

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

July 28, 1998

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

MEMBERS ATTENDING

Jim Matteson, Phoenix, Chairman
Victor Mendez, ADOT
Debbie Kohn for William Bates, Avondale
Patrice Kraus, Chandler
Randy Harrel, Fountain Hills
Tami Ryall, Gilbert
Ken Martin, Glendale
Doug Sanders for Harvey Krauss, Goodyear
Mike Cartsonis, Litchfield Park

Tom Buick, Maricopa County
Jeff Martin, Mesa
David Moody, Peoria
*Dick Schaner, Queen Creek
Ken Driggs, RPTA
Steve Hogan, Scottsdale
Bill Parrish, Surprise
Harvey Friedson, Tempe

EX-OFFICIO MEMBERS ATTENDING

Intelligent Transportation Systems Committee:
Steve Hogan, Scottsdale
*Intermodal Management System Working
Group: Dave Berry, Swift Transportation
Company
Pedestrian Working Group: Steve Hancock,
Mesa for Mike Branham, Surprise

*Regional Bicycle Task Force: Patrick
McDermott, Chandler
*Street Committee: Ron Krosting, Mesa
Telecommunications Working Group: Debbie
Kohn, Avondale

* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT
Javier Guana, ADOT
Vince Li, ADOT
Tim Wolfe, ADOT
Dan Cook, Chandler
Blue Crowley, Citizen
Bill Vachon, FHWA
Eric Anderson, MAG
Dawn Coomer, MAG

John Farry, MAG
Terry Johnson, MAG
Paul Ward, MAG
Harry Wolfe, MAG
Chris Plumb, MCDOT
Wulf Grote, Phoenix Transit

1. Call to Order

Chairman Jim Matteson called the meeting to order at 10:10 a.m.

2. Approval of Minutes of June 23, 1998

Ken Driggs moved to approve the minutes of June 23, 1998, Harvey Friedson seconded the motion, and the motion passed unanimously.

3. Upcoming Management Agenda Items

Terry Johnson addressed the TRC, noting that the following agenda items could be heard at the Management Committee: results of the subcommittee meeting on low cost projects, results of the stakeholders meeting addressing transportation needs, and the MIS decision on restripping I-10 between 59th Avenue and 7th Avenue. He added that the Regional Council Transportation Subcommittee could meet in the end of August, and they may address guidelines to use in selecting transportation projects for funding.

4. Report by MAG Freeway Program Management

Eric Anderson addressed the TRC to summarize the two changes noted in the agenda. He stated that an interchange on the Santan serving Williams Gateway Airport at Hawes Road was under consideration.

He also noted that an additional interchange at 101 and 56th Street was being considered. It was further noted that ramps connecting I-10 with the Santan were being addressed and asked Jim Matteson for an update. Jim responded that this proposal will be ready for TRC consideration in October. Eric asked Jeff Martin for an update of the Red Mountain alignment. Jeff responded that a record of decision was needed on the EIS. He noted that the preferred alignment was moved to the original alignment, and that the public had been upset about the proposal to relocate the Red Mountain alignment. He concluded that a record of decision was expected by April 1999.

A questions was asked about the two proposed interchange additions needing conformity analysis. Eric responded that he was unsure about the conformity question, but that the changes to the freeway program should go to the Regional Council in September. The committee continued by discussing various funding alternatives to accelerate freeway construction, including the State Infrastructure Bank and the possibility of TEA-21 funding.

5. Freeway Management System Status Report

Victor Mendez introduced Tim Wolfe to present data on FMS funding needs for the region. Tim reviewed the purpose of the FMS, the benefits of FMS, and how FMS solutions address traffic congestion by improving level of service. He noted that FMS can increase vehicle lane capacity by 10 to 15 percent. He added that the best time to incorporate FMS “plumbing,” including loop detectors, conduits and pole boxes, is during initial construction because retrofitting is expensive. He concluded

by describing the FMS plan, which incorporates FMS solutions on freeway segments when LOS D is reached.

Harvey Friedson asked if the arterials were evaluated in addition to the freeways, and Tim responded that the AzTech project is addressing solutions in non-freeway corridors. Debbie Kohn asked about the potential for programming these projects, and Tim, referring to the agenda attachment, and noted that some items had been programmed and others are under active consideration.

Eric Anderson explained that this issue had arisen because of ADOT's request to shift FMS design and construction funds from the 101/Red Mountain to the 101 between US 60 and Guadalupe. He also noted that the FMS should probably be incorporated as a component to the freeway system in a coherent manner.

Ken Martin agreed that putting in "plumbing" during construction was preferable to retrofitting. He asked how many miles require retrofitting, and after much discussion, Victor Mendez said he would research the question and respond to the committee.

Jim Matteson summarized the two issues: (1) ADOT constructing "plumbing" when freeways are constructed, and (2) transferring funds from the 101/Red Mountain to the 101 between US 60 and Guadalupe. Terry Johnson added an additional issue to consider. He suggested that Eric and ADOT reviewed the freeway program to see when these FMS projects should be programmed. Eric responded that this issue would return to the TRC once all costs and revenues have been reviewed, which would be early next year. He noted that the timely issues were the first two noted by Jim.

Harvey asked about the funding source for the projects, and Terry responded that the same funds used to build freeways could be used. Steve Hogan noted that the projections of LOS D could change since they were based on the MAG model. He added that while the ITS committee was unable to take action, he felt there was a strong consensus of support for these supporting FMS improvements. Steve Hogan moved to (1) support the ADOT's request to transfer funds for design and construction from the 101/Red Mountain to the 101 between US 60 and Guadalupe Road, (2) to grant ADOT approximately \$210,000 per mile to install basic FMS infrastructure during initial construction for other freeways, given that the freeway program would remain on schedule, and (3) to address when the FMS should be programmed. Ken Martin seconded the motion, and the committee discussed the motion. Eric suggested the motion be amended to omit item 3, with this issue being discussed later by the TRC. Steve and Ken agreed, and the motion passed unanimously.

10. Potential Change in Scope for the ADOT Design Concept Report for HOV Lanes on the Superstition

Victor Mendez introduced Vince Li to provide information on this topic. He noted that the change in the scope of the project would add approximately \$425,000 to the study cost, and about 6 more months to the timeline. Terry Johnson noted that conformity needs to be addressed for this issue as well as the MIS requirement. He said the study conclusions could be incorporated into the LRTP for conformity.

Jim Matteson noted that the MIS is a separate process. Harvey Friedson asked if SOV lanes would be studied in addition to the HOV lanes, and Vince responded that they would. Harvey asked how these additional lanes would fit in the existing right-of-way. Vince responded that some structures would have to be widened. Harvey noted that taking residences for freeway construction was unacceptable in Tempe. Jeff Martin noted that the project should go from Power to Price and not include Tempe. Victor Mendez added that a study was needed to address all of these issues, and that expanding the study's scope should be the focus of this discussion.

Harvey noted that a study would be appropriate given that the following important issues would be addressed. First, Tempe would want consideration of the adequacy of the existing noise wall and possible remediation if the walls are insufficient. Second, the visual impacts of the direction ramps from US 60 to Loop 101 would have to be addressed. He added that the Tempe City Council had not yet taken action on this item. Jeff added that a SOV solution may be needed to adequately address congestion, and that a solution to the problem should not be determined before the study is completed.

Terry Johnson added that HOV lanes could reach capacity within 20 years, and that a Value Lane Study will address the possibility of having multiple HOV/Value Lanes. Harvey asked how alternative modes will be addressed, and how the results of the Central Phoenix/East Valley MIS will be incorporated into this study. Vince responded that only the SOV and HOV options will be considered, and Chuck Eaton added that a MIS in this corridor should have already addressed this. Harvey raised concerns about the depth of analysis in this study, and requested that the ADOT consultant review the MIS. Terry added that the MIS concluded that HOV lanes were needed in this corridor. Ken Driggs added that officials want ADOT to consider both lanes east of Price, and that the realities of the situation needed to be considered.

Patrice Kraus moved to expand the boundaries of the study from I-10 and Gilbert to I-10 and Power, and that the study considers adding an additional SOV lane in each direction. Jeff Martin seconded the motion. Terry Johnson asked about the conformity analysis. He suggested that the motion could reference a MIS with results included in a draft LRTP for conformity analysis. Patrice and Jeff concurred, and the committee discussed the motion.

Harvey raised concerns about these lanes be included in the LRTP when Tempe had not made a decision on this issue. Ken Martin noted that alternative modes need to be considered before this item was placed in the LRTP. Victor Mendez added that alternative modes are not included in the ADOT study. John Farry noted that the MIS process has changed with TEA-21, and that the MIS process is incorporated into the environmental analysis as well as the regional planning process. He suggested that a stakeholder meeting could be held to resolve these issues. Patrice amended the motion to expand the boundaries of the study from I-10 to Power, and that a MIS occur, the results of which could be added to the LRTP. Jeff agreed to the amendment, and the committee further discussed the motion.

Harvey noted that all references to the plan should be removed from the motion. Terry suggested that the motion could expand the boundaries of the study from I-10 to Power and that a MIS occur. The stakeholders could then consider and determine what the modes should be. Patrice agreed, amended the motion, and Jeff agreed to the amended motion. Bill Vachon noted the TIP included the analysis only

to Gilbert Road, and that an amendment to the TIP would be necessary to proceed with federal environmental approval. Patrice amended the motion to include this component, and Jeff agreed. The committee voted, and the motion passed with Harvey Friedson, Mike Cartsonis, and Ken Martin voting against the motion.

6. TEA-21 Funding Suballocations and ADOT Funding Estimates for TIP and Long Range Transportation Plan Development

John Farry addressed the committee, noting that TEA-21 changes the way minimum guarantee is distributed. In addition, Arizona funding will increase by approximately 57 percent and amounts suballocated to metropolitan areas will also increase. He added that MAG, ADOT, and RPTA will cooperate to select projects for funding, and that CMAQ funding to the regional has also increased.

7. Results of Stakeholder Meeting on Transportation Needs for State and Federal Funds

John Farry addressed the committee and provided a summary of the information provided in the agenda. Jim Matteson asked how the public involvement would change, and John explained that recent TRC and Regional Council action would make the process more proactive. In addition to open houses, MAG staff will be attending other community meetings to obtain input. Blue Crowley added that he was not notified about the stakeholder meeting.

8. Results of Subcommittee Meeting on Low Cost Projects

Paul Ward addressed the committee, referring to a fax distributed to committee members the previous week. He provided background on low cost projects, noting that projects submitted by ADOT were not ranked while the projects submitted by jurisdictions were ranked. Dave Moody moved to recommend this list of local projects to the Management Committee, and recommend that the projects be scoped by ADOT. Ken Martin seconded the motion. Doug Sanders asked if there were two projects from Goodyear submitted, and Paul responded that he would check on the status of the projects. The motion passed unanimously.

9. Major Investment Study Decision on Restriping I-10 Between 59th Avenue and 7th Avenue

Terry Johnson addressed the committee to summarize the results of the stakeholders meeting on restriping I-10 between 59th Avenue and 7th Avenue. He noted that this striping project must be included to the TIP and conformity analysis performed since capacity would be added. He summarized major issues addressed by the stakeholders, including the appropriate termination point of the lanes, whether HOV or Value lanes should be added, and the idea of narrowing the lanes to 11 feet. He noted that it was the consensus of the Stakeholders than a MIS was not needed.

Ken Martin moved to amend the TIP as needed for conformity analysis, and Dave Moody seconded the motion. The motion passed unanimously.

11. Report on Transit Issues

Wulf Grote addressed the committee and noted that light rail was the mode selected in the Central Phoenix/East Valley MIS, which may address future demand along US 60. Wulf showed a map of the study boundaries of the Phoenix/Glendale MIS. He noted that this MIS is now in tier two, and three scenarios are being analyzed: base case, busways and light rail. He concluded by showing a map of the alignments being considered in the Phoenix/Glendale MIS.

12. Next Meeting Date

Jim Matteson reminded the TRC that there would be no August meeting. The next regularly scheduled meeting is Tuesday, September 22, 1998 at 10:00 a.m. in the MAG Offices.