MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 6, 2001
Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room,
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Jack Tevlin, Vice-Chair
ADOT: Chuck Eaton for Dan Lance
Avondale: Michael Powell for William Bates
*Buckeye: Joe Blanton
Chandler: Bryan Patterson
Fountain Hills: Randy Harrell
Gilbert: Tami Ryall
*Glendale: Jim Book
Goodyear: Cato Esquivel
Litchfield Park: Mike Cartsonis
Maricopa County: Chris Plumb for Tom Buick
Mesa: Ron Krosting for Jeff Martin
*Paradise Valley: Tom Martinsen
Peoria: David Moody
RPTA: Ken Driggs
Scottsdale: Michelle Korf for John C. Little
*Surprise: Ellis Perl
Tempe: Glenn Kephart
*Wickenburg: Fred Carpenter, Chair

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Eric Iwersen, Tempe
*Street Committee: Grant Anderson, Glendale
ITS Committee: Jim Book
Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
Telecommunications Advisory Group: Jim Hull

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG
Stuart Boggs, MAG
James Bourey, MAG
Darcy Bucholz, Maricopa County Human Services
Dawn Coomer, MAG
Shane D. Dille, Gila Bend
A. Figueroa, Guadalupe
Margarita Garcia, Guadalupe
Don Herp, Phoenix
Roger Herzog, MAG
Trina Jenkins, Maricopa County Human Services
Terry Johnson, Glendale
Kwi-Sung Kang
Keri A. LaGrow, Maricopa Co. Human Services
Marcellus Lisotta, Tempe
Rana Marie Lewis, Gila Bend
Ali Makarachi, Phoenix
Thomas Morales, Guadalupe
Andrew Smith, ADOT
Dennis Smith, MAG
Lynn Timmons, Phoenix
Chris Voigt, MAG
Paul Ward, MAG
Kevin Wallace, Mesa

1. Call to Order

Jack Tevlin, Vice-Chairman , called the meeting to order at 1:39 p.m.

2. Recommendation of Projects for Additional MAG Federal Funding in the FY 2002-2006 MAG Transportation Improvement Program (TIP)

Vice-Chairman Tevlin introduced Eric Anderson of MAG who told the Committee that Chairman Carpenter had sent his regrets but a schedule conflict prevented him from attending their meeting. Mr. Anderson then introduced Paul Ward of MAG who briefed the Committee on the additional funding that was available under Revenue Aligned Budget Authority (RABA). Mr. Ward noted that there would be an additional $25 million of federal funding available for projects in the FY 2002-2006 Transportation Improvement

In response to the discussion at the Committee's meeting of January 23, 2001, Mr. Ward had developed three funding options for the Committee's consideration. He proceeded to describe the three options. He noted that the first option was a transit heavy option that would provide an additional $12.5 million in CMAQ funding to the Light Rail Transit (LRT) project over the next years. Mr. Ward also noted that $2.3 million in MAG STP funds would be available for the LRT project during this same period. This option would also include additional funding for regional bicycle education, and funding for regional planning studies including the Regional Transportation Plan. Mr. Ward also noted that the option included $2 million in additional CMAG funding for the purchase of street sweepers.

Mr. Ward described a second funding scenario which he identified as a "dispersed option". He noted that this option would include acceleration of latter year TIP projects to 2003 and 2004. Mr. Ward observed that this option would include $2 million in additional CMAQ funds for the purchase of street sweepers. He noted that the option included $1.5 million in MAG STP funds in FY 2005 for the City of Peoria's project to widen Grand Avenue. The option also would provide an additional $1,175,000 in MAG STP funds for this project in 2006.

Mr. Ward described a third funding scenario which he identified as a "regional option". He noted that this option was similar to the dispersed option in that it included acceleration of latter year TIP projects to 2003 and 2004. Mr. Ward observed that this option would include $2 million in additional CMAQ funds for the purchase of street sweepers. He noted that the option included a total of $2.8 million in CMAQ funds in FY 2004-5 for ADOT's Deer Valley Road turn lane project.

Mr. Ward then distributed to the Committee a revised regional option. He noted that the revision was the result of discussions with ADOT in response to their review of the original three options which had been sent out to the Committee. Mr. Ward directed the Committee's attention to the

revisions, which included increasing funding for ADOT's Ray Road Bridge widening in FY 2006 from $3 million to $4.6 million. He also noted that the Val Vista TI which had been funded in the regional option for FY 2006 had been moved to FY 2005 in the revised regional option. Mr. Ward told the Vice-Chairman that this concluded his presentation and he was available to answer questions regarding the four options.

Vice-Chairman Tevlin thanked Mr. Ward for his presentation and then informed the Committee that he had received several comment cards from individuals wishing to speak on this agenda item. He introduced the first speaker, Rana Marie Lewis. Ms. Lewis told the Committee that she was there representing the Town of Gila Bend. Ms. Lewis noted that her town's intersection improvement project had been included in the list of TIP projects but was not in the current list. She noted that Gila Bend's Assistant Manager Shane Dille had attended the Last Transportation Review Committee meeting and had requested that the project be accelerated. Mr. Ward responded that the project was included in the dispersed option in FY 2006. Ms. Lewis told the Committee that the project was crucial to her community. Growing truck traffic associated with the power plants made this intersection improvement imperative from both a safety and an economic standpoint.

The Vice-Chairman thanked Ms. Lewis for her comments and then introduced the next speaker, Marcellus Lisotta. Mr. Lisotta told the Committee that he was a consulting engineer for the Town of Guadalupe. He distributed a aerial photograph of the Town that delineated the extent of the proposed Guadalupe Road project. He noted that the road in question was a major transportation corridor that provided an east-west traffic link between Phoenix and Tempe. He observed that within the municipal limits of Guadalupe, the road had no curbs, gutters, turn lanes or sidewalks. Mr. Lisotta told the Committee that the lack of sidewalks meant that pedestrians had to share the roadway with vehicular traffic. He noted that children walk along Guadalupe Road to reach the town center. Mr. Lisotta stated that the requested funding would address a 42 foot wide facility improvement in a 100 foot right of way. The proposed improvements would include installation of curbs and gutters, a planted median, 14 foot travel lanes, and a 16 foot multi-use equestrian trail. Mr. Lisotta noted that Guadalupe Road represented the last segment of the Sun Circle Trail. He also observed that Priest Drive, which was known as Avenida De Yaqui within the town limits, was a major north-south corridor used by traffic cutting through the community.

Vice-Chairman Tevlin asked how much money the town was requesting. Mr. Ward replied that Guadalupe had requested $800,000 of which $500,000 was eligible for CMAQ funding. Ken Driggs asked if the Town's project was on any of the options presented by Mr. Ward. Mr. Ward replied that it was not. Chuck Eaton noted that the ADOT Enhancement Committee's recommendation for a pedestrian bridge over I-10 was predicated on that bridge having a connection to an east-west route.

Bryan Patterson asked if there was any possibility of just doing the multi-use path and not

reconstructing the road. Mr. Lisotta replied that Guadalupe Road had curbs, gutters and sidewalks in the adjoining Cities of Tempe and Phoenix. He noted that the project as proposed would address pedestrian safety in a corridor that is seeing a growing volume of vehicular traffic since the new Guadalupe Road bridge over I-10 had been opened. The Vice-Chairman asked what you would get for $500,000 rather than $800,000? Mr. Ward replied that he had not looked at that scenario, but he noted that $500,000 of the project budget was already eligible for CMAQ and that the Town intended to seek MAG STP funds to pay for the balance.

Michael Powell asked if the project had State Transportation Board approval. Mr. Ward replied that it did. Mr. Powell asked if the project was on the original list of projects reviewed by the Committee at its January meeting? Mr. Anderson replied that it was on the January list. Ron Krosting asked if the Guadalupe Road project had been rated by the Street Committee. Mr. Ward replied that it had been ranked by the Street Committee but there had been some confusion on the Street Committee's part as to the nature and extent of the project which resulted in them giving it a comparatively low ranking.

Glenn Kephart observed that the project seemed to be a good one for the money. He asked why it had not made the current list? Mr. Ward noted that because the project was totally within one jurisdiction it had not been considered a regional project. He observed that it could be viewed as a regional facility if it was considered to be a segment of the Sun Circle Trail, which was a regional facility.

Pat McDermott asked Mr. Lisotta if the proposed budget would give this road profile throughout the project area. Mr. Lisotta replied that it would. Mr. McDermott observed that if that was the case then it was a good deal for the money.

Vice-Chairman Tevlin next introduced Guadalupe Town Manager Tom Morales. Mr. Morales told the Committee that Guadalupe Road would complete the last segment of the Sun Circle Trail. He noted that Guadalupe was a small residential community, only a half mile long and a quarter mile wide. Mr. Morales told the Committee that his town had only one traffic light which was located at the intersection of Guadalupe Road and Avenida De Yaqui. He noted that the proposed project would address the safety needs of Town residents.

Chris Plumb asked Mr. Morales if this Town had conducted traffic counts on Guadalupe Road. Mr. Morales replied that they had not done traffic counts but were looking into doing some. He also noted that amount of cut through traffic on Guadalupe Road was increasing. Mr. Kephart suggested that the Town be careful with how they designed the road improvements so that they didn't increase traffic speeds through the community. He felt that this would be a worthwhile project.

Mr. Morales noted that the change in the condition of the road was dramatic between Guadalupe and the two neighboring communities. Where Guadalupe road had curbs, gutters and sidewalks

in Phoenix and Tempe, it just had a dirt shoulder in his town. Reed Kempton noted that Maricopa County considered Guadalupe Road to be a part of a regional facility, the Sun Circle Trail. Mr. Morales told the Committee that the new Guadalupe Road bridge over I-10 had created a flooding problem for residents adjacent to the bridge. He noted that the alteration in the slope of the roadway at the new bridge approaches combined with a lack of drainage infrastructure on the road or associated with the bridge results in water flowing into residents homes during rain storms.

Vice Chairman Devlin thanked Mr. Morales for his comments. Mr. Driggs told the Committee that his agency, the Regional Public Transportation Authority, was happy with the amount of funds that would be directed to transit programs under the transit heavy option. Having reviewed all the three options originally developed by Mr. Ward, Mr. Driggs noted that he thought that another option should be explored. Mr. Driggs told the Committee that he had met with several communities who had expressed an interest in rail transit on Monday, February 5th. Based on this discussion, his staff had developed another option that he thought the Committee should consider. Mr. Driggs handed out copies of this option, noting that the dollar amounts were lump sum and were not apportioned by fiscal year.

After studying the new handout, Mr. Eaton noted that ADOT had more up to date budget numbers for the Deer Valley and Val Vista TI projects. The new estimates were $1.8 million for Deer Valley and $3.5 million for Val Vista. He also suggested doing a design concept study of Peoria's Grand Avenue project. This would free up some money that could be applied to other projects. Mr. Eaton noted that MAG federal funds or ADOT discresntionary funds could be used for final design and construction of the project after completion of the Design Concept Report. Vice-Chairman Tevlin asked what the DCR would cost. Mr. Eaton replied that it would cost $500,000. The Vice-Chairman noted that the Deer Valley project could be reduced to $1.5 million with an additional $1.5 million of freed up money from the Grand Avenue project could then be applied to the road projects in Guadalupe and Mesa's road projects, as well as ADOT Ray Road bridge widening project.

Mr. Driggs noted that if Mr. Eaton's proposal was acceptable to Peoria, it would free up over $2 million. Dave Moody noted that as currently programmed, the Grand Avenue project would be completed in 2004. He also noted that their Grand Avenue project was funded at over $2.6 million in three of the four options presented by Mr. Ward. He wanted to know what assurances his City would have that the Grand Avenue project would move forward if they agreed to doing a Design Concept Report as suggested by Mr. Eaton. The Vice-Chairman asked Mr. Moody if he was looking for some kind of commitment from the Committee? Mr. Moody replied that he was.

Mr. Powell noted that based on the previous discussion, the group was proposing a total of $9.3 million of CMAQ funds would be allocated to ADOT's three TI projects. He asked if the Light Rail Transit Project was CMAQ or MAG STP funded. Mr. Ward replied that anything funded with CMAQ could also be funded with MAG STP. He went on to note that the reverse isn't necessarily true since STP eligible projects are no necessarily eligible for CMAQ funding.

Mr. Powell was concerned that this option could result in an over subscription of CMAQ funds with $15 million in funding be applied to $20 million in projects. Mr. Ward noted that the LRT project could be funded with CMAQ and MAG STP funds.

Vice-Chairman Tevlin next introduced Darcie Bucholtz. Ms. Buckholtzs told the group that she was before the Committee representing the Human Services Department of Maricopa County. Responding the Committee's discussion of the funding options, Ms. Buckholtz asked that they not lose sight of the $750,000 Work Links project that her department was seeking funding for. She briefed the Committee on Work Links, noting that the program provided access to the working poor to jobs in the community. Ms. Buckholtz also observed that the program provided transportation to day care facilities for the children of program participants. She told the Committee that Work Links transports over three hundred kids. Ms. Buckholtz noted that her department was establishing van routes in areas where public bus transportation was not available. She told the group that the average cost of the program was $414/person.

Mr. Kephart observed that Ms. Buckholtz's project was showing up as a new project. He asked her why it was not on the original list considered by the Committee in January. Ms. Buckholtz replied that the Work Links program had been funded through other sources in the past. Mr. Powell noted that funding was included in FY 2004 in the transit heavy option presented to the Committee by Mr. Ward. He asked if this proposed funding would pick up where her current funding ends. Ms. Buckholtz replied that was correct.

Terry Johnson observed that he liked the dispersed option, noting that the Peoria and Glendale projects were ranked one and two respectively by the Street Committee. He also noted that this option did not really have a lot allocated to rail projects. Mr. Johnson felt that Mr. Drigg's option addressed this concern. One thing about Mr. Drigg's option that did concern him was the reduction in funding for Glendale's 67th Avenue project.

Mr. Anderson noted that Mr. Drigg's option would cut funding for street sweepers in half. He told the Committee that the sweepers would help address the region's PM-10 particulate problem which was an issue of regional concern. Mr. Smith provided an overview of MAG's funding history. He noted that they had to build the organization from its sparse beginnings. Mr. Smith observed that in MAG's early years, a lot of funding was carried forward in the budget from one fiscal year to the next. He noted that the amount of the carry forward has declined over the years at the same time that budget demands have grown. He observed that the Metropolitan Planning Organization based in Tucson was better funded than MAG , an agency which covers an area containing the majority of the state's population. Mr. Smith told the Committee that the extensive air quality modeling done by MAG was done without funding from the Environmental Protection Agency and had to be carried on the back of the region's highway funding.

Mr. Smith observed that the regional 2 option recognizes all regional needs. He noted that Mr. Eaton's suggestion that a Design Concept Study for Grand Avenue be done now with a future

commitment to build the project would free up funds that could be applied to the other projects that had been discussed by the Committee. Mr. Smith observed that Mr. Drigg's option would take some funding from MAG that it needs. He told the Committee that MAG was coming up on its three year federal certification.

Glenn Kephart made a motion to approve Mr. Drigg's option with the following changes: $1.8 million for the Deer Valley TI; $3.5 million for the Val Vista TI; $4 million for the Ray Road bridge widening; shift $600,000 from Glendale's 67th Avenue project to the Grand Avenue Access Control project; and add $500,000 for Guadalupe's road project. Chris Plumb asked if Mr. Kephart would consider amending his motion to include funding for the Work Links Program. Mr. Kephart replied that he would not amend the motion but Mr. Plumb could. Michelle Korf seconded Mr. Kephart's motion. Mr. Driggs made a motion, seconded by Chris Plumb, to reduce to $9 million the funding for regional light rail in his option with the $500,000 being applied to the Work Links Program; and reducing MAG planning support by $1.5 million.

Jim Hull asked if the telecommunications plan had fallen off the list. Mr. Ward noted that the telecommunications plan did not fall under Intelligent Transportation System funding. Mr. Hull noted that they were operating under a 1994 strategic plan. He observed that telecommunications technology had advanced so far in the last seven years that a new plan was necessary. Mr. Hull told the Committee that a major part of the new strategic plan is to help identify system requirements. He further observed that Telecommunication Advisory Group projects are regional in nature and the $250,000 requested is needed to fund a region wide study. Mr. Hull noted that he did not know what project the funds should be taken from.

Mr. Powell suggested that the Committee appropriate $1.5 million from the amount allocated to the light rail transit project to MAG planning support. He noted that the LRT project was a multi-year effort. Mr. Drigg's responded that timing was critical with the LRT project. He noted that the project was not a 20 year plan but in fact would be completed in 2006.

Mr. Powell asked Mr. Ward what funding increases were anticipated for the next funding cycle. Mr. Ward replied that he had programmed all funds that the agency expected to receive. This being said, he also noted that RABA funds are anticipated to increase in future years. Mr. Ward told the group that the Clinton administration had attempted to raid RABA in the past and it was possible the Bush administration would attempt to also. Mr. Anderson noted that nationally, RABA in FY 2001 totaled $5 billion. As RABA continues to grow Congress could begin to see this surplus as a way of off setting other federal programs.

Noting that they had just been presented with Mr. Drigg's option, Jim Bourey suggested that the Committee consider delaying action until the February 27th meeting so that all sides could be considered. Michelle Korf noted that Mr. Drigg's option would leave everyone a little unsatisfied. She observed that this could actually be a good thing. There being no further discussion, Vice-Chairman Tevlin called for a vote. The subsequent vote was unanimous in favor of the motion to approve the RPTA option presented by Ken Driggs with the following changes: to reduce funding

for regional light rail from $9.5 million to $9 million; to reduce funding for the Deer Valley TI from $2.5 million to $1.8 million; to increase funding for the Val Vista TI from $2.8 million to $3.5 million; to increase funding for the Ray Road bridge project from $2.5 million to $4 million; to add $500,000 for the reconstruction of Guadalupe Road; to add $500,000 for Maricopa County's Human Services Department's Work Links Program; to shift $600,000 from the Glendale 67 Avenue project to the Grand Avenue Access Control project; and with the following footnotes that a commitment be made to the construction of the Grand Avenue project upon completion of the Design Concept report and a commitment be made to adding $1.5 million for MAG planning support in the next funding cycle.

3. Next Meeting Date

Turning to the last order of business, Vice Chairman Tevlin told the Committee that the next regular meeting will be held on February 27, 2001, at 10:00 a.m. in the Saguaro Room, 2nd floor, MAG offices.

There being no other business, the Vice-Chairman adjourned the meeting at 3:05 p.m.