

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

March 23, 2006

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

MEMBERS ATTENDING

Maricopa County: Chris Plumb for Mike Ellegood, Chairperson	Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Mesa: Jeff Martin for Jim Huling
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
*El Mirage: B.J. Cornwall	Phoenix: Tom Callow
Fountain Hills: Randy Harrel	Queen Creek: Mark Young
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Greg Sveland for Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
Goodyear: Cato Esquivel	Tempe: Carlos De Leon
Guadalupe: Jim Ricker	*Wickenburg: Shane Dille
	Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	*Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Darryl Crossman, City of Litchfield Park	*ITS Committee: Alan Sanderson

\* Members neither present nor represented by proxy. + - Attended by Videoconference

OTHERS PRESENT

Eric Anderson, MAG	Clemenc Ligocki, MCDOT
Ken Hall, MAG	Matt Clark, MAG
Paul Ward, MAG	Patrick Pittenger, City of Mesa
Roger Herzog, MAG	Bob Maki, City of Surprise
Eileen O'Connell, MAG	Kwi-Kang Sung, ADOT
Steve Tate, MAG	Bill Hayden, ADOT
Bob Antila, Valley Metro/RPTA	Tom Remes, City of Phoenix
Bob Hazlett, MAG	L. Barnett
Stephanie Wilson, City of Surprise	Phil Demosthenes, Parametrix Inc.
Sarath Joshua, MAG	Rick Ensdorff, URS
Stuart Boggs, Valley Metro/RPTA	William Crowley

1. Call to Order

In the absence of Chairperson Mike Ellegood, Mr. Tom Callow, Vice Chairperson, called the meeting to order at 10:03 a.m.

2. Approval of January 26, 2006 Draft Minutes

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

3. Call to the Audience

Mr. Callow stated that he had not received any request to speak cards from the audience, and then acknowledged comments from Committee member Mike Cartsonis. Mr. Cartsonis stated that over the last several months, the I-10 freeway in the West Valley has experienced heavy traffic in the High Occupancy Vehicle (HOV) lanes. Mr. Cartsonis stated that he was concerned over the situation, and noted that traveling in the HOV lane was no longer an efficient alternative to traveling in a normal General Purpose lane. Mr. Cartsonis asked whether this issue was something that the Committee could actively discuss in the future, and whether it was the Committee's role to act upon potential solutions to the problem. Discussion followed, and Mr. Eric Anderson stated that it was MAG's responsibility to carry out advanced planning on the freeway system, and could work with the Arizona Department of Transportation (ADOT) to see what could be done about the situation. Further discussion followed concerning HOV lanes, and how it was ultimately the Department of Public Safety's responsibility to stop the flow of violators who illegally choose to drive in the HOV lanes during AM and PM peak periods of traffic. Mr. Callow thanked Mr. Cartsonis for his comments, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Callow introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson addressed the Committee and informed those in attendance that the sales tax revenues for March have surpassed \$28 million. He said that this figure was up by 15.4 percent over the month of February, and by 17 percent from the previous year. Mr. Anderson noted that the recent collection represented the first significant collection of Proposition 400 funds. He informed the Committee that in accordance with Arizona statutes, freeways and highways were scheduled to receive 56.2 percent of all Proposition 400 funding; whereas arterials would receive 10.5 percent, and transit a total of 33.3 percent.

Mr. Anderson then informed the Committee that MAG recently held a Commuter Rail Stakeholders Group Meeting on February 27, 2006, and obtained very good input from those

who attended. He encouraged members of the Committee to attend the next meeting in April. He said that MAG would set the date for the meeting very soon, and that the purpose of the meeting was to refine the Scope of Work for the study. Mr. Anderson informed the Committee that he recently delivered a presentation on construction costs to the MAG Transportation Policy Committee, which were also discussed at the recent *Challenge of Construction Forum* on January 6, 2006. He said that costs may be reaching a “plateau” at the moment, and that prices have not come back down toward their previous levels. He also spoke about the recent decision by the Department of Commerce to lower the duty on Mexican cement, and how this action may ultimately have benefits for construction costs in the state of Arizona.

Mr. Anderson informed the Committee of recent progress with the City of Goodyear, and other communities in the Southwest Valley to accelerate freeway construction for the addition of lanes on I-10. He said that the City of Goodyear would be asking for an endorsement of the effort before the MAG Regional Council during the month of April. Mr. Anderson also informed the Committee that there would be a meeting of the state’s Council of Governments, which was scheduled to be held tomorrow in the City of Casa Grande. He said that the purpose of the meeting was to open up a dialogue on important statewide regional planning issues. There were no questions, and this concluded Mr. Anderson’s report to the Committee.

At this time, Mr. Callow acknowledged that he had received several request to speak cards from Mr. William Crowley, who just arrived at the meeting. Mr. Callow invited Mr. Crowley to speak to the Committee, who then approached the podium. Mr. Crowley said that there was not enough money for the region to collectively carry out transportation improvements, and advocated raising the gas tax. He then addressed several “discrepancies” associated with the Grand Avenue Major Investment Study, which involved non-compliant, narrow sidewalks and connectivity problems. He addressed the proposed light rail to Metro Center mall, and said that the rail line wasn’t near the mall, but rather on 25<sup>th</sup> and Mountain View. Mr. Crowley then voiced his concerns over the lack of proposed bus service on the regional grid system, and said that planners needed to do a better job. Mr. Callow thanked Mr. Crowley for his comments.

## 5. Approval of Consent Agenda

Addressing the next order of business, Mr. Callow addressed Agenda item #6 (Mid-Phase Public Input Opportunity), and asked whether any members in attendance had questions concerning this item. At this time, Mr. William Crowley requested to speak to the Committee, and approached the podium. Mr. Crowley said that while Mr. Jason Stephens of MAG staff did a good job at organizing the Joint Transportation Public Hearing on March 10, 2006, there were very few people in attendance, and questioned the viability of the MAG public input process. Mr. Crowley also stated that bicycle and pedestrian issues were not adequately addressed. Mr. Callow thanked Mr. Crowley for his comments, and asked the Committee for a formal motion. Mr. Jeff Martin moved to recommend approval of the Consent Agenda. Mr. David Moody seconded, and the motion was approved by subsequent voice vote of the Committee.

7. Future of the Freeway Management System

Addressing the next order of business, Mr. Callow introduced Mr. Sarath Joshua to provide an update on the future of the Freeway Management System (FMS). Mr. Joshua addressed the Committee, and informed those in attendance that Mr. Tim Wolfe of ADOT provided a presentation to the Committee at the last meeting, which included an overview of the White Paper on the *Current Status and Future Needs of the Metropolitan Phoenix Freeway Management System*. Mr. Joshua said that at the TRC meeting on February 23, 2006, the Committee decided to defer the item to today's meeting, and that he was prepared to address any issues, or questions that the Committee had for him.

Discussion followed, and Mr. Terry Johnson addressed FMS priorities. Mr. Johnson said that fiber is now being installed along the 101. Mr. Johnson also stated that the current FMS phasing does not seem to allow local agencies with immediate priorities to have any kind of funding flexibility if projects need to move forward. He then addressed the City of Glendale's needs, and said that the city is in need of two Dynamic Message Systems on Loop 101 to be used for managing traffic during the upcoming 2008 Superbowl event, and also stated that it was necessary to obtain funding for the installation a total of six cameras. Mr. Johnson stated that using MAG closeout funds to implement these features would be an option but recognized the uncertainty associated with closeout funds. Discussion followed pertaining to whether other agencies had similar needs. Ms. Mary O'Connor stated that message signs along Loop 101 could be used for traffic management in the City of Scottsdale, and mentioned the annual FBR Open Golf event as an example. Mr. Cato Esquivel also addressed the area between 83<sup>rd</sup> Avenue and Dysart Road, and said that if there was an opportunity to add a sign he would like to move his project up to 2006.

Following further discussion, Mr. Jeff Martin entertained a motion to send the funding issues and discussed project needs back to the MAG ITS Committee for further discussion and analysis. Mr. Terry Johnson seconded the motion, but said that he would like to further add that the MAG ITS Committee consider reviewing the 511 System, and propose an upgrade to the service. Mr. Johnson said that the 511 System has many flaws associated with its voice response system, and has inherent errors in the way it is set up for average callers. He said that it is not very user friendly. Mr. Bryan Jungwirth referenced Valley Metro RPTA's new system as an example to be considered. He stated that the system performs very well, and maintains a high quality Interactive Voice Recognition (IVR) system. Further discussion followed concerning the need to advance money to accommodate equipment needs, and clarification of criteria utilized by the MAG ITS Committee in the project selection process. Mr. Callow stated that the current motion entertained by Mr. Martin and seconded by Mr. Johnson, called for this item to go back to the MAG ITS Committee for further discussion and analysis, and that the MAG ITS Committee also consider the current 511 System in an effort to update the service. Mr. Callow then asked for a vote of the Committee, and the motion was passed by unanimous voice vote. There was no further discussion on this item.

8. Draft FY 2007-2011 MAG Transportation Improvement Program (TIP - Listing of Projects)

Addressing the next order of business, Mr. Callow introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) listing of projects. Mr. Ward said that the most recent draft TIP was completed on March 15, 2006, and was presently in its final stages of review prior to undergoing an air quality conformity analysis. Mr. Ward informed the Committee that this item was for action, to address the Listing of Projects as identified in Attachment Three at the back of the TRC Agenda Packet. Mr. Ward also informed the Committee that copies of Errata Sheets 07-1 and 07-2 were provided for their review. He said that changes on Errata Sheet 07-1 had been included in the March 15, 2006, Listing of Projects, but changes on Errata Sheet 07-2 had not, and included recent changes occurring after the most recent copy of the TIP was mailed out to the Committee.

Mr. Ward noted that the total amount of requested funds in the latest version of the TIP have been reduced to a figure of approximately \$6.3 Billion dollars. He said that the Draft TIP will be presented next month, and that he expected the MAG Regional Council to take formal action on the TIP at their April 2006 meeting to undergo an air quality conformity analysis. Mr. Ward then addressed regionally significant projects, and informed the Committee that any changes to regionally significant projects after this stage would need to be processed separately from the TIP as part of a subsequent TIP amendment.

At this time, Mr. Callow acknowledged that he had received a request to speak card from Mr. William Crowley to address the Committee. Mr. Crowley approached the podium and addressed the Committee. He provided a handout of the 2006 MCDOT Bike Plan Update, and spoke about bridge integrity on the Grand Canal; and questioned the northern extension of the light rail project near 19<sup>th</sup> and Dunlap Avenues. He again reiterated his concerns over this section of proposed light rail to Metro Center mall as being “falsely advertised,” and said that the rail line isn’t near the mall, but rather on 25<sup>th</sup> Avenue and Mountain View Road. Mr. Crowley said that the light rail terminus will need shuttle buses to the mall. Mr. Callow thanked Mr. Crowley for his comments.

Mr. David Moody then entertained a motion to recommend approval of the Draft FY 2007-2011 MAG TIP, along with updated Errata Sheet 07-2, to undergo an air quality conformity analysis. Mr. Terry Johnson seconded the motion. Discussion followed, and Mr. Chris Plumb stated that there were several project entries in Errata Sheet 07-2 identifying Maricopa County as the lead agency on the Northern Avenue Parkway. Mr. Plumb said that MAG “listed” Maricopa County as the lead agency, when in fact they were not, and requested that these discrepancies be changed as soon as possible. Mr. Ward acknowledged this request, and agreed to change the listings to “MAG/Multi-Agency” by means of Errata Sheet 07-3.

Mr. Callow asked for a formal vote on the motion to recommend approval of the Draft FY 2007-2011 MAG TIP, along with updated scheduling changes on Errata Sheet 07-2, to undergo an air quality conformity analysis. The motion was then approved by unanimous voice vote of the Committee. There was no further discussion on this item, and this concluded Mr. Ward’s presentation to the Committee.

9. Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

Addressing the next order of business, Mr. Callow introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program. Mr. Ward addressed the Committee, and called their attention to the Memorandum in Attachment Four, located at the back of the TRC Agenda packet. Mr. Ward informed those in attendance that the initial information sent out to the Committee was incorrect, and did not account for a total amount of \$8.4 Million dollars previously dedicated to the MAG Arterial Life Cycle Program (ALCP). Mr. Ward said that as a result of this set aside of \$8.4 Million, there was now an unanticipated, temporary deficit.

Mr. Ward then addressed changes which have occurred in the since the Agenda Packet was mailed out to the Committee. Mr. Ward said that the revised total of the projects programmed (including the ALCP commitment of \$8.4 Million) comes to a total of \$103 Million, opposed to the \$104 Million as stated in the Memorandum in Attachment Four. He said that the deferred projects amounted to an actual total of \$11.2 Million. Mr. Ward said the actual deficit was \$6.9 Million, and not \$7.9 Million, which left a total of \$4.3 Million that he expected would be available for programming between now and the end on the year. Mr. Ward stated that this amount was referred to as the "Interim" amount. Discussion followed, and Mr. Ward stated that he was expecting to receive redistributed Obligation Authority. He summarized by encouraging member agencies to submit projects for the consideration of future funding by April 28, 2006.

Mr. Jeff Martin asked Mr. Ward whether the \$8.4 Million shortfall for the ALCP was a one time situation, or whether it would happen again in the future. Mr. Ward said that it was more than likely just a one time situation, whereby the money was loaned to ADOT in 2006, and would be repaid back to the ALCP program in 2007 for use on projects that were ready to be developed. Several members in attendance asked whether ALCP funds could be utilized next year, instead of going to ADOT. Mr. Eric Anderson stated if MAG doesn't move the \$8.4 Million forward, and it is used on other projects instead, then the ALCP will be underfunded in the future. Further discussion took place by members of the Committee regarding STP and CMAQ funds; allocated set asides for bicycle, pedestrian, ITS and air quality projects; categorical funding swaps; and the need to maintain the integrity of firewalls in the Regional Transportation Plan. Mr. David Moody then moved to recommend the list of projects to be carried forward from FY 2006 to FY 2007 or later. Mr. Dave Fitzhugh seconded the motion.

At this time, Mr. Callow acknowledged that he had received a request to speak card from Mr. William Crowley to address the Committee. Mr. Crowley approached the podium and addressed the Committee. He called the Committee's attention to the Memorandum in Attachment Four. He said that when people look at all the projects that have been deferred, such as paving dirt roads and bicycle projects, it is obvious that MAG and the region is "not getting the job done." He also voiced his concerns over regional air quality issues. Mr. Callow thanked Mr. Crowley for his comments.

Mr. Callow then informed the Committee that at the February TRC Meeting, Chairperson Ellegood addressed the possibility establishing a subcommittee of several cities and

representatives to address the process of identifying priorities for utilizing MAG federal funds that become available through the FY 2006 closeout process. Discussion followed, and Mr. Terry Johnson said that the process of identifying priorities should have been opened to everyone, opposed to just a select few representatives. Several of the members felt that the Committee could generate a viable list of projects, and ensure an equitable and fair process. Mr. Ward then addressed page 4 of the Memorandum, which was included in Attachment Four of the TRC Agenda packet. He stated that, as requested in the previous meeting, this page highlighted operational procedures that were agreed upon in 1995 by the “Magnificent Seven,” and should be of help to the Committee. Mr. Tom Callow asked for a formal vote on the motion entertained by Mr. David Moody, and seconded by Mr. Dave Fitzhugh. The motion was then passed by unanimous voice vote of the Committee. There was no further discussion, and this concluded Mr. Ward’s presentation to the Committee.

10. FY 2006 ADOT Highway Program in the MAG Region - Proposed Material Cost Increases

Addressing the next order of business, Mr. Callow introduced Mr. Bill Hayden of ADOT, who provided an update of the proposed material cost increases for the FY 2006 ADOT Highway Program in the MAG Region. Mr. Hayden provided an update of the FY 2006 Freeway Program, and stated that the latest updates were based on the most recent design, right-of-way, and construction estimates, which were modified in FY 2006 to keep the cash flow balance in equilibrium. Mr. Hayden provided material cost change information on a total of 11 projects, which represented a total increase of \$27.3 Million.

Mr. Hayden then displayed a regional map to those in attendance, and highlighted a total number of eight projects that were part of the FY 2006 schedule changes. He noted that some of the displayed projects would be deferred from FY 2006 to FY 2007, which provided \$100 Million in cash flow to cover cost increases and provide cash flow for other projects that have already been contracted. Mr. Hayden said that many of the deferred projects were not prepared to go forward at this time, and would have likely been deferred anyway. Discussion followed, and Mr. Eric Anderson informed the Committee that the MAG Transportation Policy Committee and the MAG Regional Council was aware of proposed material cost increases, but that the Committee will have to take action to approve the changes. Mr. Hayden informed the Committee that this item will also move forward to the State Transportation Board for their review and approval.

Discussion followed, and Mr. Fitzhugh had a question pertaining to rubberized asphalt, and wanted to know when it would be applied to the freeway in the West Valley. Mr. Hayden and Mr. Lance stated that the project slipped due to cash flow issues, but would be added again next year. Mr. Fitzhugh emphasized the strong need for this project, and stated that he would like to see it move forward as soon as possible. Mr. Hayden concurred, and acknowledged that many citizens in the area were disappointed when it did not move forward. Mr. Dave Moody then moved to approve proposed material cost increases to the FY 2006 ADOT Highway Program. Mr. Dan Lance seconded the motion.

Mr. Callow then informed the Committee that he had received a request to speak card from Mr. William Crowley, and invited him to approach the podium. Mr. Crowley stated that he felt the

joint public hearing that was held on March 10, 2006, in the MAG Saguaro Conference room was essentially a “sham.” He stated that representatives from the City of Phoenix did not even “show up” to the meeting. He also reiterated the need to increase the gas tax, and stated that the region needed to restructure the monies allocated by legislation in Proposition 400 in order to “free up” more money for transit. Mr. Callow thanked Mr. Crowley for his comments. Mr. Callow then asked for a formal vote on the motion, which was then approved by unanimous voice vote of the Committee. Mr. Callow thanked Mr. Hayden for his presentation to the Committee, and there was no further discussion on this item.

11. Conformity Analysis of the Draft MAG Regional Transportation Plan - 2006 Update

Addressing the next order of business, Mr. Callow introduced Mr. Roger Herzog, MAG Senior Project Manager, to provide an update on the Draft 2006 MAG Regional Transportation Plan (RTP) Update for an air quality conformity analysis. Mr. Herzog informed the Committee that MAG is now at the stage where they must consider the RTP Update for a conformity analysis, and said that he anticipated this item to move forward to the MAG Regional Council for formal approval during the month of July. Mr. Herzog provided a very brief overview of the contents of the RTP, and also stated the updated Freeway and Highway, Arterial and Transit Life Cycle Programs would replace the funding priorities that were in the original RTP, which was adopted by the MAG Regional Council on November 25, 2003.

Mr. Jeff Martin then moved to approve the Draft 2006 MAG Regional Transportation Update for air quality conformity analysis. The motion was seconded by Ms. Mary O’Connor. At this time, Mr. Callow stated that he received a request to speak card from Mr. William Crowley. Mr. Crowley addressed the Committee, and said that he was concerned over the fact that the northern sections of Glendale, Phoenix and Scottsdale were not considered for transit service within the most recent draft version of the MAG RTP. Mr. Crowley stated that the regional arterial grid did not match up with the proposed bus service. He also stated that the region needed to raise the gas tax. Mr. Callow thanked Mr. Crowley for his comments.

Discussion followed, and Mr. Herzog answered several questions from the Committee pertaining to the RTP process, and how the projects were identified by specific modal category at the back of the planning document. Mr. Callow then asked the Committee for a formal vote on the motion to approve the RTP Update for an air quality conformity analysis. The motion was approved by unanimous voice vote of the Committee, and this concluded Mr. Herzog’s presentation to the Committee.

12. State Access Management Study

Addressing the next order of business, Mr. Callow introduced Mr. Bob Hazlett, MAG Senior Engineer, to address the State Access Management Study. Mr. Hazlett informed the Committee that ADOT was currently in the process of undergoing a statewide study to review access management for all state routes throughout Arizona. Mr. Hazlett said that ADOT requested time before the Committee in an effort to provide an update of the study, and then introduced Mr. Rick Ensdorff of URS Corporation, a team leader on the consultant team hired by ADOT

to work on the project. Mr. Hazlett also introduced Mr. Phil Demosthenes of Parametrix Inc., a partnering consultant firm working on the State Access Management Study, who was in attendance.

Mr. Ensdorff then addressed the Committee, and provided an overview of the Arizona Access Management Study's work flow diagram. Mr. Ensdorff provided information on how the project was structured, and then addressed the project schedule, which culminates with a final report in June of 2007. Mr. Ensdorff talked about maintaining balance throughout the project between the consistency of process and outcomes, and maintaining flexibility in application. He stated that achieving balance throughout the process involved measures such as defining goals and objectives; establishing effective design standards and a comprehensive classification system; providing ongoing program management and training; implementing a variance process, implementing access management plans and establishing effective performance measures.

Mr. Ensdorff then addressed the summary of information that the consultant team received from interviews which were conducted throughout ADOT Districts in Arizona. Mr. Ensdorff summarized his presentation by relating how the access management program and ongoing regional planning efforts would provide for a more efficient transportation network. He informed the Committee that they would be back to provide more specifics about the access management process as the study progresses.

Discussion followed pertaining to which regional highways would benefit from the study; the existing segments of state routes which have been turned over to the cities by ADOT; and the existing access management plans which were already completed and in effect throughout the region. Mr. Eric Anderson said that access management was a viable area of concern, and noted that the development community has recently been asking for more effective access management planning at the municipal and regional levels. Mr. Anderson said that there was need for an effective access management plan that could bring forth solid policies for consideration and adoption. Mr. Dan Lance also stressed the importance of the study, and how it could assist to address the crucial linkages between land use planning and transportation facilities. There was no further discussion on this item.

### 13. Member Agency Update

Mr. Callow asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were no member comments at this time.

### 14. Next Meeting Date

Mr. Callow informed members in attendance that the next meeting of the Committee would be held on April 27, 2006. There being no further business, Mr. Callow adjourned the meeting at 11:38 a.m.