

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

June 30, 2005

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

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

OTHERS PRESENT

Eric Anderson, MAG	Ali Makarachi, City of Phoenix
Ken Hall, MAG	Tom Remes, MAG
Roger Herzog, MAG	Bob Hazlett, MAG
Paul Ward, MAG	Clemenc Ligocki, MCDOT
Eileen O'Connell, MAG	Bob Antila, Valley Metro/RPTA
Steve Tate, MAG	Michael Shirley, AZTEL
Lynn Timmons, City of Phoenix	Paul Waung, DMJM & Harris
Patrick Pittenger, City of Mesa	Rodney Bragg, DMJM & Harris
Peggy Carpenter, City of Scottsdale	Chuck Horvath, DEA
Andy Smith, ADOT	Kwi Kang, ADOT

1. Call to Order

In the absence of Chairperson Jan Dolan, Mr. Mike Ellegood called the meeting to order at 10:02 a.m.

2. Approval of May 26, 2005 Draft Minutes

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

3. Call to the Audience

Mr. Ellegood stated that he had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Director's Report

Mr. Ellegood introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson informed the Committee that the year-to-date sales tax revenues were up by 8.9 percent, which represented a figure of 2.4% higher than the original forecast. Mr. Anderson then addressed the issue of state Vehicle License Taxes (VLT), and said that the State of Arizona has been utilizing funds from this source to accommodate other expenditures. He stated that the Legislature has diverted VLT funds from the Highway User Revenue Fund (HURF) for a number of years, and explained how this has had an effect on the allocations dedicated to counties, and cities and towns. He explained the diversion process in funds by the legislature, and informed those in attendance that he has recently met with representatives from the Greater Phoenix Chamber of Commerce regarding their concerns over communities losing HURF monies.

Mr. Anderson then provided an update on federal TEA-21 legislation. He informed those in attendance that the Congress has passed another temporary extension through July 19, 2005. He said that the primary issues surrounding reauthorization are centered on which funding version to pass, and the fact that there are concerns regarding the minimum rate of return that is guaranteed to donor states on their payments to the Highway Trust Fund. Mr. Anderson said that the Administration has repeatedly threatened to veto anything over \$284 billion dollars, and that the Senate version is currently at \$290 billion. Mr. Anderson then informed the Committee that the MAG Regional Council met on June 29, 2005, and that they approved a \$17.6 million dollar cost increase for the Red Mountain Freeway. He also informed the Committee that the MAG Regional Council formally approved that Arterial Life Cycle Program (ALCP) Policies and Procedures.

Discussion followed concerning the HURF distribution. Several members expressed concern over the State legislature removing funds that were normally allocated for distribution to counties, cities and towns, and asked what could be done to keep HURF funds from being allocated in the future for other uses. Mr. Anderson stated that there have been numerous conversations with key legislators, and that there were discussions concerning some of the HURF monies going to the Arizona Department of Public Safety. Mr. Anderson said that the State was in a good revenue position, and that over the next 30 days there would be a better indication as to what would happen with funding. There was no further discussion or questions, and this concluded Mr. Anderson's report to the Committee.

5. Approval of Consent Agenda

Addressing the next order of business, Mr. Ellegood addressed Agenda item #6 (Draft FY 2007-2011 MAG Transportation Improvement Program Guidance Report); item #7 (Proposed Amendment to the FY 2004-2007 Transportation Improvement Program for Highway Projects); item #8 (approval of the FY 2006-2010 MAG Transportation Improvement Program); and item #9 (MAG Regional Transportation Plan Draft 2005 Update), and asked members in attendance if they would like to entertain a motion to approve the items as presented, or to remove any of the items for discussion. It was also noted that a form had been handed out to those in attendance regarding item #9, which clarified the action needed as: "Recommend approval of the Draft MAG Regional Transportation Plan - 2005 Update contingent upon a finding of conformity of the RTP with the applicable state and federal air quality conformity implementation plans." Mr. Terry Johnson addressed the Committee, and stated that his only concern had to do with the fact that the cost for the MAG Arterial Life Cycle Program still needed to be adjusted for inflation. Mr. Dave Meinhart moved to recommend approval of Consent Agenda. Mr. David Moody seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

10. Federal Fiscal Year (FFY) 2005 Interim Year Closeout

Addressing the next order of business, Mr. Ellegood introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the FFY 2005 Interim Year Closeout. Mr. Ward called the Committee's attention to the table in Attachment Four of the TRC Agenda Packet, and informed those in attendance that there weren't many changes since the last meeting. Mr. Ward stated that the table included three projects (totaling \$3.7 million) that have requested deferral. He also informed the Committee that at the MAG Management Committee on June 15, 2005, the Management Committee added the Fort McDowell design pave dirt road and Guadalupe Road design projects to the bottom of the contingency list.

Mr. Ward stated that there were about \$2.8 million in additional projects that have requested to be deferred, which means that the Grand Avenue study and the bus purchases from the contingency list would more than likely be advanced. Discussion followed, and several members spoke about transferring Federal Highway Administration funds to the Federal

Transit Administration (FTA), and Mr. Ward stated that this year's deadline for completing such transfers was August 23, 2005. Mr. Ward provided an overview of the funding process, and stated that in the past, MAG has traditionally averaged under \$200,000 in funds that were not obligated prior to the Federal deadline in September. Mr. Ward said that in the past, ADOT has utilized the leftover, non-expended funds for internal agency projects and has returned the full amount to the Obligation Authority (OA) account at MAG during the following fiscal year. Mr. Ward stated that instead of not being able to expend available monies, MAG could loan ADOT the funds available, and be reimbursed the following Federal Fiscal Year.

Mr. David Moody addressed the Committee, and informed Mr. Ward that he was somewhat confused with Table 2 in the attachment. Mr. Ward said that the projects in Table 2 were essentially comprised of recommendations that were made by the MAG Management Committee, and are based on what MAG expects to receive, as targeted. He said that Table 3 is a list of approved contingencies, and noted that the \$2.8 million in project money that has requested to be deferred will be applied toward Table 3. Discussion followed, and several members in attendance asked Mr. Ward what would happen if additional funds were to become available later on in the process, and whether they would automatically go to ADOT? Mr. Ward informed the Committee that at that stage, MAG simply wouldn't have a place for the funds to go. Mr. Ward said that if MAG receives notification of additional funds, then ADOT would decide where the additional OA goes to. Several members asked whether the funding could go directly into transit. Mr. Ward stated that these were FHWA funds and that MAG is not authorized to transfer such funds over to transit. The question was then asked by several in attendance whether ADOT was prepared to accept leftover funds at the end of the FY 2005. Mr. Bill Hayden then addressed the Committee, and informed those in attendance that ADOT was prepared to utilize any unobligated funding. Mr. Hayden said there were numerous projects throughout the metropolitan region that could use this money. Mr. Hayden said that money could be used on the Cactus Road project; for ramp metering design; and for the implementation of metering at 16 ramps located throughout various areas of the metropolitan system.

Upon further discussion, Mr. Tom Callow made a motion to approve the Federal Fiscal Year (FFY) 2005 Final Closeout, with the addition of further funds for the ADOT Cactus Road Intersection project (\$600,000); and an ADOT ramp metering design project (\$150,000), which will be added to the bottom of the contingency list. Mr. Jim Huling seconded the motion. Discussion followed, and Mr. Ward provided clarification on the August 23, 2005, deadline and the contingency process for the selection of project. Mr. Ellegood then asked for a formal vote, and the motion was passed by a unanimous voice vote of the Committee. There was no further discussion, and this concluded Mr. Ward's presentation.

11. Williams Gateway Freeway Alignment

Addressing the next order of business, Mr. Ellegood introduced Mr. Paul Waung of DMJM & Harris, to provide an overview of the Williams Gateway Freeway alignment. Mr. Waung called the Committee's attention to the screen at the front of the room, and informed those in attendance that a total of 18 stakeholder interviews were conducted during December of

2004, and during January and February of 2005. He also informed the Committee that a public open house was conducted on March 24, 2005. Mr. Waung then addressed Tier 1 System Corridors of where the Williams Gateway Freeway could potentially connect to the Santan Freeway, and stated that the criteria for Tier 1 included consistency with the MAG Regional Transportation Plan; consistency with local general plans; the facility's impact on Williams Gateway Airport; and major land use and economic impacts. He then provided an overview of Tier 1 System Corridors.

Mr. Waung displayed a slide on Tier 2 Corridor considerations, and showed seven alternatives for the Williams Gateway Freeway. These alignments were displayed at Galveston Street, Williams Field Road, Frye Road, Pecos Road, Willis Road, Germann Road, and Ryan Road. He stated that the criteria for Tier 2 included economic development considerations, consistency with the general plan, transportation service, environmental compatibility, cost minimization, and Pinal County considerations. Mr. Waung then displayed Tier 3 alignments for the Williams Gateway Freeway, which represented three alternatives that were derived, or "collapsed" down from the original seven. These alternatives were displayed at Frye Road (Alternative 3), Willis Road (Alternative 5) and Ryan Road (Alternative 7). He stated that the criteria utilized to reduce the alternatives to three final candidates involved considerations associated with mobility, safety, general plan consistency, access, the natural and physical environment, socioeconomic impacts, estimated costs, and Pinal County considerations. Mr. Waung then displayed a collapsed Tier 3 Matrix by criteria, description, and preferred alternative.

Mr. Waung then presented Alternative 3 along the Frye Road corridor, and informed the Committee that this was the preferred alternative for the future alignment of the Williams Gateway Freeway. He said that Alternative 3 was recommended because it was suitable for a high capacity, access controlled facility from Loop 202 to the Pinal County line; that it would adequately serve the Williams Gateway complex and other key employment centers; was consistent with the MAG RTP; achieved the highest score in the comprehensive matrix; is within the program budget; and dominates more performance measures than the other two alternatives combined. He also stated that the alternative is supported by the Arizona State Land Department, and is compatible with ongoing area corridor studies by ADOT.

Mr. Waung also informed that Committee that the consultant addressed a side study for a super street option. He noted that the potential locations were identified at the Ellsworth/Ryan Parkway location, at the Crismon/Ryan location, and at the Signal Butte/Ryan location. Some of the issues with the development of a super street included the lack of regional funding to accomplish this project, and the fact that it would require a separate study.

Discussion followed, and Mr. Mark Young thanked MAG and DMJM for their work on this project. Mr. Young asked MAG and DMJM not to lose sight of what the final product would look like, and emphasized the significance of the Williams Gateway Freeway as a regional issue that needs to be worked at between Pinal and Maricopa Counties. Mr. Young stated that Alternatives 3 and 7 worked well together, and suggested forwarding both alternatives for consideration, with Alternative 3 being the preferred option, and Alternative 7 functioning as an alternate. Discussion followed pertaining to the costs of various

alternatives, the future environmental assessment, and Alternatives 3 and 7. Mike Ellegood stated that this item was on the Agenda for information only. There were no further questions, and this concluded Mr. Waung's presentation to the Committee.

12. Draft of the Arterial Street Life Cycle Program

Addressing the next order of business, Mr. Mike Ellegood introduced Mr. Eric Anderson, MAG Transportation Director, who provided an update of the Draft Arterial Street Life Cycle Program. Mr. Anderson stated that a revised handout for the Arterial Street Life Cycle Program was distributed to each member in attendance, prior to the meeting. He noted that the handout should take the place of the Attachment in the Agenda Packet, and that the Committee would continue to see subsequent revisions to the Life Cycle Program. Mr. Anderson said that there were a total of 10 changes since the mailing.

Mr. Anderson informed the Committee that the dollars within the Arterial Street Life Cycle Program have been adjusted from 2002 to 2005 dollars, using a March 2005 Consumer Price Index (CPI). Mr. Anderson explained the rationale behind the factor that was used to convert projects from 2002 to 2005 dollars, and answered several questions from the Committee. Mr. David Moody asked Mr. Anderson that if the Committee were to approve the project list at today's meeting, would it be easy to amend later on in the future. Mr. Anderson said that he would feel more comfortable taking a little more time on the list. Discussion followed, and Mr. Ellegood stated that based on comments, the Committee could either adopt the projects as written, defer action to a later meeting, or approve the list subject to more review and approval in the future.

Ms. Tami Ryall addressed the Committee, and stated that she would like to defer any action on this item until next month. Ms. Ryall noted that a lot is at stake concerning the next 20 years, and that the Committee should really take the time to review this more thoroughly before making a formal recommendation to approve the Arterial Street Life Cycle Program. Discussion then followed concerning arterial intersection improvements, and the utilization of Congestion Mitigation and Air Quality Program (CMAQ) funding. The Committee discussed the difficulty of the federal environmental review process associated with CMAQ funds, and addressed the importance of utilizing half-cent sales tax money on smaller intersection improvements. Discussion followed, and Mr. Eric Anderson said that with the possibility of reauthorization, the MAG Region could receive more money in the future for projects in the program.

Mr. Shane Dille then made a motion to defer the Draft of the Arterial Street Life Cycle Program until the next meeting. Patrice Kraus seconded, and the motion was passed by subsequent voice vote of the Committee. There was no further discussion concerning this item, and this concluded Mr. Anderson's report to the Committee.

13. Proposed Amendment to the FY 2004-2007 Transportation Improvement Program (TIP) for Transit Projects

Addressing the next order of business, Mr. Mike Ellegood introduced Mr. Paul Ward, MAG Transportation Programming Manager, who provided information on the proposed amendment to the FY 2004-2007 Transportation Improvement Program (TIP) for transit projects. Mr. Ward said that he had sent out a notice of the addendum to the June 30, 2005 TRC agenda, to the Committee on June 28, 2005, and that it was necessary to amend the TIP in an effort to include recent changes. He informed those in attendance that the transit project changes to the TIP include the deletion of four projects, adjustments to 12 projects, the deferral of six projects, and the addition of 19 new projects. He also noted that several other projects have had their scopes and funding sources changed, increased, and in some cases, reduced.

Discussion followed, and Mr. Jim Huling made a motion to recommend approval the proposed amendment to the FY 2004-2007 MAG TIP for transit projects. Mr. Randy Overmyer seconded the motion, and the motion was subsequently passed by a voice vote of the Committee. Mr. Terry Johnson abstained from voting, because he did not have an opportunity to review the materials prior to the meeting. There was no further discussion, and this concluded Mr. Ward's presentation to the Committee.

14. Next Meeting Date

Mr. Ellegood informed members in attendance that the next meeting of the Committee would be held on July 28, 2005. There being no further business, Mr. Ellegood adjourned the meeting at 11:03 a.m.