

Discussion followed, and Mr. David Moody moved to approve the consent agenda item as presented. Mr. Jim Huling seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

8. Federal Fiscal Year 2003 Interim Close Out of the MAG Federally Funded Program

Addressing the next order of business, Mr. Eric Anderson introduced Mr. Dean Giles, Air Quality Planning Program Manager, to provide an overview of the evaluation and ranking process for the proposed Congestion Mitigation and Air Quality (CMAQ) projects for the Federal FY 2003 Year End Closeout. Mr. Giles addressed the Committee and called their attention to a revised Memo that he distributed to prior to the meeting, which was entitled *MAG Air Quality Advisory Committee Recommendations on Proposed CMAQ Projects for Federal FY 2003 Year End Closeout*. Mr. Giles noted that the deadline for submitting requests for close out funding was May 16, 2003, and that he was there to report on the evaluation which was conducted on the CMAQ process.

Mr. Giles stated that CMAQ projects must demonstrate emissions reduction, and that the Federal Highway Administration (FHWA) requested MAG to conduct a thorough analysis of all closeout projects. Mr. Giles stated that on May 27, 2002, the Air Quality Technical Advisory Committee (AQTAC) recommended to approve the projects as identified on Attachment A of the distributed Memo, and to submit the projects to the TRC for their approval. Mr. Giles identified the categories on Attachment A, and informed the Committee that all projects were ranked in accordance with their PM-10 emission reduction benefits, and their overall cost effectiveness. He then addressed Attachment B, and informed the Committee that when these two factors (emissions reduction and cost effectiveness) were considered and analyzed simultaneously, the City of Phoenix (43rd Avenue and Lower Buckeye Road) and the City of Avondale (Las Ligas/Rio Vista Neighborhood) projects ranked the highest.

Mr. Giles informed the Committee that the region continues to violate PM-10 standards and that the PM-10 State Implementation Plan was deemed inadequate by the U.S. Environmental Protection Agency (EPA). He stated that the region is working very hard to address these issues. Discussion followed, and there were a number of questions from the Committee regarding the meaning of the rankings; requests for clarification on the process; “no score” projects; the CMS scores; and several inquiries as to how the AQTAC decided on these particular projects, when some scores on Attachment B warranted higher rankings than others.

Mr. Giles reported that the Attachment B only addressed the projects that would normally be prioritized as “Air Quality” projects in a normal programming process. Aside from the street sweeper requests, the only other projects were the Phoenix and Avondale paving dirt road projects. He indicated that the City of Phoenix (43rd Avenue and Lower Buckeye Road) project was a high priority, due to the fact that the monitoring station near this location exceeded EPA standards. Mr. Giles stated that the CMS score is a separate analysis, and he deferred questions regarding the CMS process to Mr. Paul Ward, MAG Transportation Programming Manager. At this time, Chairperson Jan Dolan requested Mr. Ward to approach the podium, and to address the Committee on this particular agenda item. Chairperson Dolan thanked Mr. Giles for providing the information regarding the ranking and prioritization process.

Mr. Ward provided an overview of the CMS scores, and answered several questions from the Committee. He addressed the issue of projects that were identified on Attachment B of Mr. Giles' handout as containing a "no score" (NS). He alluded to the fact that when the process was first initiated, and that when the CMS scoring process was first devised, NS projects such as light rail were not being considered. Mr. Ward stated that it may be appropriate to "re-address" the overall process which is used to evaluate such projects in the future, especially with regard to non-infrastructure and construction-related projects.

Mr. Ken Driggs addressed the Committee, and questioned whether the overall ranking process was equitable. Mr. Driggs used a hypothetical example, and stated that in terms of cost effectiveness, a car pool project would always rank higher than other sorts of projects under consideration for funding. It was his belief that the present MAG ranking process, as it exists, may not adequately and equitably consider projects within the entire system. Mr. Grant Anderson concurred with Mr. Driggs, and expressed his concern over the current process. Mr. Grant Anderson suggested that the process be reconsidered and changed to provide for an equitable process in the future.

Discussion followed, and Mr. Paul Ward distributed a revised handout to the Committee, entitled *Table 3 - FFY Close Out Project Requests (as at 5/29/03)*. Mr. Ward explained that there were three priorities within Table 3, which included Priority 1 - Projects Requested for Acceleration; Priority 2 - Projects Requested for Additional Funding; and Priority 3 - All Other Projects, Including New Projects. Mr. Ward informed the Committee that the newly distributed Table 3 represented an updated version of the table that was included within the original *Attachment Three* of the TRC Agenda packet, which was mailed in advance of the meeting. Mr. Ward took several moments to discuss the differences between the original tables within the packet, and the updated information that he had just distributed to the Committee. Under Priority 1, Mr. Ward stated that the City of Chandler's project (Western Canal Multi-Use Path: Advance Design Phase) was changed to Priority 2; under Priority 2, the City of Mesa Country Club at Southern (Intersection Improvements) project was removed at the request of Mesa; and under Priority 3, requests for street sweepers had been removed for the Town of Buckeye and the City of Surprise; and also under Priority 3, a \$15,000 MAG Elderly Mobility project was added. Further discussion followed regarding a number of project scenarios within each of the priorities.

Mr. Ward stated that the projects as identified under Priority 1 met all necessary guidelines, and that it would be appropriate to recommend each of the projects for approval. Mr. Ward stated that under Priority 2, the ADOT and City of Peoria projects did not meet MAG guidelines, and that both projects exceeded the originally programmed dollar amounts. He also stated that all of the projects as identified in Priority 3 did not fit current guidelines, but would recommend the City of Phoenix 43rd Avenue project, due to the previously discussed emission reduction issues with EPA. Mr. Ward summarized his comments by informing the Committee that MAG Staff recommended all projects listed in Priority 1; the City of Chandler projects identified in Priority 2; and the 43rd Avenue project for the City of Phoenix, as identified in Priority 3; and that the remaining projects would be at the discretion of the Committee.

Vice-Chairperson Jack Tevlin entertained a motion to recommend \$3.2 Million in funding to light rail; to recommend all projects in Priority 1 (\$4,352,000 - this recommendation increased the total funding for light rail to \$3.7 million); to recommend all projects in Priority 2 (\$1,991,944), with the exception of light rail; to recommend the City of Glendale's Cardinal/Coyote Complex projects (4 ITS trailers - \$340,000, Traffic Management Project - \$190,000) in Priority 3; to recommend the Mesa Williams Gateway Airport Freeway Corridor Study in the amount of \$500,000; and to distribute the remaining, left over funding to the Central Phoenix fibre optic backbone project, as identified as part of Priority 3. The motion was seconded by Mr. Bob Cicarelli.

Discussion followed regarding clarification on projects, and total dollar amounts. Under the proposed motion, the Committee estimated that approximately \$2.8 million would be available for the Central Phoenix fibre optic project. Mr. Grant Anderson then inquired about the Phoenix 43rd Avenue project. Vice-Chairperson Tevlin stated that the City of Phoenix will fund the 43rd Avenue project with local funds, and that the city has yet to begin design on the project. Due to this reason, he recommended funding the Central Phoenix fibre optic project instead, primarily because it was ready to move forward as soon as funding was received.

Mr. Dan Lance addressed the Committee and recommended a change in the motion. Mr. Lance recommended taking the \$675,000 in CMAQ funding for the ADOT 7th Street/I-10 left turn lanes as identified in Priority 2, and applying these funds, plus the remaining funds toward a multi-use bridge at US 60 (Superstition) and Country Club Way, which presently called for a total project cost of \$1.75 million. Mr. Lance stated that the left over funding, which amounted to approximately \$1.7 million, would then be applied to the Central Phoenix fibre optic project. There was also discussion to include \$15,000 for the MAG ITS Elderly Mobility Study.

Vice Chairperson Tevlin stated that he was opposed to doing this, because the project was being taken out of Phoenix. He said that the motion would also cost the City of Phoenix an additional \$1.1 million in funding, which would be lost on the Central Phoenix fibre optic project. Discussion followed, and Mr. Dan Lance addressed Vice Chairperson Tevlin's concerns, and informed the Committee that it was ADOT's intent to construct the 7th Street/I-10 left turn lanes in the near future. Mr. Lance stated that his recommendation would not have an affect on the 7th Street/I-10 left turn lanes being constructed, and that this should not be of issue.

Chairperson Dolan asked for a clarification on the motion. Mr. Lance moved to amend the original motion, to recommend \$15,000 for the MAG ITS Elderly Mobility Study, to recommend \$1.75 Million in CMAQ funding for the multi-use bridge at US 60 (Superstition) and Country Club Way as listed in Priority 3, and to eliminate the ADOT 7th Street/I-10 left turn lanes (\$675,000) as identified in Priority 2 - with the remaining \$1.7 Million to be applied to the Central Phoenix fibre optic project, as identified in Priority 3. Mr. Jim Huling seconded the motion. Chairperson Dolan asked for a formal vote of the Committee, and the motion carried, with 5 members of the Committee opposing. This action amended the original motion.

Vice Chairperson Tevlin stated that he was not very pleased with the motion, and that he was opposed to the decision of the Committee. He stated that this only left the City of Phoenix with about 25 percent of the total funding, and that the city will object to the MAG Management Committee and the MAG Regional Council. Mr. Grant Anderson addressed the Committee, and stated that he felt the decision was fair, because the City of Phoenix would be getting the left turn lanes on 7th Street and I-10 anyway. Mr. Anderson said that in all actuality, when including the turn lanes, the motion will leave the City of Phoenix with about 40 percent of the overall amount of available funds.

Mr. Ken Driggs addressed the Committee, and acknowledged Vice-Chairperson Tevlin's concerns. He suggested another amendment to the amended motion. Mr. Driggs proposed reducing the multi-use bridge project at US 60 (Superstition) and Country Club Way by \$500,000, and applying it to the Central Phoenix fibre optic project, which would allow the project to have a total of approximately \$2.2 million in funding. Mr. Driggs asked the Committee whether this would be acceptable, and many in attendance concurred. Chairperson Dolan asked for a formal, second amended motion to the original motion, and Mr. Driggs moved to transfer \$500,000 in funding from the US 60 (Superstition) and Country Club Way, to the Central Phoenix fibre optic project, thereby increasing the project from \$1.7 Million to \$2.2 Million. In an attempt to be heard, Mr. William "Blue" Crowley stood up, walked around the Committee's table and demanded to have an opportunity to speak. When insisting to be allowed the opportunity to comment, Chairperson Dolan stated that the Committee was in the process of attempting to finalize a motion and asked Mr. Crowley to please sit down. Mr. Crowley stated that his rights had been violated. Chairperson Dolan stated that she was utilizing her discretion as TRC Chair and reminded Mr. Crowley that he would have ample opportunity to comment at the MAG Management Committee and at the MAG Regional Council regarding any concerns on the Agenda item. She also noted that Mr. Crowley did have an opportunity to speak at the beginning of the meeting, and that he did in fact speak.

In clarifying the updated motion on the floor, Chairperson Dolan stated that the Committee had amended the amended motion to recommend \$3.2 Million in funding to light rail; to recommend all projects in Priority 1 (\$4,352,000); to recommend three projects in Priority 2, which consisted of the City of Chandler's projects (dual left turn lanes at Dobson and Warner - \$612,900, and advance design phase of multi-use paths - \$254,044), and the City of Peoria's multi-use path project (\$450,000); and to recommend six projects in Priority 3, which consisted of \$1,250,000 for the multi-use bridge project at US 60 (Superstition) and Country Club Way, \$15,000 for the MAG ITS Elderly Mobility study, \$500,000 for the Mesa Williams Gateway Airport Freeway Corridor Study, the City of Glendale's Cardinal/Coyote Complex projects (4 ITS trailers - \$340,000, Traffic Management Project - \$190,000), and the remaining \$2.2 Million for the Central Phoenix fibre-optic backbone project. Chairperson Dolan asked for a formal vote, and the motion was approved by the Committee. Vice Chairperson Tevlin was opposed to the motion. There were no further comments regarding this item.

9. Update on AZTech

Addressing the next order of business, Chairperson Dolan 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 provided an overview of the presentation outline, and addressed the vision and goals of AZTech.

Mr. Buick stated that the overall vision of AZTech 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. He provided information for the AZTech-Advanced Traveler Information System (ATIS) Program, and identified a variety of public sector and private sector initiatives for enhancing ongoing traffic alleviation efforts. Mr. Buick highlighted the various partnerships as envisioned as part of the ATIS Program, and identified near-term, medium-term, and long-term projects that would contribute to a fully integrated and functional system over time. Mr. Buick identified a number of public sector traffic management measures, and also addressed the Regional Emergency Action and Coordination Team (REACT) incident management process.

Mr. Buick provided a description of potential funding sources, and identified the Committee Structure of the MCDOT-ADOT AZTech Program Management framework. He addressed the AZTech and MAG ITS Strategic Plan to 2020, and the recent successes of the program. Mr. Buick summarized his report by looking at past efforts and assessing the recent status of ITS deployments throughout the region. He stressed the fact that future successes for a fully integrated and functional system will rely on cooperative regional efforts designed to enhance operations. There were no questions from the Committee, and this concluded Mr. Buick's presentation.

10. Overview of the Northern Avenue Super Street Concept

Addressing the next order of business, Chairperson Dolan introduced Mr. Terry Johnson, Transportation Administrator for the City of Glendale, who provided an update of Glendale's Northern Avenue Super Street Concept. Mr. Johnson called the Committee's attention to several boards at the front of the room, which displayed the Northern Avenue study corridor and the overall concept for the proposed project. Mr. Johnson stated that the Super Street concept represented a 12 mile stretch of roadway between Grand Avenue and the Loop 303.

Mr. Johnson provided a brief history of the project, and stated that the City of Glendale's Citizens Transportation Oversight Committee initiated the concept of a "higher capacity road" through the community. He stated that the committee was responsible for recommending a number of Multimodal projects that were forwarded to the voters, which included the Northern Avenue Super Street concept.

Mr. Johnson stated that the goal of the Northern Avenue Super Street was to move larger volumes of traffic, without having to acquire additional amounts of right-of-way. He addressed a number of design configurations, grade separations, interchanges and stop lights, and also addressed the concept of a continuous right turn lane along Northern Avenue. Discussion followed, and Mr. Johnson answered a number of questions from the Committee. Mr. Johnson informed the Committee that funding for construction of the project would depend of Glendale's ability to secure money that would be generated from the proposed, half-cent regional sales tax. There were no further questions from the Committee, and this concluded Mr. Johnson's presentation.

11. Next Meeting Date

Mr. Eric Anderson informed members in attendance that the next meeting of the Committee would be conducted on June 26, 2003. There being no further business, Mr. Anderson adjourned the meeting at 11:47 a.m.