

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

September 27, 2007

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

MEMBERS ATTENDING

Maricopa County: John Hauskins
*ADOT: Dan Lance
*Avondale: David Fitzhugh
*Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert for B.J. Cornwall
*Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
*Litchfield Park: Mike Cartsonis
Mesa: Scott Butler for Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
*Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

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

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

OTHERS PRESENT

Roger Herzog, MAG
Eric Anderson, MAG
Maureen DeCindis, MAG
Bob Hazlett, MAG
Steve Tate, MAG
Eileen O. Yazzie, MAG
Kwi-Sung Kang, ADOT
Ed Stillings, FHWA
Wulfe Grote, METRO
Stephanie Prybyl, Town of Gilbert
Carol Slaker, City of Mesa
Brad Stoddard, City of Mesa
Don Herp, City of Phoenix
Lynn Timmons, City of Phoenix
Michelle Lehman, City of Surprise
Bob Antila, Valley Metro RPTA
Jonathan Lindsey, Fennmore Craig/BNSF Railroad
Jim Creedon, Creedon, Landry, & Assoc.

1. Call to Order

Mr. David Moody from the City of Peoria called the meeting to order at 10:03 a.m.

2. Approval of August 23, 2007 Draft Minutes

Mr. Moody asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. John Hauskins from Maricopa County moved to approve the minutes as presented. Then, Mr. Bryan Jungwirth from the Regional Public Transportation Authority (RPTA) seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Moody asked if any cards requesting to speak had been submitted. Mr. Eric Anderson stated that none had been received, and Mr. Moody moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Eric Anderson, MAG Transportation Director, presented the Transportation Director's Report. The first item on Mr. Anderson's report was the Regional Area Road Fund (RARF) revenues. Mr. Anderson informed the Committee that RARF August revenues increased 3.6 percent over the August 2006 revenues. He stated this was positive news because RARF revenues have been either flat or lower lately.

Mr. Anderson cautioned the Committee that although revenues were higher than the previous year, the actual revenues were lower than estimated by the Arizona Department of Transportation (ADOT). As a result, ADOT was revising the Regional Area Road Fund and the Highways User Revenue Fund (HURF) estimates. He also stated that ADOT was accelerating revising the projections for the benefit of the RPTA Life Cycle Program update.

Building a Quality Arizona (BQAZ) was the second item on Mr. Anderson's report. He stated that a series of framework studies conducted as part of BQAZ were currently out for review. Mr. Anderson informed the Committee that the State Transportation Research Board set aside \$7 million to fund the framework studies and added that ADOT most likely will be the managing entity for these studies. He stated that MAG would be involved with any studies that involving the metropolitan region.

Then, Mr. Anderson briefly summarized the key points from the MAG Regional Council Meeting held on September 26, 2007. One of the items discussed included a possibility of a voter referendum package for transportation in 2008. Mr. Anderson expressed concern that MAG would not be prepared for a vote in 2008. In addition, he mentioned that at the Regional Council meeting Mayor Scruggs from the City of Glendale made two key points. First, a vote in 2009 would not be good because a statewide special election would be doomed to failure. Second, she believed that transit needs on-going revenues and should not be included in a

referendum if it had sunset provisions.

Mr. Anderson informed the Committee that the Management Committee was establishing a working group to address MAG acceleration policies. He stated that a list of participants for the working group was being established and encouraged the participation of TRC Committee members. Mr. Anderson asked that interested individuals contact him by the close of business on September 28, 2007 because he intended to submit a list of individuals to the Management Committee Chair, Jan Dolan, no later than Monday, October 1, 2007.

Mr. Anderson discussed a presentation given to the Regional Council by Mr. Dennis Smith, the Executive Director of MAG, on the earmarking of funds. In particular, the presentation addressed above and below the line funding issues.

Mr. Moody thanked Mr. Anderson for his presentation and asked if there were any questions on the Transportation Director's Report. Mr. Jungwirth inquired if during the Regional Council meeting the presentation on a future referendum focused on a RARF or HURF increase and therefore a non-multimodal solution. Mr. Anderson replied that MAG had not been a party to the previous discussion and that no source of funding was mentioned at the Regional Council meeting. Mr. Moody asked if there were any additional questions. There were none, and this concluded the Transportation Director's Report.

5. 2007 Annual Report on Status of the Implementation on Proposition 400

Mr. Moody invited Mr. Roger Herzog from MAG to present the Annual Report on the implementation status of Proposition 400. Mr. Herzog stated that Arizona Revised Statute (ARS) 28-6354 requires MAG to produce an Annual Report on the status of projects funded through Proposition 400 and conduct a public workshop within 30 days after the report is published. Mr. Herzog informed the Committee that a public hearing on the Annual Report was scheduled for November 2007. He announced to the Committee that the complete Annual Report was available for download from the MAG website.

Mr. Herzog stated that the Annual Report addressed project expenditures, project design/construction status, future project costs, revenue receipts, revenue forecasts, cost/revenue balance, changes to the Regional Transportation Plan (RTP or "Plan") and Plan priorities, and performance monitoring. In addition, the latest report included a new component on systems performance (performance monitoring).

According to Mr. Herzog, the composition of regional revenues was 52 percent Proposition 400 half-cent sales tax revenues, 28 percent ADOT funds, 19 percent MAG federal funds, and 1% other. Mr. Herzog attributed the 1 percent other sources of revenues to the State Transportation Accelerate Needs II (STAN II) funds. Mr. Herzog informed the Committee that Fiscal Year (FY) 2007 receipts from the half-cent sales tax were 6.7 percent higher than the receipts in FY 2006.

Mr. Herzog stated that the growth in half-cent receipts on a monthly basis between FY 2006 and FY 2007 had slowed from 10.9 percent in July 2006 to 1.0 percent in June 2007. He informed the Committee that STAN II funding had been added to the regional revenues, and that there

were no major changes in the other revenue sources. Mr. Herzog reported that funding allocated to modal programs in the region was 56 percent freeways and arterials, 9 percent arterial streets, and 35 percent transit, including bus rapid transit (BRT) and light rail (LRT).

Mr. Herzog announced that Transit Life Cycle Program cost assumptions had been updated as result of a consultant review in FY 2007. He stated that the estimated future costs for the Transit Life Cycle Program are currently in balance with projected revenues. Currently, the estimated future revenues for the Program between FY 2008-2026 are \$6,635,000,000, and the future costs are estimated at \$6,609,000,000. Mr. Herzog continued stating the total cost of the Transit Life Cycle Program increased by \$826 million between FY 2006 and FY 2007. Mr. Herzog cautioned the Committee that balancing costs and revenues of the Transit Life Cycle Program would be a continuing challenge due to fluctuations in construction costs and discretionary funding for light rail.

Mr. Herzog reported that the total estimated future regional reimbursement for projects in the Arterial Street Life Cycle Program (ALCP) are in balance with projected revenues. Currently, the estimated future revenues for the ALCP between FY 2008-2026 is \$1,864,000,000, and the future costs are estimated at \$1,674,000,000. He also reported that cost increases may result in the delay and rescoping of some arterial street projects during the life of the program. Mr. Herzog informed the Committee that the local share of project costs increased from 31.8 percent in FY 2005 to 42.2 percent in FY 2007.

Mr. Herzog reported that the total estimated future regional reimbursement for projects in the Freeway/Highway Life Cycle Program are in balance with projected revenues. Currently, the estimated future revenues between FY 2008-2026 are \$10,783,000,000, and the future costs are estimated at \$10,501,000,000. He reported that cost increases and extended study schedules will have a substantial impact on the ability to deliver the Freeway/Highway Life Cycle Program within the originally anticipated scheduled.

According to Mr. Herzog, preliminary information from on-going studies indicated that project costs could be between \$2-3 billion more than currently programmed, and that the higher costs would require a review and possible adjustments of the Program in the near future. He informed the Committee of potential approaches to address cost/revenue imbalances. These approaches include financing and cash flow management, phasing project scopes, and extending the plan/program beyond.

Mr. Anderson informed the Committee that costs have started to plateau. However, the preliminary cost estimate for the 303 was \$2.8 billion higher and the preliminary cost estimate for the South Mountain project was \$2 billion higher than previously estimated. Mr. Anderson stated that a policy discussion would likely occur through the MAG Committee Process in January to incorporate the revised figures into MAG planning documents and programs.

Mr. Anderson mentioned the possibility of expanding the program to 2030 to help raise \$3 billion in additional revenue to complete all of the projects currently scheduled. Ms. Kraus from the City of Chandler inquired about the capitalization of the construction industry. Mr. Anderson expressed concerns about labor and materials costs and the current lack of competition in the industry. He stated that lately ADOT has only received 1-3 bids in response to calls for proposals. In an attempt to address the low response rate, ADOT intends to increase the time

between the three new bids are issued to allow the private sector time to prepare the bids. Mr. Anderson announced that the STAN project would go to bid soon.

Mr. Hauskins commented that bonding capacity is a limitation for construction as well. Mr. Anderson replied that one approach ADOT used was to segment projects, such as with the new construction on the 303 next fall.

Mr. Moody asked if extending the program to 2030 would require a vote. Mr. Anderson responded no because extending the program would include the use of federal and HURF revenues and that MAG would not make an assumption about the possibility of Proposition 500.

Mr. Terry Johnson from the City of Glendale questioned Mr. Herzog on what year the cost estimated were conducted. Mr. Herzog replied that the estimates were not the original estimates, but the estimates were also not the latest. He added that the cost estimates ranged from \$1.7 billion to \$2.8 billion. Mr. Anderson added that it is ADOT policy to update costs when the DCR is complete or at 30% design for life cycle projects.

Mr. Johnson expressed concerns about this policy. He stated that the City of Glendale adjusts costs annually. He added that in his opinion, ADOT is always lagging because cost updates are not conducted regularly despite the receipt of revenues on an annual basis. Mr. Anderson responded that he believed ADOT was reluctant to update costs on annual basis due to the number of projects added with the passing of Proposition 400. He added that it is MAG's recommendation to track costs more precisely similar to revenue tracking. Mr. Anderson concurred with Mr. Johnson's comments and stated that MAG is working with the Federal Highway Administrations (FHWA) guidelines on projection and inflation.

Mr. Moody thanked Mr. Anderson for his comments and Mr. Herzog for his report. This concluded the Annual Report on Status of the Implementation on Proposition 400.

6. Proposed Amendment to the FY 2008-2012 MAG Transportation Improvement Program – Transit Projects

Mr. Moody invited Ms. Yazzie from MAG to discuss proposed amendments to the FY2008-2012 TIP. Ms. Yazzie disseminated a revised handout and asked Committee members to use the revised handout as a replacement to the attachment sent out with the agenda. Ms. Yazzie apologized for the inconvenience.

Mr. Anderson added the reason for the changes to the attachments and the need for the proposed amendments was that RPTA did not get their grant amounts until July, which directly impacted the 2007-2011 and 2008-2012 Transportation Improvement Program.

Mr. Meinhart from the City of Scottsdale motioned to approve the proposed amendment to the FY 2008-2012 MAG Transportation Improvement Program. Mr. Jungwirth seconded the

motion, and the proposed amendments subsequently were approved by unanimous voice vote of the Committee.

7. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY2008 Arterial Life Cycle Program

Ms. Yazzie asked the Committee to discuss and approve administrative modifications and amendments to the TIP. The Projects included in the handout were categorized as exempt from conformity determinations. She distributed a revised handout that included one additional project from City of Phoenix.

Ms. Yazzie informed the Committee that MAG Staff would be modifying the process for addressing project changes that require an amendment to the RTP, TIP, and/or the ALCP. Mr. Anderson added that previously MAG Staff handled amendments to the programs and plans as separate items on the agenda. However, MAG Staff decided that because the programs and plans are related, project changes to should be presented concurrently during the MAG Committee process as one item on the agenda.

Ms. Yazzie asked if the Committee had any questions, and there were none. Mr. Carlos de Leon from the City of Tempe motioned to approved the amendments and administrative modifications to the FY 2008-2012 TIP and the FY 2008 ALCP. Mr. Meinhart seconded, and the motion was approved by unanimous voice vote.

8. Submittal of Projects for MAG Federal Funding in the 2009-2013 MAG TIP

Ms. Yazzie reported that the deadline for submitting projects for MAG Federal Funding FY 2013 funding in the 2009-2013 MAG TIP, was September 7, 2006. By that date, approximately 52 projects, totaling \$39.7 million, were submitted for five modal categories. She informed the Committee that revised handout could be located at their place setting. She explained that the revision was necessary because the Congestion Mitigation and Air Quality (CMAQ) scores for these projects were approved by the Air Quality and Technical Advisory Committee at the September 25, 2007 meeting.

Ms. Yazzie reported an imbalance in the FY 2009 funds programmed for Intelligent Transportation Systems (ITS) and added that MAG would program additional projects or increase reimbursements for currently programmed ITS projects to address the imbalance. Ms. Yazzie informed the Committee that in October, the Bicycle/Pedestrian and ITS Committees would meet to rank the projects for inclusion in the FY2009-2013 TIP.

Mr. Anderson called attention to a memo in the handout where the Air Quality Committee voiced concerns that more money should be allocated to paving roads and CM-10 mitigation measures and should not be directed towards bicycle/pedestrian projects. Mr. Anderson stated that this was an on-going funding debate. The Environmental Protection Agency (EPA) views Congestion Mitigation Air Quality funds as air quality funds and the Federal Highway Administration (FHWA) views CMAQ funds as mitigation and transportation planning funds. Mr. Anderson informed the Committee that MAG may add an item to a Transportation Policy Committee agenda to determine MAG's positions on the debate.

Mr. Anderson stated that bicycle/pedestrian issues were key and mentioned the addition of safe routes to transit stops. In addition, he stated that more dirt roads were being made every year

than the number of roads being paved.

Mr. Moody thanked Ms. Yazzie for her presentation and asked if there were any questions. There were none, and this concluded Ms. Yazzie's report.

9. The Interstate-10 - Hassayampa Valley Transportation Framework Study

Mr. Moody invited Mr. Bob Hazlett from MAG to speak about the Interstate 10-Hassayampa Valley Transportation Framework Study underway since May 2006. The Study looked at establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountain. Mr. Hazlett disseminated copies of the Hassayampa Framework Study on CD-Rom to members of the Committee. He then provided a brief explanation of the contents of each document contained on the CD-Rom.

Mr. Hazlett informed the Committee that in October the Interstate 10 - Hassayampa Valley Transportation Framework Study would be presented to the Committee for a vote on consent for the project and the direction the framework project was going. Mr. Moody asked if there would be a new parkway functional classification presented to the Committee for approval. Mr. Hazlett replied that MAG Staff would like the Committee to approve the parkway classification for adoption as its own classification. A discussion about the functional classifications of freeways and parkways followed.

Mr. Moody thanked Mr. Hazlett and asked if there were any questions. There were none, and this concluded Mr. Hazlett's presentation.

10. MAG Regional Bikeway Master Plan

Mr. Moody welcomed Maureen DeCindis from MAG to present the MAG Regional Bikeway Master Plan. Ms. DeCindis informed the Committee that in June 2005 the MAG Regional Council approved \$150,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the development of the MAG Regional Bikeway Master Plan. The Master Plan serves as a guide for improving, expanding and connecting the MAG Region's bicycle facility network.

Ms. DeCindis announced that on August 21, 2007, the MAG Regional Bicycle Task Force recommended the MAG Regional Bikeway Master Plan for approval. She added that a complete version of the Master Plan was available for online for download at <http://www.mag.maricopa.gov/detail.cms?item=7628>. Ms. DeCindis requested the Committee's approval of the MAG Regional Bikeway Master Plan.

Mr. Johnson inquired if the Master Plan would supersede previous plans. Ms. DeCindis responded that the Master Plan would supersede previous plans and combine on and off road projects. When asked for additional clarification, she added that the Master Plan would not take away from any previously scheduled projects. Discussion followed.

Ms. Ryall from the Town of Gilbert, who worked with Ms. DeCindis on the plan, informed the Committee that the new MAG Regional Bikeway Master Plan was different from the previous plan in that the new plan focuses on design elements and does not include specific bike routes. Ms. Ryall added that the group was in the process of updating the regional bikeway maps.

Mr. Moody thanked Ms. DeCindis for her presentation and the Committee if anyone would like to make a motion to approve the MAG Regional Bikeway Master Plan. Mr. Jungwirth motioned for approval, and Ms. Ryall seconded the motion. Then, the MAG Regional Bikeway Master Plan was approved by a unanimous voice vote of the Committee.

11. Pedestrian and Bicycle Design Assistance Program

Ms. DeCindis reported that in May 2007 the MAG Regional Council approved \$200,000 of funding for the Pedestrian Design Assistance Program and \$300,000 of funding for the Bicycle/Shared-Use Design Assistance Program in the FY2008 MAG Unified Work Program. Four project applications were received by the August 28, 2007 deadline.

Ms. DeCindis reported that on September 18, 2007 meetings, the MAG Regional Bicycle Task Force and the MAG Pedestrian Working Group recommended the four projects for funding approval under these programs. The projects included a pedestrian/bicycle connection (Scottsdale - \$55,000), a pedestrian safety and traffic calming demonstration Project (Gilbert - \$75,000), phase II of a bicycle crossing safety and improvement demonstration project (Gilbert - \$90,000), and a new river underpass (Peoria - \$125,000). Ms. DeCindis announced that she was seeking the Committees funding approval for the four projects.

Mr. Don Herp from the City of Phoenix expressed concerns about submission process and timeframe conflict with the CMAQ application process. Ms. DeCindis acknowledged that she had been made aware of the timing issue and that in the future the application deadline would extend into July, approval would occur in December, and ranking would occur in January. She also replied that she would seek clarification on the submission process. A brief discussion about the application process followed.

Mr. Moody thanked Ms. DeCindis for her presentation and the Committee if anyone would like to make a motion to approve the proposed funding. Ms. Kraus motioned to approve the four projects for funding under the Pedestrian and Bicycle Design Assistance Programs. Mr. de Leon seconded the motion, and the motion was approved by unanimous voice vote of the Committee.

12. Overview of Transportation Activities of the Gila River Indian Community

Mr. Moody invited Mr. David White the Community Manager of the Gila River Indian Community (GRIC) and a member of the Committee to provide an overview of the

transportation planning activities at GRIC.

Mr. White informed the Committee that recently various state, county, and municipal governments contacted the Community about expanding or building new roadways through the Gila River Indian Reservation. These requests prompted the creation of a Transportation Team, consisting of tribal leadership and staff organizations, which prepared a report for the Community Council to assess transportation plans (GRIC and neighboring jurisdictions), identify potential impacts, and identify potential negotiation objectives. The report was completed in May 2007 and addressed transportation issues including proposed road modifications by Maricopa and Pinal counties, the Pima-Maricopa Irrigation Project, economic development, the environment, public safety, allotments, and cultural impacts.

Mr. White discussed the cultural impacts of infrastructure which included heritage loss (impacts to tradition—himdag), the loss of traditional places (impacts to archaeological sites), the impact on the quality of life for the Community, and heritage planning (Federal, State & Tribal Regulations).

He continued expressing concerns about the direct or indirect impacts to archaeological sites or other cultural properties; impacts to traditional cultural properties, such as shrines, roadside memorials, prehistoric and historic trails, and traditional natural resources; the vandalism and looting, unauthorized trespass or recreation resulting from increased public access; site desecration due to unwanted access, visitation, or cultural site abuse and vandalism; and, the destruction of culturally significant natural features of the environment, for example South Mountain.

Mr. White informed the Committee the Community enacted legislation to preserve and protect traditional cultural properties to mitigate the cultural impacts of development, research, or other activities. He stated that although the cultural clearance process seems as an impediment to development it provides a mechanism promote cultural preservation and protection. He also noted that “the whole Community is considered a cultural site.” He added that currently, 154,065 acres (41%) of the Community’s land base has been surveyed to date.

Mr. White announced that the Community Council reformed a more streamlined Transportation Technical Team (TTT) to continue the work of the initial Transportation Team to make informed decisions on transportation request. The TTT is responsible for the reviewing proposed road modifications, participating in the Multi-Disciplinary Team, reporting planning results, developing legal infrastructure, reviewing the role of GRIC DOT, and revising the General Land Use Plan. He informed the Committee of the TTT’s external and internal activities, which include but are not limited to the Interstate 10 Widening Study, the Pinal Partnership, a Small Area Transportation Study, and a transit study with ADOT.

Then Mr. White discussed GRIC’s transportation opportunities. These include promoting cultural awareness and sensitivity, involvement in regional transportation planning, public transit, and economic development. In conclusion, Mr. White spoke about GRIC’s vision for continued involvement in transportation planning activities. Toward that end, GRIC intends to

carry out Transportation Team tasks, participate in planning activities, promote cultural awareness, and continue to participate and communicate with member jurisdictions.

Mr. Anderson thanked Mr. White for providing insight into the activities of the Gila River Indian Community. Ms. Kraus also thanked Mr. White and informed the Committee that the City of Chandler has requested Mr. White sit on the City's transportation committee.

13. Member Agency Update

Mr. Moody 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 communities. There were no comments, and this concluded the Member Agency Update.

14. Next Meeting Date

Mr. Moody informed members in attendance that the next meeting of the Committee would be held on October 25, 2007. There being no further business, Mr. Moody adjourned the meeting at 11:22 a.m.