

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

June 25, 2009

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

MEMBERS ATTENDING

Peoria: David Moody	Maricopa County: John Hauskins
ADOT: Steve Hull for Floyd Roehrich	*Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Scott Lowe	Phoenix: Ed Zuercher
Chandler: RJ Zeder for Patrice Kraus	*Queen Creek: Mark Young
*El Mirage: Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
Gila Bend: Rick Buss	Surprise: Randy Overmyer
*Gila River: Doug Torres	Tempe: Chris Salomone
*Gilbert: Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
*Guadalupe: Gino Turrubiarres	
*Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa	Pedestrian Working Group: Brandon Forrey, City of Peoria
Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: Mike Mah	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Chris Plumb, MCDOT
Monique de los Rios-Urban, MAG	Jorie Breschun, City of Phoenix
Bob Hazlett, MAG	Wylie Bearup, City of Phoenix
Roger Herzog, MAG	Wendy Springborn, City of Tempe
Sarath Joshua, MAG	Art Brooks, Strand Assoc.
Nathan Pryor, MAG	Brent Cain, HDR
Steve Tate, MAG	Paul Ward, Olsson and Assoc.
Eileen Yazzie, MAG	John McNamara, AECOM
Jim Mathien, METRO	Jim Creedon, L&C

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:04 a.m.

2. Approval of the Draft May 28, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the May 28<sup>th</sup> meeting minutes, and there were none. Mr. John Hauskins from Maricopa County moved to approve the minutes. Mr. Randall Overmyer from the City of Surprise seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Approval of the Draft June 8, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the June 8<sup>th</sup> meeting minutes. Mr. Brandon Forrey from the Pedestrian Working Group requested the minutes be updated to reflect he was not in attendance at the June 8<sup>th</sup> meeting. Mr. John Hauskins from Maricopa County moved to approve the minutes as amended. Mr. Randall Overmyer from the City of Surprise seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

4. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience and moved onto the next item on the agenda.

5. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson reported that the May Regional Area Road Fund (RARF) revenues decreased by approximately 18.2 percent compared to May 2008 and that the year-to-date RARF revenues were down 13.5 percent. He announced that actual RARF revenue collection for fiscal year (FY) 2009 would be approximately \$330 million for the year, which was \$50 million lower than the \$380 million forecasted.

Mr. Anderson stated the revised revenue forecasts to be released in the Fall of 2009 would likely include a notable decrease in the RARF projection levels for FY 2010 as well as the life of the tax. He cautioned that adjustments may be required to maintain the fiscal balance of the Life Cycle Programs due to the continued decline in RARF revenue collections.

Mr. Anderson reported on the Highway User Revenue Fund (HURF) revenue collections and forecast. He stated that May HURF revenue collections were 16 percent lower than May 2008 and that year-to-date HURF revenues were 10 percent lower than forecasted. He cautioned the Committee that ADOT's revised revenue forecast also would reflect decreased HURF revenue projections.

Then, Mr. Anderson addressed the Arizona State budget crisis. He announced that State Legislators had not agreed on a fiscally balanced budget. He explained that if the Legislature did not approve a budget by July 1st, then State government services could shut down with the exception of emergency services. Mr. Anderson stated that ADOT would initiate shut down procedures later in the week if it appeared that a budget would not be passed by the end of the fiscal year. He added that if the government shut down occurred, then ADOT would halt construction projects across the state. He stated that according to reports from ADOT, if that occurred, over 25,000 construction jobs would be impacted by the shutdown.

Mr. Anderson also announced that the current State budget draft included a transfer of \$167 million from the ADOT budget to various unrelated services. He reported that in the past, ADOT's operating budget exceeded \$400 million. He stated the current State budget draft reduced ADOT's operating budget to approximately \$286 million, which would likely result in another reduction in force at ADOT.

Continuing on, Mr. Anderson apprised the Committee of a draft energy bill being reviewed by the United States Congress. He stated the bill included several provisions that could significantly impact regional and transportation planning. He explained that the draft legislation included provisions requiring transportation plans to address reductions in greenhouse gas emissions. He also reported that the draft provisions would be unfunded mandates.

Mr. Anderson informed the Committee that Representative Oberstar had introduced a transportation reauthorization bill that, if passed, would significantly reform the federal transportation organization. Mr. Anderson explained the proposal would collapse over 100 federal programs into four or five programs. Additionally, the proposal would provide for a metropolitan mobility authorities with mode neutral funding. Mr. Anderson stated the proposal would increase metropolitan planning organizations' flexibility and autonomy.

Chairman Moody inquired if the looming ADOT shutdown would apply to projects funded under the American Recovery and Reinvestment Act (ARRA). Mr. Anderson stated yes. Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and this concluded the Transportation Director's Report.

6. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

Chairman Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present proposed project changes to the MAG Transportation Improvement Program (TIP). Ms. Yazzie directed the Committee's attention to a series of handouts at their places. She referenced the first handout, which was two pages long and included proposed changes to

highway and transit projects. She explained that the majority of the highway projects pertained to the Arizona Department of Transportation (ADOT) stating the projects had been reviewed in terms of conformity as well as finances.

Mr. Eric Anderson informed the Committee that the ADOT project changes were in lieu of a complete reorganization of the Freeway Life Cycle Program (FLCP). He explained the approval of project changes to the FY 2008-2012 TIP was required in order for ADOT to move forward with the FY 2010 projects listed.

Ms. Yazzie stated the transit project changes listed pertained to the funding allocated by the American Recovery and Reinvestment Act (ARRA). She explained the majority of the transit project changes were financial modifications only. Ms. Yazzie also explained that one line item in the table reflected \$36 million in additional ARRA funding had been allocated to the region by the US Secretary of Transportation, Mr. Ray LaHood, for fixed guideway and New Starts projects.

Ms. Yazzie announced that the MAG TIP web page listed all amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program. She stated the proposed project changes were listed as Amendment #11 on the web page. She encouraged the Committee to use the website as a resource as needed.

Mr. John Farry from Valley Metro Rail clarified that the \$36 million in ARRA funding for transit was not new money. He stated the funds were an advanced payment of a full funded grant agreement of \$587.2 million to the region. Chairman Moody asked if there were any questions or comments about the agenda, and there were none.

Mr. Dave Meinhart from the City of Scottsdale motioned to approve the project changes to FY 2008 - 2012 TIP as presented in the revised handouts. Mr. John Hauskins from Maricopa County seconded the motion, and the project changes were approved by a unanimous voice vote of the Committee.

#### 7. Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

Continuing on, Chairman Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present on the Federal Fiscal Year (FFY) 2009 Final Closeout. Ms. Yazzie stated that at the time of the agenda packet mailing, MAG Staff had not received any additional deferral notifications. She stated since the mailing, MAG received two additional project deferral notifications.

Ms. Yazzie directed the Committee's attention to a series of revised handouts at their places for the agenda item. She referenced the first handout, a revised memorandum on the FFY 2009 Federal Funds Final Closeout. She explained the revised memorandum included updated information on project deferrals and funding availability.

Ms. Yazzie reported that Table A attached to the memorandum included two additional deferrals for the design and construction of paving dirt road projects by the City of Goodyear.

She informed the Committee that both projects had been deferred three times and directed the Committee's attention to the justification memorandum required under the Draft Federal Fund Programming Guidelines. Ms. Yazzie announced that as a result of the additional deferrals, funds available for the FFY 2009 Federal Funds Final Closeout had increased by \$489,600 to \$14.6 million.

Next, Ms. Yazzie addressed Table B, which provided a prioritized list of unfunded closeout requests for funding consideration. She reported that the funds freed up by the additional deferrals enabled two projects on the contingency list to be funded: Rio Verde Drive (Maricopa County) - \$30,632 and the paving dirt roads in various locations (Phoenix) - \$56,000.

Chairman Moody asked if there were any questions or comments about the agenda item. Mr. Grant Anderson from the Town of Youngtown inquired what would happen with the remaining unprogrammed federal funds. Ms. Yazzie responded that MAG would carry forward the remaining balance to FFY 2010.

Mr. Grant Anderson inquired if there was an opportunity for unfunded projects submitted for funding consideration in the FFY09 Federal Fund Closeout to receive the additional funds. He expressed the desire to fund a street sweeper for Youngtown. Ms. Yazzie replied that remaining balance of unprogrammed funds would be approximately \$403,000 adding that MAG had been aggressive in programming \$29 million in federal funds for selected projects, including those on the contingency list.

Mr. Eric Anderson stated that some street sweeper projects that had been funded in the TIP, but not obligated by the agencies. He added that the unobligated balance had been applied to the street sweeper prioritized contingency list, but that the balance was not sufficient to fund the street sweepers for Youngtown. Mr. Grant Anderson replied that he believed Youngtown was the next in line to receive funding, but could not determine the agencies on the prioritized list that did receive funding. A brief discussion followed.

After the discussion, Mr. Grant Anderson motioned to approve the Final Federal Fund Closeout for FFY 2009 and the additional project deferrals as presented with any unused Congestion Mitigation and Air Quality (CMAQ) funds to be allocated towards the partially funded, prioritized list of street sweepers, which would receive funding in FFY09. Mr. Cato Esquivel from the City of Goodyear seconded the motion.

Mr. Meinhart inquired what the unprogrammed \$403,000 would fund if it were carried forward to FFY 2010. Ms. Yazzie replied that any funds carried over would be made available for programming during the FFY 2010 project selection process. Mr. Eric Anderson clarified that the funds would be used as part of the funding for FFY 2010 CMAQ projects. Mr. Grant Anderson explained that he had made the motion with the understanding that the unprogrammed funds had not been allocated towards any specific project or member agencies.

Chairman Moody asked if there were any additional questions or comments, and there were none. Chairman Moody called for a vote on the motion as presented, and the motion passed by a unanimous voice vote of the Committee.

After the vote, Mr. Eric Anderson announced that MAG Management Committee had acted

to create a Closeout Process Working Group. He explained that appointments to the working group would be made at the Management Committee meeting in July. He reported that Mr. Dennis Smith, the MAG Executive Director, had sent a memorandum to the MAG Member Agencies in regards to the formation of the working group. Mr. Anderson added that he anticipated the membership of the working group to be approximately seven individuals: four members of the Management Committee and three members of the Transportation Review Committee stating that the Closeout Working Group would review the current process and recommend improvements.

8. DRAFT Project Listing and Schedule for the 2010-2014 Transportation Improvement Program (TIP)

Moving on, Chairman Moody invited Ms. Yazzie to provide an update on the draft project listing and schedule for the FY 2010 to 2014 Transportation Improvement Program (TIP). Ms. Yazzie announced that on July 18, 2009, MAG held a public hearing on the draft project listing for the FY 2010 to 2014 TIP, the draft Regional Transportation Plan (RTP) Update, and the City of Phoenix transit projects. She reported that the schedule for the FY 2011-2014 TIP and RTP Update had been modified stating that the modified schedule had not been included in the agenda packet mailout, but was included in the series of handouts at their places.

Ms. Yazzie explained that if the updates had followed the traditional process that MAG Staff would be requesting a recommendation to approve the draft TIP at this time. She stated, however, that the draft TIP schedule had been delayed due to complications with programming the local and regional program as a result of the recession. Ms. Yazzie informed the Committee that MAG Staff intended to present the FY 2010 to 2014 TIP for approval in January 2010.

Ms. Yazzie encouraged the Committee members and their staff to review the draft project listing. She requested that member agencies contact either her or Steve Tate from MAG with any questions or revisions to the draft project listing. Ms. Yazzie stated that the draft project listing included the amendments and administrative adjustments to the TIP, excluding those presented in agenda items #6 and #7, added as part of the Federal Fund Closeout Process, or funded through the American Recovery and Reinvestment Act.

Chairman Moody asked if there were any questions or comments about the agenda item. There were none, and Chairman Moody moved on to the next agenda item.

9. Regional Freeway and Highway Program - Proposition 400 Update

Chairman Moody invited Mr. Bob Hazlett, MAG Senior Engineer, to present the Regional Freeway and Highway Program update. Mr. Hazlett announced that MAG Staff had provided the MAG Transportation Policy Committee with an update on the Regional Freeway and Highway Program early in the month.

Mr. Hazlett reported that the Regional Freeway and Highway Program had been experiencing issues due to the Regional Area Road Fund (RARF) shortfall. He informed the Committee that the Regional Freeway and Highway Program costs included in the initial Proposition 400

budget were approximately \$9.4 billion. He reported that the current cost opinion for the program from the Arizona Department of Transportation was close to \$16 billion.

Mr. Hazlett announced that \$2.7 billion in program funding had been obligated through FFY 2010. He explained that the ADOT cost opinion for completing the remainder of the program was roughly \$13.2 billion. He also reported that an estimated \$6.6 billion in funding was available over the life of the program, which resulted in a program deficit of \$6.6 billion due to the revenue shortfall.

Mr. Hazlett stated that MAG Staff was working diligently towards addressing the \$6.6 billion funding gap. He explained in addressing the gap, MAG Staff was operating under four principles that included: (1) management strategies; (2) value engineering, especially on new corridors; (3) project deferrals, as consistent with the priorities established in the RTP; and, (4) “staying the course” by reprioritizing and repackaging projects.

Mr. Hazlett reported that the initial analysis indicated that management strategies (option 1) would result in a cost reduction of \$762.3 million. He reported that value engineering (option 2) would result in a cost reduction of \$1.7 billion while deferring projects (option 3) would result in a cost reduction of \$4.1 billion. He cautioned that if the Committee elected to follow option 4 (“staying the course” by reprioritizing and repackaging projects), the cost reduction would be approximately \$30 million.

Next, Mr. Hazlett provided a corridor by corridor overview discussion of the program in light of the four options. He announced that MAG Staff was recommending the addition of an unfunded Phase V to the Regional Freeway and Highway Program. He stated the addition of would be consistent with the region’s long range transportation planning horizon of FY 2030.

First, Mr. Hazlett addressed the Interstate 10/Papago Freeway. He reported that the majority of the projects on Interstate 10/Papago Freeway (I-10) were currently underway. He noted the deferral of a segment in Buckeye between SR 85 and Verado Way, which was a Phase IV project. According to Mr. Hazlett, MAG Staff had requested that ADOT review and repackage the segment between Loop 101 and Interstate-17 (I-17) to ensure the project estimates coincided with the plans contained in the original RTP. He stated that the original cost estimate for the project was \$330 million; however, the current ADOT cost opinion was \$750 million. He noted a significant portion of the cost increase was due to the ADOT recommendation that two general purpose lanes in each direction be added instead of one general purpose lane in each direction as listed in the RTP.

Next, Mr. Hazlett addressed the Interstate 10/Maricopa Freeway. He informed the Committee of MAG Staff’s recommendation to maintain the programming of the majority of the corridor, with the exception of the express lanes from SR 51 to 40<sup>th</sup> Street. Mr. Hazlett noted that ADOT uses 32<sup>nd</sup> Street as the project termini; however, MAG Staff used 40<sup>th</sup> Street as the termini due as listed in the original RTP for consistency. Mr. Hazlett stated that the express lanes for corridor were originally unfunded in the RTP, but were pulled into the ADOT cost estimate as design on the project moved forward. He announced that it was the recommendation of MAG Staff to defer the express lanes to Phase V because the lanes were not funded initially.

Mr. Hazlett stated it was also the recommendation of MAG Staff to set aside \$30 million for the reconstruction of the interchange at Sky Harbor Blvd. due to security measures established by the Federal Aviation Administration (FAA). He explained that if the interchange was not improved, the FAA would not allow traffic to use the interchange to access the airport under the new measures.

Mr. Hazlett announced that the Interstate 10/Maricopa Freeway project may result in project savings if the project was constructed under a design-build contract. He stated that MAG Staff recommended increasing the project funding by \$150 million in an effort to move the corridor forward. Mr. Hazlett inquired if there were any questions about the MAG Staff recommendations thus far, and there were none.

Then, Mr. Hazlett discussed Interstate 17/Black Canyon Freeway (I-17). He reported that construction on a portion of the corridor was currently underway north of Loop 101 to Carefree Highway. He informed the Committee that it was the recommendation of MAG Staff to defer the construction of the urban profile construction and high occupancy vehicle (HOV) lanes from Carefree Highway to Anthem Way and to defer the construction of a general purpose lane from Anthem Way to New River Road. He stated it also was the recommendation of MAG Staff to repackage the section from the Split to the Arizona Canal.

Mr. Hazlett stated that approximately \$1 billion had been set aside in the RTP for improvements to I-17 from the Stack to the Arizona Canal. He reported that a recommendation of the Central Phoenix Peer Review Team was to make necessary improvements to increase the capacity of the Durango Loop. According to the Peer Review team, capacity improvement to the Durango Loop would help traffic feeding into the Stack as well as the Deck Park Tunnel.

Mr. Hazlett stated that as a result of the Peer Review Team's input, it was the recommendation of MAG Staff to distribute the \$1 billion in programmed funds from the Stack up to the Arizona Canal. He also reported that ADOT was taking the Peer Review Team's recommendation into consideration in planning the corridor. Mr. Hazlett explained that ADOT was considering four general purpose lanes including an HOV lane up to the Arizona Canal.

Mr. Hazlett informed the Committee that \$2.6 billion in funding was being allocated for improvements to the interstate system. He explained that \$1.8 of the \$2.6 billion was funded by local revenues. Mr. Ed Zuercher, from the City of Phoenix, inquired if the general purpose lanes for the Interstate 17/Black Canyon Freeway were being added from the Split to the canal or from the Stack to the canal. Mr. Hazlett replied that the lanes would be from the Split to the canal.

Mr. Fitzhugh from the City of Avondale inquired if there were any potential issues with repackaging projects or changing project scopes from what was presented to the voters. Mr. Eric Anderson replied that there was not a statutory requirement to return to the voters for changes to the plan. Mr. Anderson stated that original RTP planned for a portion of the I-17 freeway to include second deck and that if MAG had adhered to that original plan, the cost for I-17 would be \$125 million per mile for eight miles. Mr. Eric Anderson explained that according to the Peer Review Team adding capacity either to I-10 west of Stack or I-17 north

of the Stack without addressing the stack would be problematic. He stated that the repackaging was an effort to provide better and the most cost-effective solutions.

Next, Mr. Fitzhugh asked for clarification about the proposed changes to the Interstate 10/Papago Freeway. Mr. Hazlett stated the cost increase for the corridor was the request by ADOT to construct two general purpose lanes in each direction instead of the one lane as originally planned. He explained that the increase in the number of lanes would require wall reconstruction and the purchase of additional right-of-way in a heavy commercial area. A brief discussion followed.

Continuing on, Mr. Hazlett addressed the highway component of the Regional Freeway and Highway Program. He stated it was the recommendation of MAG Staff that the traffic interchanges on Grand Avenue between Loop 303 and Loop 101 as well as the spot improvements for the section between Loop 101 and Van Buren Street proceed. He added that there were three additional interchanges, which had been discussed but not officially identified for the corridor. He reported that it was the recommendation of MAG Staff to defer the additional interchanges to Phase V of the program.

Mr. Terry Johnson from the City of Glendale inquired about the interchanges identified in the presentation. He stated that he believed a fourth interchange had been presented to the voters. Mr. Eric Anderson stated that MAG Staff would look into the issue and revise the presentation, as necessary.

Then, Mr. Hazlett discussed the Superstition Freeway. Mr. Hazlett reported that most of the improvements for the Superstition Freeway identified in the RTP were either underway or open to traffic, with the exception of the segment from Crismon Rd to Meridian Rd. He stated that the recommendation of MAG Staff was to proceed with that segment. Mr. Hazlett reported that issues had arisen in regards to the interchange at Lindsay Rd, and as a result, MAG Staff was recommending the interchange be deferred to Phase V.

The next project addressed by Mr. Hazlett was US 93. He stated that the project was currently underway and would be open to traffic in the near future. He added that MAG Staff did not have any recommendation pertaining to the project.

Moving on, Mr. Hazlett discussed the Piestewa Freeway/SR 51. He reported that the HOV lanes from Shea Blvd to Loop 101 and the direct HOV lanes from SR 51 to Loop 101 were complete and open to traffic. He stated that it was the recommendation of MAG Staff to defer the addition of one general purpose lane to Phase V, explaining the additional lanes were originally programmed in Phase IV of the RTP.

Mr. Eric Anderson informed the Committee that the some direct HOV connections included in the original plan were planned for traffic interchanges, which were not designed to accommodate the connections. He stated that it was the recommendation of MAG Staff to delay the direct HOV connections at the interchanges, which were not designed for those improvements. He added that it also was the recommendation of MAG Staff to proceed with the connections at the interchanges that were designed to accommodate direct HOV lanes. He cited the increased costs associated with improving a traffic interchange not designed for direct HOV connections as the reasoning behind the recommendation.

Mr. Zuercher asked for the rationale behind the deferral of the additional general purpose lanes on the Piestewa Freeway/SR 51 from Shea Blvd to Loop 101. Mr. Hazlett explained that MAG Staff closely reviewed the projects programmed for Phase IV of the plan in the deferral selection process. He stated the MAG Staff opted to retain the HOV lane project programmed for Phase IV due to the lanes' capacity to move more individuals than a traditional general purpose lane.

Mr. Hazlett stated that the general purpose lanes for Loop 101/Pima Freeway and Price Rd were not recommended for deferral to Phase V. He explained the decision was based on current traffic volumes and the travel demand on the facilities. Mr. Anderson added that many general purpose lane projects programmed in Phase IV were deferred to Phase V, and that the decision to retain any general purpose lanes in Phase IV were attributed to volumes and demand.

Mr. Johnson expressed support for the general decision to keep HOV lanes funded in the program. He inquired if some of the HOV lanes programmed were in non-congested areas and questioned if the inclusion of the HOV lanes, in addition to being a policy decision, was supported by traffic conditions in the area. He noted that some HOV lanes in the original RTP were programmed for more remote areas of the region.

Mr. Eric Anderson acknowledged that some of the planned HOV lanes were in less congested portions of the region and that traffic levels in those areas may not indicate the need for HOV lanes at this time. He stated that HOV lanes could be constructed fairly easily and the cost estimates were approximately \$3 million per mile. He reported that the HOV lane projects were transportation control measures included in approved air quality plans. He also informed the Committee that the MAG Region receives credit for the implementation of HOV lanes and that the projects count towards the mileage in the fixed guideway formulas. Mr. Hazlett stated that HOV lanes also were a safer traffic improvement. He explained that the construction of the concrete Jersey barrier in lieu of the cable barrier increased safety on the facilities. Mr. Meinhart added that the implementation of the HOV lanes also increased the output of the transit funding formula.

Mr. Zuercher discussed the deferral of the traffic interchanges on Grand Avenue. He expressed concerns about the impact of the deferrals on congestion, particularly at 35<sup>th</sup> Avenue. Mr. Hazlett acknowledged Mr. Zuercher's concerns stating that MAG Staff would continue to review the projects selected for deferment. Mr. Hazlett explained that part of the rationale for deferring the interchanges was the increasingly high cost estimates associated with the projects compared with the initial estimates included in the original RTP. A brief discussion followed.

Mr. Johnson encouraged MAG Staff to analyze congestion levels associated with each project in the decision-making process. Mr. Zuercher requested the analysis used in the decision-making process be provided to the member agencies. He inquired about the cost estimates for the traffic interchanges. Mr. Hazlett replied the initial cost estimates for the four interchanges neared \$97 million. He added that ADOT had not completed the Design Concept Report (DCR) for the interchanges, but that estimated costs were expected to be substantially higher than the \$97 million. Discussion followed. Chairman Moody encouraged MAG Staff to produce a DCR planning level document on the improvements to generate more accurate cost estimates as well as to determine where right-of-way might be preserved until funding for the

improvements could be secured.

Mr. Eric Anderson informed the Committee that another funding opportunity for the interchanges may be available due to the interchanges proximity to the railroad. He explained that crash data from 2007 indicated three areas along Grand Avenue with high crash rates because of the railroad. He stated the region may be able to secure funding for the interchanges through a railroad grade crossing improvement fund or through the highway safety fund.

Next, Mr. Hazlett addressed the Agua Fria Freeway. He stated it was the recommendation of MAG Staff to defer the general purpose lanes as well as direct HOV lane connections to I-10 and I-17. Mr. Hazlett explained that based on information provided by ADOT, the direct HOV lanes on the Agua Fria Freeway would require a full reconstruction of the existing system traffic interchanges. He added, however, that it was the recommendation of MAG Staff to proceed with the construction of the HOV lanes on the facility.

Mr. Hazlett stated that the HOV lanes on the Pima Freeway from SR 51 to the Red Mountain Freeway were complete and open to traffic. He reported the MAG Staff recommendation to move forward with the Pima Freeway due to the anticipated travel demand. He explained that segments of the Pima Freeway were expected to have the highest travel demand of the Loop system.

Mr Hauskins inquired if the general purpose lanes for Pima Freeway programmed for Phase II were still expected to proceed in that time frame. Mr. Eric Anderson replied that the recommendations were preliminary and that MAG Staff had not conducted the cash flow analysis on the recommendations at this point. He explained that MAG Staff would conduct the cash flow analysis once the program was generally redefined by phase and warned that project could be deferred from one phase to the next based on the results of the analysis.

Then, Mr. Hazlett discussed the Price Freeway. He reported that the construction of the HOV lanes on Price Freeway was currently underway. He stated that it was the recommendation of MAG Staff to proceed with the addition of general purpose lanes from Baseline Rd to the Santan Freeway.

Mr. Hazlett reported that although SR 143 was included in the RTP, funding for the project was being transferred from Sky Harbor Expressway/SR153. He stated that ADOT was in the design process for updating the ramps on the expressway at Sky Harbor Blvd at the 202 spur to complete to access off of SR 143.

Mr. Hazlett stated that construction on the Red Mountain Freeway/Loop 202 was underway from SR 51 to the Loop 101 as part of a design-build project. He reported that the HOV lanes on the Red Mountain Freeway/Loop 202 out to Gilbert RD were also underway. He stated it was the recommendation of MAG Staff to proceed with the HOV lanes out to the Superstition Freeway as well as the general purpose lanes from Gilbert Rd due to the high traffic demand. Mr. Hazlett announced the recommendation to defer the Phase IV interchange at Mesa Drive and the general purpose lane from Gilbert Dr to US-60/Superstition Freeway. He added that the direct HOV from the Superstition Freeway to the Red Mountain Freeway on the north had been deferred to Phase V, but may be included in the program in the future.

Next, Mr. Hazlett announced the MAG Staff recommendation to proceed with all HOV construction on the Santan Freeway. He stated the recommendation to proceed also included the construction of direct HOV lanes at I-10 and Loop 101. In addition, MAG Staff recommended to defer the general purpose lanes from I-10 to the Superstition Freeway.

Continuing on, Mr. Hazlett addressed the South Mountain Freeway. He reported that the ADOT current cost opinion was \$2.5 billion compared with the \$1.1 billion identified in the original RTP. Mr. Hazlett stated it was the recommendation of MAG Staff to proceed with the project under the conditions that the current alignment be reviewed for cost reduction opportunities and that the project follow the Proposition 300 cross section. Discussion followed.

Mr. Hazlett reported the recommendation of MAG Staff to proceed with the construction of three general purpose lanes for Loop 303 from I-10 up to I-17. He reported that the construction of an interim 4-lane facility from Happy Valley Road to I-17 was currently underway. Mr. Hazlett stated that MAG Staff was reviewing the cost estimates for the system interchanges on the corridor citing a cost opinion of \$200 million for the interchange at Grand Avenue and Loop 303 in Surprise. He explained that in lieu of a system interchange that cloverleaf ramps were recommended. He stated that current data indicates the cloverleaf design would hold the facility at a level of service D until FY 2030.

Then, Mr. Hazlett discussed the system interchange at Loop 303 and I-10. He reported the current ADOT cost opinion for the project was \$760 million, which is roughly three times the cost of the Hoover Dam Bypass. He stated the MAG Staff was still reviewing the project and would take a holistic approach. He announced the MAG Staff recommendations not to defer the project and to request that ADOT conduct vigorous value engineering to reduce costs. He stated that \$760 million was approximately half of what was initial programmed for the entire Loop 303 corridor from MC 85 to I-17 in the original RTP.

Mr. Hazlett addressed the Northern Parkway connection at Loop 303 and Northern Avenue. He stated the Northern Parkway interim facility would be from Sarival to the Loop 101 and relayed the City of Glendale's concerns about connections. He stated Glendale was particularly concerned with connections to the facility as well as how to minimize traffic delays on the facility.

Mr. Fitzhugh inquired what caused the cost opinion of the system interchange at Loop 303 and I-10 to reach \$760 million. Mr. Hazlett stated that MAG Staff shared the concerns about the cost determination. Chairman Moody stated that the high costs might be attributed to the number of arterial connections planned for system interchange. Mr. Hazlett agreed stating the interchange at Loop 303 and I-10 was more like five interchanges due to the connections at Loop 303/I-10, Citrus Rd/I-10, Sarival/I-10 plus the Loop 303 interchanges at Thomas Rd, McDowell Rd, and Van Buren Street. He added that according to ADOT designers, the interchange would be the most complicated on the entire system if built as presented.

Mr. Grant Anderson inquired if the current design and cost estimates included the direct HOV lanes. Mr. Hazlett replied no. Mr. Eric Anderson explained that the projected right-of-way acquisition costs of \$250 million accounted for more than one-third of the entire project cost estimate. He stated that MAG Staff was working with ADOT on reviewing the right-of-way

footprint to find areas to reduce the project costs. He added that a portion of I-10 would need to be realigned as part of the project, which also contributed to the costs. Discussion followed.

Next, Mr. Hazlett addressed SR 801 also known as the Interstate 10 reliever. He reported it was the recommendation of MAG Staff to defer the project to Phase V. He stated the rationale for the deferral was that both the interim and final projects were originally programmed in Phase IV of the program. He added that SR 801 was an important facility for regional mobility and as a result MAG Staff was also recommending the completion of the Environmental Assessment (EA) and the purchase of \$25 million in right-of-way for corridor preservation.

Mr. Hazlett stated that the recommendation for the Williams Gateway Freeway/SR 802 was to build the interim facility and the Loop 202 interchange over to Ellsworth Rd. He then reported the recommendation to defer the remainder of the project to Phase V. He added that part of the rationale for the deferral was connectivity and congestion issues that would arise if more of the facility was built, but the portions in Pinal County were not constructed due to a funding shortfall.

Moving on, Mr. Hazlett discussed Carefree Highway/SR 74. He reported the recommendation of MAG Staff to defer the right-of-way preservation funding identified be deferred. Chairman Moody expressed concerns about deferring all of the identified right-of-way preservation funding. He encouraged MAG Staff to consider keeping some of the funding in the program given the potential for developer contributions in the area. Mr. Grant Anderson concurred with Chairman Moody sentiments. A brief discussion followed.

Mr. Hazlett informed the Committee of MAG Staff's recommendation to continue with the current work on SR 85. He also recommended the deferral of future work to Phase V. He stated that despite the deferral, MAG Staff was increasing the funding for the current work by \$30 million. Mr. Hazlett reported that improvements to SR 87 were complete and open to traffic. He stated that improvement to SR 88 were currently in the 5-year plan and as a result MAG Staff did not have recommendations for the project.

Then, Mr. Hazlett addressed system-wide improvements. He explained the improvements were not specified for a specific corridor and included funding for the freeway management system, continuing maintenance, right-of-way preservation, noise mitigation and noise walls as well as design work.

Chairman Moody asked if there were any additional questions or comments about the agenda item. There were none, and Chairman Moody proceed to the next agenda item.

10. Update on the I-8/I-10 Hidden Valley Transportation Framework Study

Chairman Moody invited Mr. Hazlett to provide an update on the I-8/I-10 Hidden Valley Transportation Framework Study. Mr. Hazlett stated that due to time constraints he would provide the Committee with an abbreviated version of the presentation. He reported that MAG Staff was preparing to present the I-8/I-10 Hidden Valley Transportation Framework Study for approval in September.

Mr. Hazlett informed the Committee that a minor addition had been made to the project map

at the request of the City of Maricopa. He stated that the revision upgraded SR 238 in Pinal County to a full freeway facility. He explained that MAG Staff was currently working on the acceptance resolution adding that it was consistent with the acceptance resolution presented for the Hassayampa Framework Study. Then, Mr. Hazlett summarized the draft acceptance resolution language to be presented.

Chairman Moody asked if there were any questions or comments about the agenda item. Mr. Overmyer inquired the Committee would entertain a question about the Federal Fund Closeout. He asked if it were possible to add projects to the contingency list in August or September if additional funding was identified or additional project deferral requests were submitted to MAG. Mr. Eric Anderson stated that adding projects to the contingency list at the August or September meeting was unlikely due to the short time frame for a project to obligate.

Chairman Moody inquired if MAG Staff would be providing an update on the federally funding projects at the next Committee meeting. Mr. Eric Anderson stated that MAG Staff would provide a progress report at the next Committee meeting. Chairman Moody asked if there were any questions or comments about the agenda item. There were none, and Chairman Moody moved on to the next agenda item.

#### 11. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none, and Chairman Moody moved to the next agenda item

#### 12. Next Meeting Date

Chairman Moody informed members in attendance that the next meeting of the Committee would be held on August 27, 2009. There being no further business, Chairman Moody adjourned the meeting at 11:38 a.m.