

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

August 28, 2001

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

MEMBERS ATTENDING

|   |                                      |
|---|--------------------------------------|
| Wickenburg: Fred Carpenter, Chair               | Guadalupe, Mark Johnson              |
| Phoenix: Don Herp for Jack Tevlin, Vice-Chair   | Litchfield Park: Mike Cartsonis      |
| ADOT: Dan Lance                                 | *Maricopa County: Tom Buick          |
| *Avondale: Michael Powell                       | Mesa: Ron Krosting                   |
| Buckeye: Joe Blanton                            | Paradise Valley: Robert M. Cicarelli |
| Chandler: Patrick McDermott for Bryan Patterson | Peoria: David Moody                  |
| *Fountain Hills: Randy Harrell                  | RPTA: Ken Driggs                     |
| *Gila Bend: Shane Dille                         | Scottsdale: Peggy Carpenter          |
| Gilbert: Tami Ryall                             | *Surprise: Miryam Gutier             |
| *Glendale: Jim Book                             | Tempe: Glenn Kephart                 |
| Goodyear: Stephen Cleveland                     |                                      |

EX-OFFICIO MEMBERS ATTENDING

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

\* Members neither present nor represented by proxy.

OTHERS PRESENT

|                                 |                                  |
|---------------------------------|----------------------------------|
| Eric Anderson, MAG              | Dennis Mittelstedt, FHWA         |
| Paul Ward, MAG                  | James Colyar, FHWA               |
| Suzanne Quigley, MAG            | Sarath Joshua, MAG               |
| Dawn Coomer, MAG                | Lindy Bauer, MAG                 |
| Bill Vachon, FHWA               | Cathy Arthur, MAG                |
| Kwi-Sung Kang, ADOT             | Richard Moeur, ADOT              |
| Maureen Decindis, MAG           | Bryan Jungwirth, RPTA            |
| Jerene Watson, City of Goodyear | Roger Herzog, MAG                |
| Stephen Tate, MAG               | Patricia Kraus, City of Chandler |
| Bob Antila, RPTA                | Andy Smith, ADOT                 |
| Chris Voight, MAG               | Ken Hall, MAG                    |

1. Call to Order

Mr. Fred Carpenter, Chairman, called the meeting to order at 10:03 a.m.

2. Approval of Minutes of July 24, 2001 Minutes

Addressing the first order of business, Chairman Carpenter asked if there were any changes or amendments to the meeting minutes. Ms. Peggy Carpenter moved to approve the minutes as presented, with Mr. Ron Krøsting seconding. The minutes were subsequently approved by unanimous voice vote.

3. Call to the Audience

Chairman Carpenter noted that he had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Manager's Report

Chairman Carpenter introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson called the Committee's attention to Item Number Six of the Agenda, and informed those in attendance that the attachment received within the Agenda Packet mail out was not correct. Mr. Anderson stated that Mr. Ward, MAG Transportation Programming Manager, would distribute the appropriate hand out when he presents the item to the Committee. Also, Mr. Anderson informed the Committee that the specific language for Committee action on Agenda Item Number Nine should state "For information, discussion and recommended action to approve (opposed to accept) the West Valley Multi-Modal Transportation Corridor Plan." Following the announced corrections, Mr. Anderson introduced Ms. Maureen Decindis, and informed the Committee that she had recently joined the MAG Transportation Planning Division as a Transportation Planner.

Mr. Anderson then addressed the RFP and consultant selection process that had recently taken place for the MAG sub-area studies. Mr. Anderson stated that the firm of Parsons-Brinkerhoff has been recommended to complete the Northwest and Southeast sub-area studies, and that Wilbur Smith, Inc. has been tentatively selected to complete the Southwest sub-area study. He informed the Committee that prior to formally awarding contracts, the recommended consultants would have to be formally approved by the MAG Management Committee and the MAG Regional Council. Mr. Anderson then provided an update of the Commuter Rail/High Capacity Transit Study, and informed the Committee that the deadline for the submittal of proposals was September 5, 2001. Mr. Anderson then addressed the current progress of the Regional Transportation Plan. He informed the Committee that the consultant was entering the growth analysis phase of the

planning process, which will be addressed during an upcoming meeting during the month of September. There were no questions from members of the Committee, and this concluded Mr. Anderson's report.

5. Report on the MAG Freeway Program

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson of MAG who briefed the Committee on the MAG Freeway Program. Mr. Anderson stated that a section of the Pima Freeway located between 7<sup>th</sup> Street and Scottsdale Road was scheduled to open this week, and that the final freeway segment between Scottsdale Road and Pima Road would be completed by the Summer of 2002. Also, Mr. Anderson updated the Committee on the recent schedule for the Red Mountain Freeway, and informed them that the freeway segment from Country Club Road to Gilbert Road is scheduled for completion by December 31, 2001. Mr. Anderson then addressed revenue projections for HURF and the Maricopa County Regional Area Road Fund, and stated that the projections are on target. There were no questions from the Committee, and this concluded Mr. Anderson's report.

6. Amendment to the FY 2002-2006 MAG Transportation Improvement Program

Addressing the next order of business, Chairman Carpenter introduced Mr. Paul Ward of MAG, who addressed the Committee on the amendment process to the FY 2002-2006 MAG Transportation Improvement Program (TIP). Mr. Ward distributed copies of Table One to the Committee, and called their attention to the project changes as identified. Mr. Ward informed the Committee that the MAG Regional Council initially approved Amendment Number One to the FY2002-2006 TIP at the July 25, 2001 meeting, and that the addition of the projects as identified upon Table One would in essence represent TIP Amendment Two.

Mr. Ward addressed the first project on Table One, which is an ADOT freeway project that involves the construction of the I-10/Santan/South Mountain Traffic Interchange. Mr. Ward explained that ADOT wants to advance the construction of this particular project now, through use of a Grant Anticipation Note (GAN), and to repay all of the related interchange expenditures with FY 2003 Federal funding. Mr. Ward then provided a brief overview of the Maricopa County Bridge project located on Power Road, at the Queen Creek Wash. Mr. Ward informed the Committee that Maricopa County originally listed the bridge as being a locally funded project, but that they have since been successful in obtaining Federal Bridge Funds for construction of the bridge. There were no questions from the Committee, and this concluded the presentation by Mr. Ward. Chairman Carpenter requested that a formal motion be made to accept the amended projects to the FY2002-2006 MAG TIP. Mr. Dan Lance made a motion to amend the

project changes as presented, and the motion was seconded by Mr. Ken Driggs. The motion was subsequently approved by a unanimous voice vote of the Committee.

7. Technical Modal Committee Briefings

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson, who addressed the Committee and provided an overview of the FY 2003-2007 MAG Transportation Improvement Program (TIP) process. Mr. Anderson stated that MAG wanted to provide each of the modal committees with an opportunity to address the Transportation Review Committee in an effort to present and discuss emphasis areas that should be considered for funding. Mr. Anderson informed the Committee that the presentations would be provided in order by the following modal committees: the Air Quality Technical Advisory Committee; the Street Committee; the ITS Committee; the Regional Bicycle Task force; the Pedestrian Working Group; and the Telecommunications Working Group. Following this announcement, Mr. Anderson introduced Ms. Cathy Arthur, MAG Air Quality Modeling Manager, who addressed members of the Committee.

Ms. Arthur provided the Committee with an estimated overview of an emissions reduction target for PM-10. She indicated that the emissions reduction target was recommended by representatives from FHWA for use in identifying emphasis areas for allocation of CMAQ funds. Ms. Arthur stated that the emissions reduction target focuses on PM-10, because the Phoenix area is still experiencing violations of the PM-10 standards, and looming uncertainties may lead to difficulties in showing conformity next year. She provided a graph showing PM-10 mobile source emissions per day, projected to the year 2025. She stated that the present conformity budget allows for emissions of 59.7 million metric tons per day and the region would meet this budget through 2025, if the current models and projections were used. However, DES is in the process of releasing new population projections, that may show a 20% increase in 2025, compared with the 2025 projections adopted by the Regional Council in June 1997. She stated that these increases in population could result in a difference of as much as a 17 percent shortfall between PM-10 emissions in 2025 and the conformity budget.

In addition to new population projections, Ms. Arthur identified other uncertainties that could affect the emissions forecasts for the 2002 conformity analysis, and then summarized the types of CMAQ projects that would be helpful in reducing conformity shortfalls for PM-10. She described two mandatory project types: replacing all conventional street sweepers with PM-10 efficient sweepers by 2010; and beginning in 2007, paving ten miles of unpaved roads with traffic volumes of 100 to 150 ADT each year. Other CMAQ projects that Ms. Arthur said would help show conformity were: purchasing additional PM-10 efficient sweepers to increase the area and frequency of sweeping, and paving unpaved shoulders and access points throughout the region.

Discussion followed, and Mr. Mike Cartsonis asked Ms. Arthur if unpaved roads and paved streets represent the major sources of PM-10. She responded that they were the primary contributors to PM-10. They represent more than 90 percent of the mobile source emissions. Mr. Glen Kephart then asked what percentage of total PM-10 emissions was attributable to mobile sources. Ms. Arthur informed Mr. Kephart that mobile sources contribute approximately 50 percent of the total PM-10 emissions. There were no further questions, and this concluded Ms. Arthur's presentation to the Committee.

Mr. Cleveland, Chairperson of the Air Quality Technical Advisory Committee, followed the presentation given by Ms. Arthur and addressed the Committee. Mr. Cleveland reemphasized the need for the projects as addressed by Ms. Arthur, and stated that it would be very important for the TRC to continue to focus on these projects when considering future funding allocations. This concluded the briefing to the Committee by the Air Quality Technical Advisory Committee.

Mr. Anderson then introduced Mr. Paul Ward of MAG, who represented the needs and concerns of the Street Committee. Mr. Ward addressed Congestion Mitigation and Air Quality funding (CMAQ), and stated that collectively, we are limited as to how much that the region can do in terms of funding specific street projects. Mr. Ward reported that there were two main types of projects eligible for the CMAQ funds available. These include the paving of dirt roads and the addition of turning lanes at intersections. Mr. Ward suggested that the Street Committee and the Air Quality Technical Advisory Committee staffs should meet to discuss the programming of dirt roads and the purchase of additional PM-10 efficient street sweepers.

Mr. Ward indicated that a small amount of Surface Transportation Program funds (STP) would be available for 2007 and that these funds were available for a very wide range of projects but were limited to Federal-aid eligible routes. There were no questions, and this concluded Mr. Ward's comments.

Mr. Anderson then introduced Mr. Sarath Joshua, who addressed the Committee on issues pertaining to the Intelligent Transportation Systems (ITS) Committee. Mr. Joshua stated that Mr. Book, the ITS Committee Chairman, could not be in attendance. Mr. Joshua provided an overview of Intelligent Information Systems; the ITS Strategic Plan; identified regional ITS solutions that will address user needs; and outlined the benefits of ITS to the region. Mr. Joshua identified the Project Rating System used by the ITS Committee to prioritize regional projects, ensure adherence to federal guidelines, and to implement the ITS plan. Mr. Joshua provided the Committee with an overview of identified regional needs addressable through ITS, and highlighted a few projects as identified in the ITS plan, which include a Freeway Management System on I-17 from Peoria to Happy Valley Road; the implementation of ITS applications for improving pedestrian and bicycle safety; a system to provide real-time transit information at transit stops; and the development and implementation of a DPS/ADOT Computer Aided

Dispatch System for improved regional incident management coordination. This concluded Mr. Joshua's presentation, and there were not any questions from the Committee.

Following Mr. Joshua's presentation, Mr. Anderson introduced Mr. Pat McDermott, who provided the Committee with an update of concerns and issues from the Regional Bicycle Task Force. Mr. McDermott stated that he was at the last meeting of the Governor's Vision 21 Task Force and listened to a presentation concerning the need to restrict bikes from all roads of regional significance. He stated that they have underestimated the value of the bike as an alternative mode of travel. Mr. McDermott stated that 1.4 percent of all vehicle work trips are directly attributable to cyclists, and the average trip by a cyclist was approximately 5.6 miles. Mr. McDermott indicated that in the past, the Regional Bicycle Task Force has identified projects that have led to better connectivity, and that they will continue to do so in the future. Mr. McDermott summarized his presentation to the Committee by emphasizing the fact that cycling is a legitimate component of the multi-modal system, and should be recognized as such. He also stated that cycling leads to reductions in the overall level of PM-10 and contains many positive health attributes. Chairman Carpenter asked Mr. McDermott about the statistic pertaining to 1.4 percent of all work trips consisting of cyclists, and wanted to know if the number was still true. Mr. McDermott stated that 1.4 to 2.0 percent is a national statistic or observation that is generally accepted. He went on to inform Chairman Carpenter that the 1.4 percent statistic does not include cyclists that ride bikes to various connectivity points located throughout the regional system. There were no additional questions by the Committee, and this concluded Mr. McDermott's presentation for the Regional Bicycle Task Force.

Mr. Anderson then addressed the Committee and introduced Mr. Reed Kempton of the Maricopa County Department of Transportation (MCDOT), who provided an update of the Pedestrian Working Group. Mr. Kempton provided an overview of walking as a viable form of transportation, and informed the Committee of the vision and goals of the Pedestrian Working Group. Mr. Kempton highlighted a series of MAG pedestrian activities, and addressed the MAG Pedestrian Design Assistance Program, which was initiated in 1996. Mr. Kempton stated that since the program's inception, a total of 14 projects have been completed and a total of \$565,000 in project funding has been distributed for projects. Mr. Kempton went on to provide an overview of the MAG Pedestrian Plan 2000, which provides for an expansion of the Design Assistance Program; evaluates pedestrian projects using latent demand models; and to continue funding for pedestrian projects and programs. Mr. Kempton finalized his report to the Committee by addressing the elderly mobility program and announcing an upcoming annual conference for *Walking and Bicycling Into the 21<sup>st</sup> Century*, which will take place in the City of Tempe on September 19, 2001.

Discussion followed, and Mr. Glen Kephart stated that a group of projects that the Street Committee regularly reviews for CMAQ funds involve the expansion of turn lanes. Mr. Kephart asked if there was a link between the Street Committee and the Pedestrian

Committee in an effort to provide for more coordination between the two committees when discussing various vehicular and pedestrian related project options. Further discussion followed and there was a question that assessed whether this item should be addressed at an upcoming TRC Meeting. Mr. Eric Anderson suggested that a list of street projects should be made available to the Pedestrian Working Group and the regional Bicycle Task Force for review. Mr. Anderson said that the option of more cooperation between the committees is a viable one, and needs to be addressed at an upcoming meeting of the Committee. There were no further questions from members of the Committee, and this concluded Mr. Kempton's presentation.

Mr. Anderson then introduced Mr. Jim Hull, Chairman of the Telecommunications Advisory Group. Mr. Hull provided those in attendance with an update of activities and issues associated with the Telecommunications Advisory Group. He addressed the mission of the Telecommunications Advisory Group; the regional videoconferencing system; a second phase to enhance the regional system; the need to conduct a regional community wide area network study; and the development of a regional telecommunications strategic plan. Mr. Hull provided an overview of current projects, which includes the implementation of an "Electronic Village" that allows for the online access of community services to deliver information and assist in business and tourism information; and to provide hub site support for the regional videoconferencing system. Mr. Hull then provided the Committee with a list of potential future projects for funding. He noted the implementation of a regional community wide area network; a Telecommunications Strategic plan; and a project which will expand the regional videoconferencing system. Discussion followed, and this concluded Mr. Hull's presentation for the Telecommunications Advisory Group.

Mr. Anderson announced that all project submittals are due by September 12, 2001, and should be submitted to Mr. Paul Ward at MAG. Mr. Anderson stated that all project submittals would be forwarded to the Committee in September for review. There were no further comments on the items presented.

8. Regional Action Plan on Aging and Mobility Recommendations

Addressing the next order of business, Chairman Carpenter introduced Ms. Suzanne Quigley, MAG Human Services Program Manager, who addressed the Committee and provided an overview on elderly mobility and the Regional Action Plan on Aging and Mobility. Ms. Quigley provided an overview of the projected Maricopa County elderly population between the years of 2000 and 2050, and stated that the County will be experiencing an "age wave" whereby a growing number of elderly individuals will be utilizing automobiles and continuing to drive on the regional road network. Ms. Quigley addressed the implications that this would have on potential safety factors, and provided information on older driving tendencies.

Ms. Quigley informed the Committee of the Elderly Mobility Initiative and addressed the four objectives within the Initiative, which included the development of a regional action plan; the integration of recommendations into the MAG Regional Transportation Plan; obtaining extensive public input; and the importance of national conference planning. She provided the Committee with an overview of the development process for the Regional Action Plan on Aging and Mobility, and addressed the public input process for the development of topics associated with infrastructure and land use, alternative transportation modes, driver competency, and education and training. Ms. Quigley reviewed the 25 Draft Recommendations as specified within the plan, and suggested three potential projects that could use Federal-funding assistance. She informed the Committee that these projects include the implementation of an Independent Transportation Network (ITN) Demonstration Project, the development of Senior Friendly Neighborhood Zones and the development of Community-based driver screening programs. Ms. Quigley informed members of the Committee that the plan will be presented to the MAG Regional Council during the month of September, and that it would be forwarded to the MAG Regional Council for final review and approval during the month of October. Discussion followed, and several members of the Committee inquired as to whether this item needed to be formally approved by the TRC. Mr. Eric Anderson informed the Committee that this item was specific to Human Services Planning and did not necessarily require the approval of the Committee.

Mr. Cleveland stated that the MAG managers would be well served if in fact the Committee formally approved this particular item. Discussion followed, and Chairman Carpenter stated that although no formal action is required by the Committee on this agenda item, it may be useful to Management Committee if they knew that the Committee had a chance to review the materials, and were in full support of the plan and the recommendations. The Committee stressed that the elderly mobility recommendations should be incorporated into the planning processes of the MAG modal committees on a consistent basis. There were no further questions from members of the Committee, and this concluded Ms. Quigley's presentation.

9. West Valley Rivers Project

Addressing the next order of business, Chairman Carpenter introduced Ms. Dawn Coomer, MAG Multi-Modal Program Manager, who addressed the Committee on the West Valley Rivers Project. Ms. Coomer informed members of the Committee that the study is actually separated into two distinctive projects. One being the West Valley Multi-Modal Transportation Corridor Plan, which is the MAG portion of the process; and the Agua Fria Watercourse Master Plan, which is the portion funded by the Maricopa County Flood Control District. Ms. Coomer said that both of the projects were guided by an Oversight Team, which collectively served as the principal advisory and input source for the project.

Ms. Coomer stated that the MAG study was funded by a grant from the Arizona Department of Transportation Enhancement Funds Program. Ms. Coomer informed the Committee that West Valley Corridor is 42 miles long, and lies along the New River and the 12-mile southern portion of the Agua Fria River. The Corridor connects the City of Avondale with the community of New River while traversing through the cities of Phoenix, Glendale, Peoria and unincorporated regions of Maricopa County. She said that the Flood Control District's Agua Fria Watercourse Master Plan was intended to reduce the amount of public money spent on flood control measures and emergency management, and to focus on non-structural flood control solutions that are more aesthetic than typical cement channels. Ms. Coomer informed the Committee that the Flood Control District was in the process of working on several watercourse master plans throughout the region, which include consideration of recreational needs such as trails and paths, and that are focused on non-structural solutions when permitted. Ms. Coomer provided a description of the Agua Fria Watercourse Plan; described its purpose; highlighted the plan's central goals, and structural and non-structural alternatives.

Ms. Coomer then addressed the Committee on the central elements of the MAG West Valley Multi-Modal Transportation Corridor Plan. She provided an overview of the plan's purpose and need, and stated that the plan was focused upon three conceptual planning areas, or "reaches," which included a northern, central and southern section. She addressed three landscape management zones associated with each of the reaches; addressed the five trail types included within the plan; and addressed major and secondary trail amenities. Ms. Coomer stated that due to the length of the entire Corridor, the plan divided the Corridor into 16 sections that were approximately 2.5 to 3.0 miles in length. She said that each one of these segments as identified within the plan includes a description of major design considerations, the length of each trail type, and the number of trail amenities. Such factors were utilized in order to develop estimated costs for each corridor. Ms. Coomer then addressed signage, landscaping, public art features, and user conflict areas within each section of the Corridor.

Ms. Coomer highlighted the public involvement process that was followed throughout the development of the plan, and provided an overview of the plan's implementation strategies and policy recommendations. Ms. Coomer summarized her presentation to the Committee by stating that there were three steps to implementing the West Valley Recreation Corridor, which includes creating the West Valley Multi-Modal Transportation Corridor Plan; the development of the implementation and action plan; and the future planning and implementation of the plan. Discussion followed, and Chairman Carpenter requested that a formal motion be made to approve the West Valley Multi-Modal Transportation Corridor Plan. Mr. Stephen Cleveland made a motion to approve the plan as presented, and the motion was seconded by Mr. Robert Cicarelli. The motion was subsequently approved by a unanimous voice vote of the Committee.

10. Routing of US 60 and US 93

Addressing the next order of business, Chairman Carpenter introduced Mr. Richard Moeur of ADOT, who provided an overview of draft alternatives for the rerouting and renumbering of US 60 and US 93 in the Metropolitan Phoenix Area. Mr. Anderson stated that this particular item was presented to the Committee during the June 2001 meeting, and that Staff and ADOT are trying to obtain additional input for the rerouting and renumbering process.

Mr. Moeur provided background information on the significance of the process, and addressed three possible scenarios. He informed the Committee that Alternative A would relocate US 60 from Grand Avenue to Loop 101 and I-10, leaving the end of US 93 in Wickenburg for possible extension along a future CANAMEX corridor to I-10. Alternative B proposes the elimination of US 60 from Brenda, Arizona (I-10 and MP-31) and I-10 in Tempe, and beginning US 60 eastward from the Superstition interchange – redesignating this segment as SR 60, or as an extension of SR 74; extending US 93 down Grand Avenue and Loop 101 to I-10; and redesignating Grand Avenue from Loop 101 to I-17 and Business 93. Alternative C proposes the following actions: the relocation of US 60 from Grand Avenue to the existing SR 74 and the I-17 interchange, and eliminating SR 74 as a state route number; leaving the end of US 60 in the Town of Wickenburg for the possible extension along a future CANAMEX corridor to I-10; and redesignating Grand Avenue from Morristown to I-17 as Business US 60, or as a new state route number. After Mr. Moeur's overview of the different alternatives, several members of the Committee wanted to know if ADOT had a preference, or if the agency was recommending a particular alternative. Mr. Moeur stated that the alternatives have been discussed internally, and that all three are considered to have merit. Mr. Dan Lance of ADOT stated that there was not a particular preference.

There were numerous questions from members of the Committee regarding the three alternatives. Mr. Moeur concluded his presentation by informing the Committee that once the determination has been made from ADOT/MAG, the resolution will go to the State Transportation Board for approval, and then must be approved at the federal level. Mr. Anderson suggested to the Committee that MAG Staff would contact each affected jurisdiction, and visit with each member entity in order to obtain their input on various preferences. Then, Staff would be able to come back to the next TRC with a recommendation to the Committee. There were no further questions, and this concluded Mr. Moeur's presentation.

11. Next Meeting Date

Mr. Anderson informed members in attendance that the next meeting of the Committee would be conducted on September 27, 2001, at 1:30 p.m, instead of the regularly scheduled date of October 2, 2001. Mr. Anderson announced that the meeting was

rescheduled because MAG is hosting the Western States Intermodal Planning Group Conference from September 30<sup>th</sup> to October 2<sup>nd</sup>. There being no further business, the Chairman adjourned the meeting at 11:55 a.m.