

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 5, 1999

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

MEMBERS ATTENDING

Harvey Friedson, Tempe, Acting Chairman	Tom Buick, Maricopa County
Chuck Eaton for Victor Mendez, ADOT	Jeff Martin, Mesa
*William Bates, Avondale	David Moody, Peoria
Patrice Kraus, Chandler	Tom Callow for Jim Matteson, Phoenix, Chairman
*Randy Harrel, Fountain Hills	*Dick Schaner, Queen Creek
Tami Ryall, Gilbert	Ken Driggs, RPTA
*Ken Martin, Glendale	Steve Hogan, Scottsdale
Doug Sanders, Goodyear	*Bill Parrish, Surprise
Mike Cartsonis, Litchfield Park	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Patrick McDermott, Chandler	*Intermodal Management System Working Group: Dave Berry, Swift Transportation Company
*Street Committee: Ron Krosting, Mesa	*Telecommunication Working Group: Debbie Kohn, Avondale
Pedestrian Working Group: Steve Hancock for Mike Branham, Surprise	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Kwi-Sung Kang, ADOT	John Farry, MAG
Steve Jimenez, ADOT	Terry Johnson, MAG
Bob Woodring, Maricopa County DOT	Paul Ward, MAG
Eric Anderson, MAG	Don Herp, Phoenix
Dawn Coomer, MAG	

1. Call to Order

Harvey Friedson called the meeting to order at 10:11 a.m.

2. Approval of Minutes of December 1, 1998 and December 4, 1998

Ken Driggs moved to approve the minutes of December 1, 1998, and December 4, 1998. Doug Sanders seconded the motion. Doug noted that the minutes of December 4 needed to be corrected in the sixth paragraph under item two. He noted that the following sentence should be deleted: "He noted that the system should be completed as originally designed, then new segments should be completed," as he did not recall saying it. The correction was noted, and the motion was amended to include the correction. The motion passed unanimously.

3. Call to the Audience

No members of the audience were present to address the TRC.

4. Transportation Manager's Report

Terry Johnson addressed the TRC to discuss recent transportation planning activities and upcoming agenda items for the MAG Management Committee. He noted that several transit items would be on the Management Committee agenda, including the Short Range Transit Plan, the MAG Regional Fixed Guideway System Study, the Central Phoenix/East Valley Major Investment Study (MIS) and the Phoenix/Glendale MIS. He stated that the last Regional Council meeting resulted in adopted guidelines which would be discussed under another agenda item. He added that the issue of freeway funding is receiving significant attention, and that the \$483 million funding estimate will help to complete the regional freeway system by 2007.

5. Approval of Consent Agenda

Committee members can request that an item be removed from the consent agenda. Consent items are marked with an asterisk. Patrice Kraus moved to approve the consent agenda. Steve Hogan seconded the motion, and the motion passed unanimously.

*6. Projects for ADOT Scoping

TEA-21 states that the MPO is responsible for developing the Transportation Improvement Program (TIP), in cooperation with the state and transit agency. ADOT projects in the TIP are also included in the state's 5 year highway construction program. Before a project can be programmed by ADOT, the project needs to be scoped. Currently, the highest priority for scoping by the ADOT District Engineers is the I-10 collector distributor system between Baseline Road and 10th Street. Information on the process to cooperatively develop projects for scoping will be discussed at a future TRC meeting.

7. Update on Regional Funding Estimate for the MAG Region and Potential MAG Project Priorities

Eric Anderson addressed the TRC to provide background on this agenda item. He noted that a funding estimate of \$483 million in additional funding for the region would be included in the FY

2000-2004 TIP. The funding estimate includes many components, and the list of projects is in the process of being cooperatively developed with MAG, ADOT and RPTA. In addition, the regional area freeway program completion is being advanced from 2014 to 2007.

8. Report on the MAG Freeway Program

Eric Anderson addressed the TRC and noted that a funding plan to accelerate completion of the regional freeway system to 2007 needs to be completed. Before completing the plan, clarification of funding assumptions was needed in addition to provision of a 20-year funding estimate by ADOT. Eric noted that the acceleration of the Santan/South Mountain TI and construction of the Red Mountain had been delayed due to unavailable cost estimates from the life cycle program. Keeping the current program on schedule would take precedence over acceleration of specific projects. In addition, FMS infrastructure has been approved for inclusion in the program, but cost and revenue estimates were necessary before actually adding this component to the program. Finally, the next TRC meeting could include review of screenwall policy.

Chuck Eaton provided an update of ADOT activities, noting that the statewide and regional freeway system processes were being integrated. The need to develop a cooperative programming process and develop a funding estimate were adding to the schedule for developing the life cycle program. In the past, the Tentative Life Cycle Program had been given to the State Transportation Board in January with final approval in June.

Factors impacting the Life Cycle Program include increasing right-of-way costs in the Santan/South Mountain corridor and higher construction bids for the Red Mountain. As a result, there is a need to evaluate cost estimation methodology and underlying cost and revenue assumptions. In addition, utilities relocation, the NEPA process and drainage issues are adding to the overall cost of completing the system.

Chuck added that ADOT and MAG were planning to discuss the tentative program, including the additional funding, this week. The goal is to develop the tentative program by the end of January. While the current schedule is behind by two or three weeks, the overall schedule should remain intact.

9. Uncommitted MAG Federal Funding for FYs 1999-2004

Paul Ward provided an overview of this agenda item, referring to agenda Attachment A. The amount of Federal funds sub-allocated to the region under TEA-21 has risen from annual averages of approximately \$40 million to \$55 million. Maintaining the 70 percent commitment to freeways has become difficult as TEA-21 has substantially increased the share of MAG funds in the CMAQ category and these funds cannot be used for new freeway construction unless it includes qualified uses, such as the construction of an HOV lane. Current estimates show that the STP funds sub-allocated to the region have been slightly over-programmed on the freeway system in some years. MAG and ADOT staff are attempting to resolve this issue.

It is estimated that a total of \$81.2 million dollars in unprogrammed CMAQ funding is expected to be available for local projects from FY 2000-2004. In addition, approximately \$13 million is available to program for FY 1999. The first priority will be to accelerate projects already in the TIP. Because additional CMAQ funds are available for programming this year, a preliminary close-out of FY 1999 will be performed in conjunction with the programming for future years.

Ken Driggs asked some questions about the advancement of bus purchases to FY 1998, how the programming of additional FY 1999 funds will be done, and which projects could be carried forward. Paul remarked that approximately \$13 million in CMAQ would be available for FY 1999, and that these issues were being discussed by the MAG modal committees. Harvey Friedson suggested the committee continue discussion with agenda item 11, which was closely related to this agenda item.

11. Projects Submitted for MAG Federal Funds

Paul Ward distributed the list of projects submitted for Federal funds thus far. He noted that project requests for MAG Federal funds were due to MAG by December 24, 1998. The list of projects will be considered by the technical modal committees in January. The TRC could take action on a recommended FY 2000-2004 program for MAG Federal funding at the next TRC meeting.

Paul noted that the list included approximately \$29 million in bicycle projects, \$26 million in ITS projects, less than \$1 million in pedestrian projects, \$28 million in street projects, and \$96 million in transit projects. He added that several transit projects have ITS components. Terry Johnson added that the list should be reviewed for errors by the TRC. Harvey Friedson asked how an allocation for transit would be addressed. Terry responded that the next agenda item would discuss this idea. Paul added that the TRC has a role in deciding the distribution and balance between CMAQ and STP funding. An exchange could be done with ADOT to add to STP. In addition, the TRC could also address modal allocations.

Jeff Martin noted that the next meeting was scheduled for January 26, and that policy issues needed to be addressed before selecting projects. He asked if projects could be considered by the TRC in February. Paul responded that this would not pose a problem, and that the TIP needed to go to the Regional Council no later than March. Terry added that since there are several issues to address in this process and that the projects have been reviewed in February in past years. Ken Driggs asked about ways to maintain the freeway allocation, and Terry responded that an exchange mechanism with ADOT might be used. Ken added that a formalized committee to rank transit projects may be needed, and that RPTA was working with their member agencies to discuss this idea. He noted that this might be a possible forum for addressing modal allocation issues. Terry responded that many issues needed to be addressed in this area, including how the transit project selection process could be better included in the MAG process, and how the formula funds were distributed. Ken voiced appreciation for the advancement of fleet replacement in the MAG process, and added that two sources of funding may be available: ADOT dedicated funding and additional discretionary funding.

10. Guidelines for Programming Regional Transportation Funds: Additional Consideration

Terry Johnson addressed the TRC to provide background on this agenda item. Four areas needed to be further discussed: transit allocation, consideration of project size, local match rates and cost effectiveness. Patrice Kraus asked if the first item under “regionalism” was supposed to say 70 percent or “at least” and a dollar amount. She noted that there was a big difference between these two statements. John Farry responded that the Regional Council removed “at least” to make the statement more general. The intent was to maintain the dollar amount. Patrice responded that this action needed to be verified, and asked if the amount would be more than 70 percent. Terry Johnson responded that approximately \$6 million more would be available. Ken Driggs suggested adding the “at least” back in the text, and leaving \$33 million in the text as well. Terry noted that the current wording as approved by the Regional Council left the amount open so that it could be higher. The committee continued to discuss this issue, with some members not understanding the concern raised. Patrice noted that the issue needed discussion so that the impact of how the additional funding would be used. Tami echoed Patrice’s concerns. Steve Hogan noted that all projects needed this additional information when submitted. Jeff Martin clarified the issue by explaining that the decision of changing 70 percent in the policy occurred without discussion at the TRC or the Regional Council. He added that the Regional Council may not have understood the impact of the decision.

Eric Anderson added that the Regional Council intent was to establish a minimum allocation. Patrice explained she was concerned that the prior level of commitment was maintained in areas where freeways were not yet completed. After more discussion, Harvey Friedson suggested that Patrice work with MAG staff to clarify meaning of the statement and determine possible acceleration schedules. Chuck Eaton added that additional analysis may be needed since it was difficult to spend up to 70 percent due to limitations of CMAQ.

Terry continued by describing the four areas of the funding guideline for discussion. Jeff Martin suggested that a sub-committee meet to discuss the issue in the interest of time. Terry responded that discussion needed to occur now so that the guidelines could be included in this year’s TIP development cycle, and explained the schedule. Ken Driggs suggested developing the TIP and the guidelines concurrently, and the committee discussed this idea. Tom Callow asked how the guidelines would be applied, with Terry responding that the guidelines were subjective.

Patrice reminded the TRC that this guideline development process was undertaken to create fairness when distributing CMAQ funds. She noted that the guidelines may not be able to be applied during this year’s project selection process. Doug Sanders suggested developing alternative scenarios to see how applying the guidelines would work. Harvey suggested that a sub-committee meet, and that staff do a list of pros and cons for each.

Ken Driggs suggested selecting projects first, then justifying their selection. If funds are given to freeways, then an allocation to transit, whatever is left could be divided according to the guidelines. Harvey responded that the intent is to look at the guidelines rather than specific projects. Terry added that several guidelines had already been adopted, and that the adopted guidelines could be used in project selection. Jeff Martin moved to create a sub-committee to address the four deferred

funding issues. Doug Sanders seconded the motion, and the motion passed unanimously. The agenda for the meeting would be mailed to all TRC members after the meeting is scheduled.

12. I-10 Corridor Profile Study

ADOT is developing a corridor profile of I-10 between the junctions of Central Avenue and I-10 in Phoenix to Congress Street and I-10 in Tucson. The corridor profile study will identify and define the issues within the corridor regarding performance criteria, land development opportunities, environmental concerns, and statewide strategic investment opportunities. Discussion of this agenda item was deferred to the next TRC meeting.

13. Next Meeting Date

The next regularly scheduled TRC meeting is at 10:00 a.m. on January 26, 1999. A special meeting will be scheduled to discuss potential funding guidelines, and an agenda will be mailed to TRC members when the meeting is scheduled.

The meeting adjourned at 11:40 a.m.