

MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

February 22, 2007

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

MEMBERS ATTENDING

Phoenix: Tom Callow, Chairman	*Litchfield Park: Mike Cartsonis
*ADOT: Dan Lance	Maricopa County: John Hauskins
*Avondale: David Fitzhugh	Mesa: Mike James
Buckeye: Steven Borst	*Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
El Mirage: George Flores	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
*Gila Bend: Lynn Farmer	Scottsdale: Mary O'Connor
*Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Terry Johnson	*Tempe: Carlos De Leon
Goodyear: Cato Esquivel	*Wickenburg: Shane Dille
Guadalupe: Jim Ricker	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  
# - Attended by Audioconference

OTHERS PRESENT

Roger Herzog, MAG	Brent Stoddard, City of Glendale
Paul Ward, MAG	Ida Van Schalkwyk, ASU
Eileen Yazzie, MAG	Dave Meinhart, City of Scottsdale
Kevin Wallace, MAG	Steve Tate, MAG
Wang Zhang, MAG	Bob Antila, Valley Metro
Vladimir Livshits, MAG	Greg Jordan, Skycomp Inc.
Kwi-Kang Sung, ADOT	Bill Hayden, ADOT
Tim Wolf, ADOT	Chris Plumb, MCDOT

1. Call to Order

Chairperson Tom Callow called the meeting to order at 10:05 a.m. Since there were new representatives at the meeting this month, Tom asked all committee members to introduce themselves.

2. Approval of January 25, 2007 Draft Minutes

Addressing the first order of business, the Chairman asked if there were any comments, concerns, or changes to the meeting minutes. Mr. Dave Moody moved to approve the minutes as presented. Ms. Mary O'Connor seconded, and the minutes were 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 moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Callow introduced Mr. Roger Herzog, MAG Senior Project Manager, to provide the Transportation Director's report. Mr. Herzog reported that the sales tax revenue had slowed somewhat from the big increases it was experiencing before. There was a 9.4% increase in November 2006 in comparison to November 2005, but December growth was only 5.4% and January collections were only up 4.8% compared to last year. FY year-to-date growth was 7.4% over the FY 2006 year-to-date. Mr. Herzog informed those in attendance that there will be a public meeting on March 9, 2007 when ADOT, RPTA, the City of Phoenix, and MAG will jointly hold a hearing. In addition, a public meeting for the Governor's Transportation Executive Order will be held on March 13 at Burton Barr Library in Phoenix. Mr. Herzog added that Mr. Paul Ward, who has worked at MAG for over a decade is moving on to the private sector. It was noted how much MAG appreciated his hard work over the years. There were no questions, and this concluded Mr. Herzog's report to the Committee.

5. Approval of Consent Agenda

Addressing the next order of business, Mr. Callow addressed Agenda item #6 (FY 2008-2012 Draft MAG Transportation Improvement Program (TIP) (Interim Listing of Projects)), Agenda item #7 (Draft MAG Regional Transportation Plan - 2007 Update), and asked whether any members in attendance had questions concerning these items. Mr. Callow then moved to recommend approval of the Consent Agenda, consisting of items #6, and #7. Mr. John Farry seconded, and the motion was approved by subsequent voice vote of the Committee. Ms. O'Connor wanted to note that these items were for information only and there is no action taken. Mr. Terry Johnson questioned Mr. Herzog on when the RTP Update would be available and Mr. Herzog responded that tomorrow (February 23, 2007) it would be available on the website.

6. Possible Changes to the End of Fiscal Year Close Out Process for the MAG Federally Funded Program

Addressing the next order of business, Mr. Callow introduced Mr. Ward, who began the discussion on possible changes to the end of the fiscal year close-out process for the MAG

Federally funded Program. Mr. Ward called the Committee's attention to Attachment One. Before Mr. Ward began reviewing the current process he mentioned that in 1995, MAG became self-regulated and was given its own obligation authority (OA) and it was at this point forward that it was realized that MAG needed to try and spend all of the OA available for that year. Mr. Ward explained that half way through each year, projects are evaluated to see if they will get done in the current fiscal year (FY) and several projects request deferrals.

In 1995, a subcommittee was formed to address the process of how to reallocate MAG Federal funds, it was nicknamed the MAGnificent Seven Subcommittee, which developed a closeout process for 1996. It initiated steps for utilizing available funds because if the deferred federal funds were not used, MAG would be in jeopardy of losing the funds.

Mr. Ward continued to explain that the Regional Transportation Plan (RTP) would alleviate some 'slack' of the current program due to the more accurate allocation of funds. The current priorities for distributing close out funds are to 1) Advance projects 2) Add additional funds to a current project and 3) Add any other new projects, which is open to all jurisdictions.

With the current RTP allocation of federal funds, #3 of the current priorities will essentially go away. The mechanism of loaning the federal funds from the deferred projects to ADOT would probably need to be introduced. ADOT has large amounts of projects that are advanced constructed and have the ability to utilize federal funds easily. If we move to this mechanism the jurisdiction will have security that their projects will receive their funds.

Ms. O'Connor carried on the conversation noting that there are other agencies like Valley Metro and Valley Metro Rail that have the ability like ADOT to do a similar thing. Ms O'Connor noted that when evaluating the next process, we should not discount other agencies given the way Prop. 400 is set up. Mr. Callow added that it seems to be a rational approach to keep the funds on programmed projects.

Mr. Ward continued and added that there will not be discretionary money for new projects. The RTP now uses a much more accurate programming approach for federal dollars and the ability to introduce new projects and give more funds to current projects would be limited. There could be money set aside for regional priority projects, like the air quality issue at the monitor at 43<sup>rd</sup> Avenue. This evaluation of the closeout process will be a task of the 'Son of the MAGnificent 7.' Mr. Ward commented that he thought it was time for a subcommittee to convene and address this issue. He suggested that there may be three parts of the close-out process: a Freeway Life Cycle Closeout, Transit Life Cycle Closeout, and Arterial/Bike & Ped/ITS closeout. This process would involve a temporary loan to ADOT (or another agency) so that the original project receives its funding at a later date.

Mr. Farry added that Valley Metro has a full funding 20 year agreement (FFGA) with FTA based on the closeout process. There is still \$10 million that is expected to be assigned by the closeout process by 2011/2012. The FFGA and financial plan is in place. Mr. Ward responded that Mr. Farry is correct and this situation needs to be appropriately evaluated in the new process.

Mr. Callow asked if there were any other questions. Seeing none, he thanked Mr. Ward for the

discussion. Mr. Callow also commented on Mr. Ward’s committed work to MAG and everyone gave him a round of applause as this is his last TRC meeting.

7. Freeway Level-of-Service Study Presentation

Mr. Callow introduced Mr. Greg Jordan, the President of SkyComp to do a presentation. Mr. Jordan gave an overview that in April 2006, MAG hired his company to conduct an aerial survey on MAG regional freeways during AM and PM peak periods. The previous study was done in 2001 and 1998. Mr. Jordan said that the company’s process included collecting aerial photography of the freeway system in the MAG region. They covered the morning and evening commute periods and the results are four different days combined together minus the incidents. The final report is available through MAG and has a CD/DVD that has all of the information, which can be viewed electronically. Mr. Jordan went through slides highlighting examples of pictures from the study, how to read the charts in the report and GIS based pictures. The charts in the report are based on specific freeway lengths, lane specifics, and give a 2006 v. 2001 traffic level view. He showed slides for the 1-10: SR101 to 59<sup>th</sup> Avenue, I-17, SR-51, SR-101, SR-202, SR-143, and the US-60.

After the presentation, Mr. Bryan Jungwirth suggested it might be appropriate for MAG to bring this information to the Arizona State Legislators regarding the current discussion about the importance of HOV lanes. The presentation shows the current congestion. Mr. Moody asked how member agencies can get a hold of the report, and MAG staff said it was available on the MAG website.

Mr. George Flores asked Mr. Jordan if he could explain the methodology of the flight patterns. Mr. Jordan explained that there are 2 flight patterns and 4 sections and the flights are done in this sequence:

	Section
1st Day, Flight Pattern A	1
	2
	3
	4
2nd Day, Flight Pattern B	3
	4
	1
3rd Day, Flight Pattern A	2
	3
	4
	1
4th Day, Flight Pattern B	3
	4
	1
	2

Mr. Jordan noted that he and his company realized that congestion is a moving target and that no single value can tell the entire story. Mr. Farry asked when the photos/data were collected, and Mr. Jordan responded that the photos were taken in April 2006 and the photos for 2001 were collected in October 2001, both outside the winter and summer months. This concluded his presentation

## 8. Loop 101 Photo Radar Pilot Project

Addressing the next order of business, Mr. Callow introduced Ms. O’Conner, to present information about the L-101 Photo Radar Pilot Project. Ms. O’Conner had two handouts and a CD that contained the Draft-Report on the findings of the L-101 Photo Radar Pilot Project. Ms. O’Connor began by publicly thanking John Hauskins, who used to work at ADOT, who helped with the project coordination on the L-101. She explained how the system works: cameras in each lane that take photos of the front and back of the car for the ID process. There are sensors in each lane, which were left in after the pilot program was done, and ADOT did extend the permit. These sensors provide volume data as well.

Ms. O’Connor noted that the reactivation of the Photo Radar on L-101 began today. As well as the data found by this project, a statewide survey with an over sampling of Scottsdale was done to gauge people’s understanding and support of Photo Radar. There were 795 people surveyed statewide and 407 in Scottsdale. From that survey, 62% of statewide and 70% from Scottsdale supported the project. Of statewide respondents 42 % supported the use of the cameras with 59% of Scottsdale residents in support. On the survey, a question was asked who should operate the system. The respondents were ambiguous and seemed not to care that much. The City of Scottsdale experienced the brunt of the costs in operations and court fees. There were 90,000 citations during the operating period and 81% were closed as of November 30, 2006. Revenues over expenses turned out to be about \$700,000.

Ms. O’Conner reminded everyone that the data processing and analysis was still being done and introduced Ida Van Schalkwyk to present more information. Ms. Schalkwyk reviewed the periods of observation: before (2001-2005 various periods), Warning (January 22, 2006-February 21, 2006), Program (February 22, 2006-October 23, 2006), and After (October 24-December 3, 2006). She continued to list the six camera sites:

Site ID	Site	Direction
1	Scottsdale Rd. and Hayden Rd.	EB
2	Hayden Rd. and Princess Dr.	WB
3	Frank Lloyd Wright Blvd. and Raintree Dr.	SB
4	Raintree Dr. and Cactus Rd.	NB
5	Shea Blvd. and Mountain View Rd.	NB
6	Shea Blvd. and Mountain View Rd.	SB

Ms. Schalkwyk explained that the total length of the project was 6.5 miles, the posted speed limit was 65 mph, and the infraction speed was over 75 mph. She displayed charts showing the detection frequencies across periods, the effects of the demonstration program based on the periods of observation and the weekend v. weekday. She continued explaining how the program effected mean speeds, amount and types of crashes, traffic safety, economic impact of crashes and analysis, and how this compares with other freeways.

After Ms. Schalkwyk's presentation, Ms. Patrice Kraus asked if there is any data that can be extrapolated from this about less consequences and deterrents in light of the current discussion at the Arizona State Legislature regarding eliminating the point system. Ms. Schalkwyk responded that behavioral changes are challenging to measure and the cost and benefit of each must be measured carefully to address the question of people's will to pay for consequences. Ms. O'Connor concluded that the City of Scottsdale got into this project for the safety point and questioned the limit that people will pay their way out of the law. She said that the City is very concerned about this law as well. There were no further comments or questions, and this concluded the presentation to the Committee.

9. 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.

Hearing none, Mr. Callow informed members in attendance that the next meeting of the Committee would be held on March 29, 2007. There being no further business, Mr. Callow adjourned the meeting with Mr. Johnson's second at 11:15 a.m.