

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 23, 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	Goodyear: Grant Anderson
Phoenix: Jack Tevlin, Vice Chairperson	*Guadalupe, Antonio Figueroa
ADOT: Dan Lance	Litchfield Park: Mike Cartsonis
Avondale: Dave Fitzhugh	Maricopa County: Chris Plumb for Tom Buick
*Buckeye: Joe Blanton	Mesa: Kevin Wallace for Jeff Martin
Chandler: Dan Cook for Patrice Kraus	Paradise Valley: Robert M. Cicarelli
El Mirage: Ramon Leon	Peoria: David Moody
Fountain Hills: Randy Harrel	RPTA: Ken Driggs
*Gila Bend: David Evertsen	*Surprise: Scott Phillips
Gilbert: Tami Ryall	Tempe: Mary O'Connor
Glendale: Jim Book	*Wickenburg: Shane Dille,

EX-OFFICIO MEMBERS ATTENDING

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

OTHERS PRESENT

Eric Anderson, MAG	Roger Herzog, MAG
Ken Hall, MAG	Andy Smith, ADOT
Paul Ward, MAG	Bob Antila, RPTA
Steve Tate, MAG	Tom Callow, City of Phoenix
Ed Stillings, FHWA	Kwi-Sung Kang, ADOT
Terry Johnson, City of Glendale	Ali Makarachi, City of Phoenix
Peggy Carpenter, City of Scottsdale	Jim Dickey, RPTA
Stuart Boggs, RPTA	John Dugan, Pharos Corporation
Chris Voigt, MAG	John Pein, ADOT

1. Call to Order

In the absence of Chairperson Jan Dolan and Vice Chairperson Jack Tevlin, Mr. Ken Driggs called the meeting to order at 10:09 a.m.

2. Approval of January 30, 2003 Minutes

Addressing the first order of business, Mr. Ken Driggs asked if there were any changes or amendments to the meeting minutes. Mr. Dave Moody moved to approve the minutes as presented. Mr. Ramon Leon seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Ken Driggs 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. Ken Driggs introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson informed the Committee that Vice Chairperson Jack Tevlin was going to be a few minutes late, and that Jack would chair the meeting upon his arrival. Mr. Anderson then informed the Committee of recent progress on the MAG Regional Transportation Plan (RTP), and stated that the plan has recently undergone an air quality conformity analysis. Mr. Anderson said that starting today, the RTP began a mandatory public review process, and that the document was available for public review on the third floor of the MAG Offices. Mr. Anderson stated that the plan had successfully met all air quality standards. He informed those in attendance that there would be a public hearing for the RTP on November 21, 2003, and that there would also be a special session of the MAG Regional Council on November 25, 2003, to formally review and adopt the plan.

Mr. Anderson then informed the Committee that the State Transportation Board approved the resolution in support of the RTP at their meeting in the Town of Wickenburg, which was held on October 17, 2003. Mr. Anderson said that the State Transportation Board recognized the importance of multi-modal needs in the region, and also recognized the impending transportation needs of Pinal County. He said that the State Transportation Board realized how transportation connectivity issues were vital to the entire urbanized region of MAG and adjacent Pinal County.

Discussion followed, and Mr. Anderson answered several questions from the Committee regarding the RTP document, and the transportation planning process. Mr. Ken Driggs then addressed the Committee, and stated that he was very impressed concerning the unanimous approval of the plan by the State Transportation Board. Mr. Anderson concurred, and stated

that the plan was getting solid support throughout the region.

Mr. Anderson informed the Committee that on October 31, 2003, there would be a meeting on the Grand Avenue Major Investment Study (MIS), Phase II. He also spoke about the Resource Allocation Advisory Committee (RAAC) and the Regional Area Road Fund (RARF), and stated that ADOT was working out scenarios on the 2009 projects based on whether or not there would be a one-half sales tax extension. Mr. Anderson stated that ADOT would also review their 2006-2008 projects as well, and that MAG Staff would have more information on this subject at the upcoming December 11, 2003 meeting of the Committee. There were no additional questions from the Committee, and this concluded Mr. Anderson's report. At this time, Vice Chairperson Jack Tevlin arrived, and assumed the position of chairing the meeting.

5. Draft FY 2005-2009 MAG TIP Guidance Report

Addressing the next order of business, Vice Chairperson Tevlin introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an overview of the Draft FY 2005-2009 MAG TIP Guidance Report. Mr. Ward addressed the Committee, and stated that there were specifically some areas within the Draft TIP Guidance Report that still needed to be updated. Mr. Ward said that associated project modeling was still ongoing, and that he would release all updated data once it was received. He then addressed the document, and stated that the Policy Guidelines Chapter of the report was the most important chapter, but informed the Committee that it would likely be changed as a result of the RTP. He then called the Committee's attention to several application forms at the end of the document, and said that the forms were included in order to request MAG Federal funds for Fiscal Year (FY) 2008 and 2009.

Mr. Ward addressed the amount of Congestion Mitigation and Air Quality (CMAQ) program funds that were available for FY 2008 and FY 2009. He stated that at this time, approximately \$41.0 million was expected to be available in FY 2008, and \$42.5 million for FY 2009. However, Mr. Ward stated that changes in reauthorization would decide exactly how much funding would be received. He noted that the application deadline for both FY 2008 and FY 2009 CMAQ funds was January 16, 2004.

Discussion followed, and Mr. Ken Driggs asked Mr. Ward who had seen the Draft FY 2005-2009 MAG TIP Guidance report in the past. Mr. Ward stated that with the exception of a few Committee members, it has not been reviewed by any other committees at this time. Further discussion followed, and Mr. Ward answered several additional questions from members in attendance. Mr. Ken Driggs then moved to approve the Draft FY 2005-2009 MAG TIP Guidance Report. Mr. Jim Book seconded the motion, which was approved by unanimous voice vote of the Committee. There were no further questions from the Committee, and this concluded Mr. Ward's presentation.

6. RTP Street Program Implementation

Addressing the next order of business, Mr. Eric Anderson introduced Mr. Paul Ward, MAG Transportation Programming Manager, to address the concept of RTP Street Program Implementation. Mr. Ward then addressed the Committee, and stated that a major element of the RTP was focused on successfully improving and constructing arterial street projects throughout the region. Mr. Ward called the Committee's attention to the Memorandum that was sent out on October 16, 2003, and noted that the memorandum highlighted a variety of planning, policy and implementation concerns. Mr. Ward informed the Committee that it was important to develop a process on how to implement a regional arterial street program, and asked the Committee to consider the item for discussion.

Mr. Jack Tevlin then addressed the Committee, and said that he had recently spoken with Ms. Peggy Carpenter from the City of Scottsdale, and that she suggested it may be more appropriate to form subgroups to successfully develop the process. Discussion followed, and Mr. Chris Plumb stated that MAG already had a very competent Street Committee, who collectively, were quite capable of discussing the technical aspects associated with street projects. Mr. Plumb questioned the necessity of creating additional subcommittees. Discussion followed, and Ms. Tami Ryall stated that it was a very good idea to have the TRC form a subcommittee in order to forward important policy issues and recommendations to the MAG Management Committee. Further discussion took place regarding the possible formation, and total number of necessary subcommittees to form in order to effectively implement a successful street program.

Vice Chairperson Tevlin stated that considering the discussion, it was probably a good idea to ask MAG Staff to assess the concept of forming further subcommittees, which would address both policy issues and technical issues. Mr. Chris Plumb again reiterated the fact that the best technical people were already on the MAG Street Committee, and that this was an unnecessary case of duplication. Mr. Plumb said that the MAG Street Committee could also recommend what is policy and what is a technical issue. Vice Chairperson Tevlin stated that while he understood Mr. Plumb's concerns and position on the duplication of efforts, he also questioned whether individual communities throughout the region would feel comfortable with the representatives currently serving on the MAG Street Committee. He stated that some communities may desire to have different individuals serving on the Committee, who are at a higher level, in order to make decisions or recommendations which could potentially impact their respective community. Therefore, Mr. Tevlin indicated that it may be necessary to have a subcommittee separate from the MAG Street Committee. Mr. Grant Anderson, and other members in attendance, agreed that a technical subcommittee should in fact be separate from the MAG Street Committee.

Discussion followed, and Vice Chairperson asked for a motion. Ms. Michelle Korf moved to recommend establishing two subcommittees - one technical and one policy, and that each city, the county, and ADOT appoint a member in which they feel is the most competent to serve their interests; and to ask MAG Staff to assess the roles and criteria for each subcommittee, and to come back to the next TRC Meeting on December 11, 2003, with their recommendations. The motion was seconded by Ms. Tami Ryall, and was unanimously approved by subsequent voice vote of the Committee.

Vice Chairperson Tevlin asked for an open discussion of Committee members in attendance, before moving to the next item on the agenda. A lengthy discussion followed, and members in attendance addressed numerous items associated with establishing a self-certification process; total lane miles in need of construction; how to address accelerated projects, and their eligibility; requesting project delays; project reimbursements; Life Cycle issues; RTP Phasing; local match requirements and local share; developer contributions; and land use issues, and developing policies to prevent the overloading of freeway corridors. Following discussion, Ms. Michelle Korf addressed the concept of developing a “rainy day fund” for excess revenues that may occur over the duration of the planning horizon for the proposed half-cent sales tax. Further clarification was also desired by several members on the roles of a potential policy subcommittee. Mr. Eric Anderson stated that such a subcommittee would be responsible for forwarding all issues and findings to the TRC, which would then make recommendations to the MAG Management Committee, the Transportation Policy Committee, and to the MAG Regional Council. There were no additional comments and questions and this concluded Mr. Ward’s presentation to the Committee.

7. National I-10 Freight Corridor Study

Addressing the next order of business, Vice Chairperson Tevlin introduced Mr. John Pein of the Arizona Department of Transportation (ADOT), who provided the Committee with an overview of the National I-10 Freight Corridor Study. Mr. Pein called the Committee’s attention to the screen at the front of the room, and informed the Committee that the project was a cooperative effort between eight states. Mr. Pein stated that the study involved an analysis of 2,500 miles of roadway.

Mr. Pein addressed time horizons affiliated with the study, which had a planning horizon of 2025. For the methodology, data sources consisted of the 2000 Highway Performance Measuring System and the 2002 Freight Analytical Framework (FAF). For purposes of analysis, the study applied FAF growth rates to HMPS data, and utilized FAF truck percentages. Mr. Pein provided an overview of the Level of Service (LOS) for a base case in the corridor, which assumed that nothing would be done to I-10 in terms of additional lanes or necessary infrastructure investment. It was concluded that no if changes were made to the corridor, it would result in serious economic impacts over the next 20-plus years. He stated that congestion issues would result in economic losses of about \$2.04 Trillion. Such impacts would directly affect system reliability and access to suppliers and markets; just-in-time manufacturing processes; employment and productivity; tourism attraction and retention; workforce attraction, retention and quality of life; and a number of National environmental, safety and security goals.

Mr. Pein then presented potential strategies for enhancing the I-10 corridor to the year 2025, and addressed seven scenarios. These included lane widenings; the integration of Intelligent Transportation Systems (ITS); truck and auto separation; multimodal rail corridors; multimodal waterway corridors in other states; urban truck bypasses; and truck productivity.

Mr. Pein addressed a summary of results affiliated with these seven scenarios, and addressed another strategy that was examined as part of the process, which was the

construction of freight villages in major urban centers along the corridor. He then provided a brief overview of the Comprehensive Congestion Management Plan for the corridor. Discussion followed. Mr. Pein addressed a number of questions from the Committee, and concluded his presentation.

Mr. John Dugan of Pharos Corporation then addressed the Committee. He spoke on behalf of the Burlington Northern Santa Fe (BNSF) Railway, and addressed a number of issues associated with Mr. Pein's presentation. Mr. Dugan provided information on the location of BNSF and Union Pacific corridors throughout the region. He stated that railroads were always looking for opportunities to expand or enhance multi-modal freight terminals, and that BNSF and Union Pacific have been working closely with the trucking industry in an effort to enhance operations. There were no questions, and Mr. Dugan thanked the Committee for allowing him to address this issue.

Discussion followed, and Mr. Dan Lance of ADOT informed the Committee that Mr. Bill Hayden was recently appointed as the new ADOT Director of Transportation, Special Assistant for the Regional Life Cycle Program. Mr. Lance stated that Mr. Hayden has replaced Mr. Chuck Eaton, who had retired earlier this year.

8. Next Meeting Date

Vice Chairperson Tevlin informed members in attendance that the next meeting of the Committee would be conducted on December 11, 2003. There being no further business, Vice Chairperson Tevlin adjourned the meeting at 11:13 p.m.