

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

May 27, 2004

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

MEMBERS ATTENDING

Scottsdale: Mary O'Connor for Jan Dolan, Chairperson	*Guadalupe, Antonio Figueroa - Iturralda
ADOT: Bill Hayden for Dan Lance	Litchfield Park: Mike Cartsonis
Avondale: David Fitzhugh	Maricopa County: Mike Ellegood
*Buckeye: Joe Blanton	Mesa: Jeff Martin
Chandler: Patrice Kraus	Paradise Valley: Robert M. Cicarelli
*El Mirage: Ramon Leon	Peoria: David Moody
*Fountain Hills: Randy Harrel	Phoenix: Ed Zuercher for Phoenix
Gila Bend: Lynn Farmer for Gila Bend	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Jim Book	Tempe: Carlos De Leon
Goodyear: Grant Anderson	Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group:
ITS Committee: Jim Book	
* Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Clemenc Ligoeki, Maricopa County
Ken Hall, MAG	Maurice Light, FHWA
Paul Ward, MAG	Ed Stillings, FHWA
Steve Tate, MAG	David Meinhardt, City of Scottsdale
Ali Makarachi, MAG	Jonathan Lindsey, Fennemore Craig/BNSF
Peggy Carpenter, City of Scottsdale	John Farry, Valley Metro Rail
Bob Antila, RPTA	Kwi-Sung Kang, ADOT
Chris Voigt, MAG	Lindy Bauer, MAG
Mark Schlappi, MAG	Andy Smith, ADOT
Terry Johnson, City of Glendale	Dean Giles, MAG
Lynn Timmons, City of Phoenix	Cathy Arthur, MAG
Bob Macki, City of Surprise	Ratna Korepella, MAG
Brian Townsend, Town of Gilbert	Chris Voight, MAG
Tom Remes, MAG	Jim Huling, City of Mesa
Dana Tranberg, City of Glendale	Steve Taylor, Carter & Burgess
Fred Breedlove, City of Peoria	Bob Antilla, RPTA
JymeSue McLaren, City of Tempe	Robert Yabes, City of Tempe

1. Call to Order

In the absence of Chairperson Jan Dolan, Mr. David Fitzhugh called the meeting to order at 10:03 a.m.

2. Approval of April March 25, 2004 Minutes

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

3. Call to the Audience

Mr. Fitzhugh 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. Fitzhugh introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson informed the Committee that there were material changes to the Regional Freeway Program, which would require several minor TIP amendments. Mr. Anderson said that the changes would be going through the TRC for review during June, and that they would go before the MAG Management Committee and the Regional Council for approval during July. Mr. Anderson then addressed the Regional Area Road Fund (RARF), and stated there was a 6 percent increase in sales tax revenue, and that the half-cent sales tax experienced double digit increases for March.

Mr. Anderson then addressed the federal reauthorization legislation for transportation, and informed members of the Committee that there is going to be a joint committee of representatives from the U.S. House and Senate, which are scheduled to meet in an effort to reach a compromise on legislation. Mr. Anderson stated that if a compromise was not made by members of the joint committee by this June, then in all likelihood, there may not be reauthorization legislation until after the presidential election in November. There were no questions from the Committee, and this concluded Mr. Anderson's report.

5. Consent Agenda

Addressing the next order of business, Mr. Anderson informed the Committee that prior to the meeting, Staff provided a handout of an updated transit project for Attachment One of Agenda item #6, in addition to a letter that was written by the City of Phoenix, which was requesting project assistance for two street sweepers and a dust mitigation project on 43<sup>rd</sup>

Avenue. Mr. Anderson also informed the Committee that they should have received a recent amendment to the TRC Agenda for item #12 (Proposed New Federal Functional Classification for 43<sup>rd</sup> Avenue, Lower Buckeye Road to 0.8 Miles South). Mr. Anderson said that copies of the attachment were available on the table located at the west entrance of the room, and that the amendment did not have any funding implications associated with it, and was essentially a functional classification issue.

Mr. Fitzhugh addressed Agenda item #6 (Proposed Amendment to the FY 2004-2007 Transportation Improvement Program for Transit Projects), and the amended Agenda item #12 (Proposed New Federal Functional Classification for 43<sup>rd</sup> Avenue, Lower Buckeye Road to 0.8 Miles South), and asked members in attendance if they would like to entertain a motion to approve these items as presented, or to remove either of the items for discussion. Mr. David Moody moved to recommend approval of consent Agenda items #6 and #12. Ms. Mary O'Connor seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

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

Addressing the next order of business, Mr. Fitzhugh introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the proposed amendment to the FY 2004-2007 Transportation Improvement Program (TIP) for highway projects. Mr. Ward called the Committee's attention to Attachment Two, located at the back of the Agenda packet, and stated that there were two ADOT projects directly involved in the amendment. Mr. Ward informed the Committee that the first project involved scheduled improvements to State Route 85 between Buckeye and Gila Bend. Mr. Ward said that the State Route 85 project involved the acceleration of a segment between milepost 122.58 and milepost 126.08, from FY 2007 to FY 2004. Mr. Ward said that the second ADOT project involved adding a state funded District Minor project on Loop 101 (Aqua Fria Freeway) to FY 2004, and that the addition would include the construction of a westbound auxiliary lane from 31<sup>st</sup> to 51<sup>st</sup> Avenue. Mr. Ward informed the Committee that both of these projects would be required to receive an air quality conformity analysis.

Mr. Ward then addressed the third project on the agenda item, which involved the addition of a Design Concept Report (DCR) for Loop 303, from I-10 to US-60 (Grand Avenue). Mr. Ward stated that this project was a joint effort between Maricopa County and ADOT, and would also require an Environmental Assessment. Mr. Ward informed the Committee that in order to qualify the Loop 303 Corridor for future federal funds, that the Environmental Assessment and the DCR would need to be included in the TIP. There was no discussion on this item, and Mr. Mike Ellegood moved to recommend approval of an amendment to the FY 2004-2007 TIP to advance the State Route 85 project from FY 2007 to FY 2004; to add a new project on Loop 101 (Aqua Fria Freeway) between 31<sup>st</sup> Avenue and 51<sup>st</sup> Avenue to FY 2004; and to add a DCR and Environmental Assessment for Loop 303, from I-10 to US-60 (Grand Avenue), to FY 2004. Mr. Jeff Martin seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. This concluded Mr. Ward's presentation to the Committee.

8. Light Rail Amendment to the Regional Transportation Plan and FY 2004-2007 MAG Transportation Improvement Program

Addressing the next order of business, Mr. Fitzhugh introduced Mr. Eric Anderson, MAG Transportation Planning Director, to provide an update on the light rail amendment to the Regional Transportation Plan (RTP) and the FY 2004-2007 MAG Transportation Improvement Program (TIP). Mr. Anderson informed the Committee of the fact that Valley Metro Rail requested changes to the budget and schedule for the completion of the light rail transit (LRT) system, and that this Agenda item involved an amendment to adjust the schedule for the 20-mile light rail Minimum Operating Segment (MOS). Mr. Anderson informed the Committee that in accordance with State law, the proposed changes were submitted to the Regional Public Transportation Authority (RPTA), ADOT, Maricopa County, Indian Communities, and to all MAG member agencies for comment. Mr. Anderson stated that all comments were due on May 22, 2004, and that MAG did not receive any comments that opposed the proposed changes. Mr. Anderson also informed the Committee that the light rail amendment was to go before the MAG Management Committee, the MAG Transportation Policy Committee, and the MAG Regional Council in June of 2004. He also stated that a public hearing on air quality conformity analysis for the amendment was scheduled for June 1, 2004.

Discussion followed, and Mr. Mike Ellegood informed Mr. Anderson that the County was very supportive of the amendment. Mr. Eric Anderson then addressed several questions from the Committee pertaining to the air quality conformity analysis. Mr. Jeff Martin moved to recommend the amendment of the RTP and the FY 2004-2007 TIP to reflect the light rail transit changes proposed by Valley Metro Rail, affecting the MOS and the Metrocenter Link, pending a finding of air quality conformity. Mr. Ed Zuercher seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. This concluded Mr. Anderson's presentation to the Committee.

9. Federal Fiscal Year (FFY) 2004 Interim Year Closeout

Addressing the next order of business, Mr. Fitzhugh introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Federal Fiscal Year (FFY) 2004 Interim Year Closeout process. Mr. Ward called the Committee's attention to Attachment Four located at the back of the Agenda packet, which displayed the project requests submitted by member agencies for consideration for funding by the end of the federal fiscal year. Mr. Ward stated that the table in Attachment Four included the project description, the amount of the proposed overall project cost, and also provided Congestion Management System (CMS) and Emission Reductions and Cost Effectiveness (ER/CE) scores. Mr. Ward informed the Committee that the table had been sorted by priorities approved by the MAG Regional Council for closing out the federal fiscal year, and has been further prioritized by the ER/CE scores.

Mr. Ward stated that there was an estimated \$22.0 million in obligation authority. Of this amount, he said that approximately \$21.0 million would come from federal Congestion Mitigation and Air Quality Program (CMAQ), and that the remaining \$1.0 million would

come from federal Surface Transportation Program (STP). Mr. Ward addressed the priorities listed on the table in Attachment Four, and stated that Priority One projects were requests for acceleration; Priority Two projects were requests for additional funding; and that Priority Three projects represented all other, or new projects. Mr. Ward informed the Committee that three projects did not receive ER/CE scores, and also recommended that the Committee generate a list of additional projects in case the MAG Region receives federal redistributed funds. Mr. Ward stated that under the current guidelines, the region may in fact receive additional CMAQ and STP funds.

Mr. Jeff Martin then addressed the Committee, and informed those in attendance that he would like to have Staff initiate a list of written projects on a board located at the front of the room, in an effort to start the discussion process for identifying projects for federal funding consideration. Mr. Jeff Martin stated that he wanted to present a list of close out projects for funding consideration. Mr. Martin began to list projects, as Mr. Paul Ward wrote them down on a public display board.

Mr. Martin stated that under Priority One, he would like to recommend funding the City of Glendale's project (Glendale Avenue: 99<sup>th</sup> Avenue to 107<sup>th</sup> Avenue - Construct new multi-use path, including bridge across New River) in the amount of \$650,000, funding the City of Scottsdale's project (Scottsdale Road: Pima Freeway to Indian School Road - Design ITS project) in the amount of \$377,200, and funding a City of Phoenix project (24<sup>th</sup> Street: Rio Salado to Roeser Road - Design pedestrian facilities) in the amount of \$500,000, for a Priority One total of \$1,527,200. Under Priority Number Two, Mr. Martin recommended funding a MAG project to purchase additional PM-10 efficient street sweepers in the amount of \$835,305, and funding a second City of Glendale project (99<sup>th</sup> Avenue to 107<sup>th</sup> Avenue - Construct new multi-use path, including bridge across New River) in the amount of \$575,900, for a Priority Two total of \$1,411,205. Under Priority Number Three, Mr. Martin recommended funding the City of Chandler project (the citywide purchase of video detection equipment) in the amount of \$471,500; funding the City of Peoria's project (the citywide purchase of a design traffic control system and ITS equipment) in the amount of \$943,000; funding a second City of Phoenix project (43<sup>rd</sup> Avenue: Lower Buckeye Road to Rio Salado - pave dirt road) in the amount of \$641,000; funding a second City of Chandler project (Santan Freeway/Gilbert and Price Roads: pre-design of regional park and ride) in the amount of \$142,050; funding the Town of Gilbert's project (Santan Freeway/Gilbert and Price Roads: Pre-design of regional park and ride) in the amount of \$450,000; funding a City of Surprise project (Bell Road - Incident Response Management Program/Joint with MCDOT) project in the amount of \$500,000; funding an ADOT project (I-17 at Happy Valley Road - construction of turning lanes on a roundabout) in the amount of \$800,000; funding a City of Scottsdale project (Purchase of two neighborhood circulation vehicles) in the amount of \$500,000; funding a third City of Chandler project (Dobson Road at Chandler Road - Design Intersection Improvements) in the amount of \$537,510; and funding a second ADOT project (U.S. 60 at Gilbert Road - adding turning lanes at interchange) in the amount of \$500,000, for a Priority Table Three amount of \$5,485,060. After Mr. Ward briefly calculated the totals for each of the three priorities, the total amount as presented for consideration by Mr. Martin was \$8,423,465.

Mr. Martin then moved to recommend approval of the projects as listed on the board in the

amount of \$8,423,465 to be funded with the available FFY 2004 Closeout funds, with the remaining balance of approximately \$15.0 million to be utilized toward the light rail project. Mr. Ed Zuercher seconded the motion. Mr. Dave Fitzhugh then addressed the Committee, and asked if there were any questions prior to taking a formal vote on the item.

Mr. Bill Hayden addressed the Committee, and stated that aside from the U.S. 60 at Gilbert Road project, ADOT had four additional projects that were identified in the table located in Attachment Four. Mr. Hayden informed the Committee of the fact that it was ADOT's intent to withdraw several of the projects, which would then be added in subsequent years. Mr. Hayden stated that ADOT was requesting a total of \$1.7 million in funding for the U.S. 60 at Gilbert Road project, whereas the motion for approval only allocated \$500,000 toward the project. Mr. Hayden said that ADOT would need the full amount of \$1.7 million to complete the project, and that the rationale behind the increase in necessary funds is due to the City of Mesa requesting a multi-use bridge at the location. Mr. Hayden and Mr. Martin then addressed a number of funding issues associated with the project.

Ms. Patrice Kraus asked members in attendance to express their concerns about the motion on the floor. Discussion followed, and Mr. Bob Cicarelli stated that he would like to withdraw two projects for the Town of Paradise Valley from consideration from funding. Mr. Cicarelli stated that the requested projects are listed in the table as part of priorities one and two for the Town of Paradise Valley. This was followed by a discussion concerning the ranking of projects, and there were also several inquiries as to why the Scottsdale ITS project was being recommended for funding without ever having been through the ranking process. Mr. Jim Book, MAG ITS Committee Chairperson, addressed the Committee and stressed the fact that the ranking process for projects was followed, but that the Scottsdale project was never reviewed by the MAG ITS Committee. There was a general consensus among those in attendance that rankings should be followed, and there was a high level of expressed support for the ranking processes followed by the Committees at MAG.

Mr. Book provided his support for the Surprise ITS project, and stressed its importance and why it should be funded. Mr. David Moody also expressed his support for the City of Surprise, and requested that the project be considered for full funding at \$986,000. He noted that it was a joint project between MCDOT and the City of Surprise. Mr. Mike Ellegood also expressed his support for the project, and informed those in attendance that once implemented, it will improve the city and county's ability to respond to incidents. He noted how Bell Road was a congested corridor, and how there is a tremendous need to improve emergency response time. Mr. Ellegood and Mr. Overmyer addressed a number of questions from the Committee pertaining to the County's in-kind match contribution toward the project, and addressed several questions from the Committee pertaining to the project's ability to obligate.

Mr. Fitzhugh then addressed the Committee, and stated that the primary changes to the original motion were focused on ADOT requesting \$1.7 million for the U.S. 60 and Gilbert Road project, opposed to \$500,000; the City of Surprise maintaining the full project amount of \$986,000, opposed to \$500,000; and that the City of Scottsdale would be allotted \$300,000 for their Design phase of the ITS project on Indian Bend Wash. Discussion followed, and Mr. Paul Ward addressed the Committee. Mr. Ward informed those in

attendance that it is likely MAG would receive additional funding for redistributed obligation authority at the end of the year. He stated that the region had received an average of approximately \$1.4 million a year in the past, but that he was not anticipating a response concerning the total amount of available funding until August of this year. Mr. Ward stated that because of this late notification, and the earlier deadlines for funding associated with the Federal Transit Administration, that light rail should not be considered for redistributed obligation authority funding.

Questions arose as to whether certain projects could obligate on time, and several members of the Committee asked whether the Surprise ITS project was ready to proceed. Mr. Overmyer addressed a number of questions, and stressed that the city's project was focused upon the purchase of actual hardware, opposed to implementing design, which ensured that it would be ready on time. Additional items were addressed concerning funding issues associated with the light rail project, and funding issues between a number of Mesa bridge projects and ADOT project priorities. Specifically addressing the U.S. 60 and Gilbert Road project, Mr. Hayden stated that it was not ADOT's desire to phase that project in over time, and that the project should be completed at one time with the appropriate amount of funding. Discussion followed, and it was agreed that ADOT and the City of Mesa would continue to address these issues in the future, and work toward finding the necessary and equitable resources to fund the U.S. 60 project.

Ms. Kraus then asked for funding clarification on the status of projects that were previously discussed before the Committee, and began to suggest a number of changes. Ms. Kraus stated that the project list as generated by Mr. Martin should remain, with the following clarifications and amendments: the ADOT (I-17 at Happy Valley Road) project should be reduced from \$800,000 to \$400,000; the City of Chandler video and Chandler design projects should both be reduced by \$200,000 and that all of the project reductions should go into a contingency status if MAG receives \$1.4 million in redistributed obligation authority, and that they should be funded with redistributed funds; that the City of Scottsdale (Scottsdale Road: Pima Freeway to Indian School Road - Design ITS) project should be funded at \$300,000; and that the City of Surprise (Bell Road - Incident Response Management Program/Joint with MCDOT) project should be funded at \$500,000 and placed in contingency. Ms. Kraus then moved to approve these changes as an amendment to Mr. Martin's original motion to be funded with the available FFY 2004 Closeout funds, with the remaining balance of approximately \$15.0 million to be utilized toward the light rail project. Ms. Mary O'Connor seconded the motion. Mr. Fitzhugh asked if there were questions prior to a vote, and Mr. Grant Anderson asked Ms. Kraus whether the U.S. 60 and Gilbert project would stay the same at \$500,000. Discussion followed, and Mr. Bill Hayden informed the Committee that he was willing to work closely with Mr. Martin in order to discuss the available options with the City of Mesa. There were several questions pertaining to ADOT funding abilities, and Mr. Hayden stated that necessary funding for the U.S. 60 and Gilbert Road project could possibly come from an ADOT contingency fund.

Discussion followed, and Mr. Fitzhugh asked for clarification on the amended numbers, and again asked whether there were any concerns. Mr. Fitzhugh summarized the list of projects from the original list and motion made by Mr. Martin, and noted the list of changed projects as part of the amended motion made by Ms. Kraus. Discussion followed, and Mr. Ward

stated that it appeared as though there would be approximately \$14.7 million available for light rail, but that he would have to do the math. Also, Mr. Randy Overmyer stated that he was opposed to having the City of Surprise (Bell Road - Incident Response Management Program/Joint with MCDOT) project placed into contingency, and subject to redistributed authorization authority funding. There were questions surrounding the availability of redistributed funding, and whether it would be available by August. Further discussion followed concerning the projects and Ms. Tami Ryall asked whether it is possible to table this issue, have Mr. Ward do the math while the Committee heard the next item on the Agenda, and come back to readdress the projects after the next item on the Agenda was heard. Mr. Jim Book moved to recommend that the Committee officially table this issue, to have Mr. Ward recalculate the figures and priorities based on the input that was provide by the Committee, and that the Committee readdress the Federal Fiscal Year (FFY) 2004 Interim Year Closeout after hearing Agenda item #10. Mr. Randy Overmyer seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. At this time, Mr. Mike Ellegood informed the Committee that he needed to leave the meeting, and stated that Mr. Clemenc Ligocki would take his place at the table as an alternate.

10. 2002-2003 MAG Regional Travel Time and Travel Speed Study

Addressing the next order of business, Mr. Fitzhugh introduced Mr. Steve Taylor, Project Manager from Carter Burgess, to provide an overview of the 2002-2003 Regional Travel Time and Travel Speed Study. Mr. Taylor informed members of the Committee that a copy of his presentation, as well as copies of the study have been handed out for their review. Mr. Taylor then called the Committee's attention to the screen at the front of the room, and presented a series of slides. He stated that there were a total of 38 travel runs conducted on each road during the morning and afternoon, and that a total of 75,000 travel time miles were studied over a 9 month period. Mr. Taylor highlighted some of the data collection methodology associated with the Travel Time and Travel Speed Study, and addressed individual run speeds by route, speed summaries by run, average speeds by peak period, posted speeds, and average speed plots by route. Mr. Taylor also addressed average speed by peak period, arterial and freeway speeds by jurisdiction, percentage of overall speeds along segments, and average weighted speeds by facility type.

Mr. Taylor provided an overview of findings associated with the average freeway speeds during PM peak hour; average arterial control delays by peak period; the overall percentage of runs with stops during the AM Period; and also provided peak period comparisons to midday speeds. Mr. Taylor provided an overview of historical freeway and arterial speed comparisons from 1993 to 2003, and summarized his presentation by assessing travel time contours, which analyzed the time in which it took commuters to travel into central Phoenix from various areas of the region. Mr. Taylor then answered several questions from members of the Committee. There were no further questions, and Mr. Fitzhugh asked for a motion. Mr. Jeff Martin moved to recommend approval of the 2002-2003 MAG Regional Travel Time and Travel Speed Study. Mr. Bryan Jungwirth seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. Mr. Fitzhugh thanked Mr. Taylor for his presentation, and there were no further questions.

9. Continued Discussion for Federal Fiscal Year (FFY) 2004 Interim Year Closeout

Addressing the next order of business, Mr. Fitzhugh introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Federal Fiscal Year (FFY) 2004 Interim Year Closeout process. Mr. Fitzhugh reminded the Committee that Mr. Jeff Martin had moved on an original motion, that Ms. Patrice Kraus had moved on an amendment to the original project list, and that the Committee had discussed a number of funding issues and concerns after the amended motion was made. Mr. Fitzhugh informed the Committee that they would now address the recalculated numbers as completed and recommended by Mr. Paul Ward, which were summarized while the Committee heard Agenda item #10.

Mr. Ward stated that he had an opportunity to sort through the projects, and to recalculate the numbers. Mr. Ward stated that under Priority One, the Committee recommended funding for the City of Glendale's project (Glendale Avenue: 99<sup>th</sup> Avenue to 107<sup>th</sup> Avenue - Construct new multi-use path, including bridge across New River) in the amount of \$650,000, for the City of Scottsdale's project (Scottsdale road: Pima Freeway to Indian School Road - Design ITS project) in the amount of \$377,200, and for the City of Phoenix project (24<sup>th</sup> Street: Rio Salado to Roeser Road - Design pedestrian facilities) in the amount of \$500,000, for a Priority One total of \$1,527,200. Under Priority Number Two, Mr. Ward stated that the Committee recommended funding for a MAG project to purchase additional PM-10 efficient street sweepers in the amount of \$835,305, and for the City of Glendale's project (99<sup>th</sup> Avenue to 107<sup>th</sup> Avenue - Construct new multi-use path, including bridge across New River) in the amount of \$575,900, for a Priority Two total of \$1,411,205. Under Priority Number Three, Mr. Ward stated that funding was recommended for a City of Chandler project (Dobson Road at Chandler Road: Design intersection improvements) in the amount of \$537,510; for a second City of Phoenix project (43<sup>rd</sup> Avenue: Lower Buckeye Road to Rio Salado - pave dirt road) in the amount of \$1,886,000; for a second City of Chandler project (Santan Freeway/Gilbert and Price Roads: pre-design of regional park and ride) in the amount of \$142,050; for the Town of Gilbert's project (Santan Freeway/Gilbert and Price Roads: Pre-design of regional park and ride) in the amount of \$450,000; for a second City of Scottsdale project (Purchase of two neighborhood circulation vehicles) in the amount of \$500,000; for the City of Peoria's project (the citywide purchase of a design traffic control system and ITS equipment) in the amount of \$743,000; for a third City of Chandler project (Citywide: purchase of video detection equipment) in the amount of \$271,500, for a Priority Three total of \$4,453,060. After Mr. Ward tabulated the totals for each of the three priorities, the total amount of the projects as presented for consideration was \$7,468,465. Mr. Ward also stated that \$14,700,000 of the funding would be applied to the light rail project, for a total amount of \$22,168,465.

Mr. Ward stated that MAG was anticipating an additional \$1.4 million in redistributed obligation authority funding. As part of the first contingency, Mr. Ward recommended that the following projects would be considered for funding in order of suggested rank: the City of Surprise project (Bell Road - Incident Response Management Program/Joint with MCDOT) in the amount of \$500,000; the ADOT project (I-17 at Happy Valley Road -

construction of turning lanes on a roundabout) in the amount of \$400,000; and the ADOT project (U.S. 60 at Gilbert Road - adding turning lanes at interchange) in the amount of \$500,000, for a total redistributed amount of \$1.4 million.

Assuming that MAG receives additional funding in excess of the \$1.4 million in redistributed obligation authority, Mr. Ward suggested that any available, additional money would be applied toward a second contingency list of projects for funding. As part of the second contingency, Mr. Ward recommended that the following projects would be considered for funding in order of suggested rank: the City of Chandler project (Citywide: purchase of video detection equipment) in the amount of \$200,000; the City of Peoria's project (the citywide purchase of a design traffic control system and ITS equipment) in the amount of \$200,000; the City of Surprise project (Bell Road - Incident Response Management Program/Joint with MCDOT) in the amount of \$486,000; and the ADOT project (I-17 at Happy Valley Road - construction of turning lanes on a roundabout) in the amount of \$400,000.

Discussion followed, and Mr. Grant Anderson stated that the City of Surprise project should be in the first \$22.0 million tier of projects. Mr. Overmyer voiced his concern over the City of Surprise's project, and stated that it went from the first tier, to being split between the redistributed funds tier, and a second contingency tier below that for an unspecified amount of leftover monies. Further discussion followed concerning street sweepers, the nature of CMAQ funding for the Phoenix 43<sup>rd</sup> Avenue project, and obligating projects in time. Mr. David Fitzhugh asked for a motion to approve the projects for the Federal Fiscal Year (FFY) 2004 Interim Year Closeout. Mr. Jeff Martin and Ms. Patrice Kraus both stated that Mr. Ward's recalculated project list would serve as a second amendment to the original project list. Discussion followed, and Mr. Martin moved to approve Mr. Ward's recalculated, amended list to be funded with the available FFY 2004 Closeout funds. Ms. Kraus seconded the motion. After a vote of the Committee, 16 Committee member voted to approve the motion, whereas Mr. David Moody, Mr. Randy Overmyer, and Mr. Clemenc Ligocki voted against the motion. The motion was approved by the Committee, and there were no further comments or discussion.

11. Next Meeting Date

Mr. Fitzhugh informed members in attendance that the next meeting of the Committee would be held on June 24, 2004. There being no further business, Mr. Fitzhugh adjourned the meeting at 12:03 p.m.