

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

March 23, 1999  
Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Harvey Friedson for Gary Brown, Tempe,  
Chairman  
Victor Mendez, ADOT  
\*William Bates, Avondale  
Patrice Kraus, Chandler  
\*Randy Harrel, Fountain Hills  
Tami Ryall, Gilbert  
Jim Book, Glendale  
\*Doug Sanders, Goodyear

Mike Cartsonis, Litchfield Park  
Tom Buick, Maricopa County  
Jeff Martin, Mesa  
David Moody, Peoria  
Tom Callow, Phoenix  
\*Ken Driggs, RPTA  
\*Steve Hogan, Scottsdale  
Bill Parrish, Surprise

EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Patrick  
McDermott, Chandler  
\*Street Committee: Gary Thomas, Gilbert  
\*Pedestrian Working Group: Mike Branham,  
Surprise

\*Intermodal Management System Working  
Group: Dave Berry, Swift Transportation  
Company  
\*Telecommunication Working Group: Debbie  
Kohn, Avondale

\* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT  
Kwi-Sung Kang, ADOT  
Louis Tognacci, ADOT  
Dan Cook, Chandler  
Ken Martin, Glendale  
David Perkins, Kimley-Horn  
Eric Anderson, MAG  
Dawn Coomer, MAG  
John Farry, MAG  
Terry Johnson, MAG  
Don Herp, Phoenix  
Lisa Takata, Phoenix

John Osgood, Tempe  
Carol Kratz, MAG  
Suzanne Quigley, MAG  
Mark Schlappi, MAG  
Gordon Tyus, MAG  
Paul Ward, MAG  
Harry Wolfe, MAG  
Jeannie Jertson, Maricopa County Human  
Services  
Teresa Winfield, Maricopa County Human  
Services

1. Call to Order

Acting Chairman Harvey Friedson called the meeting to order at 10:08 a.m.

2. Approval of Minutes of February 9, 1999 and February 23, 1999

Bill Parrish moved to approve the meeting minutes of February 9 and February 23, 1999. Jim Book seconded the motion, and the motion passed unanimously.

3. Call to the Audience

No members of the audience wished to address the committee.

4. Transportation Manager's Report

Terry Johnson addressed the committee to describe recent transportation planning activities and upcoming agenda items for the MAG Management Committee. He noted that the Regional Council would be considering the LRTP, TIP and initial closeout of federal funds.

5. Approval of Consent Agenda

Jeff Martin moved that the consent agenda be approved, and David Moody seconded the motion. The motion passed unanimously. Consent items are marked with an asterisk.

\*6. Enhancement Projects Approved by ADOT Board

The State is required to reserve 10 percent of the Surface Transportation Program funds for Transportation Enhancement projects. ADOT usually allocates 50 percent of those funds to projects that are not part of the State Highway System. The MAG Enhancement Fund Working Group annually prioritizes the projects submitted within our region. A list of Enhancement Funded projects approved by the State Transportation Board on February 19, 1999 was included with the agenda.

\*7. Recommendations to the Arizona Department of Transportation for the FTA Elderly & Persons with Disabilities Program

On March 1, 1999, the MAG FTA Elderly and Persons with Disabilities Transportation Ad Hoc Committee ranked applications for the Federal Transit Administration (FTA) Section 5310 funding. FTA provides these funds to the Arizona Department of Transportation for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 20 applications for capital assistance awards were received and considered by the Committee. The ranking provided by MAG is considered by ADOT in determining which applicants are to be awarded. The Management Committee concurred with the recommendation of the MAG Committee and the Regional Council is scheduled to act on this recommendation on March 24, 1999. The list of projects was included with the agenda.

\*8. Need for Federally-Funded Bicycle Projects to be Principally for Transportation Purposes

Recent correspondence from FHWA advised that regulations require that “Federal Transportation Funds when used for bicycle projects will be principally for transportation rather than recreational uses” as described in the agenda attachment. Any member agencies with a CMAQ funded bicycle project which is primarily for recreational purpose is requested to advise MAG staff for further consideration of the project.

9. Report on the MAG Freeway Program

Eric Anderson addressed the committee. He explained several items being evaluated, including the acceleration scenario. He explained that board funding obligations and SIBs were being considered in the state legislature. Another item includes forming a working group to explore right-of-way protection. The screen wall policy has been postponed until issues surrounding the freeway acceleration are resolved. Jeff Martin noted that soundwalls are a major issue in his community since freeways were now being constructed. City residents often expect local governments to provide these mitigations, and he urged that the TRC address this issue in a broad context.

10. I-10 Corridor Profile Study: Phoenix to Tucson

ADOT is undertaking a corridor study of I-10 between Phoenix and Tucson. Dave Perkins, ADOT, provided an overview of the project. He noted that working paper two had been distributed to the technical advisory committee for review and comment. The study includes 114 miles along I-10 from central Phoenix to central Tucson. The project is multimodal and provides the foundation for the development process of the corridor. The study began with an inventory and analysis of needs and deficiencies. The needs were then prioritized into different investment options, categorized into roadway, ITS and alternative modes (rail, bus, pedestrian, bicycle, freight and air). Costs were calculated for near mid- and long-term improvements. Dave describe possible improvements in each category, noting that detailed information is available in the working paper.

Dave summarized the working paper recommendations. First, I-10 should be widened by one lane in each direction. Second, a transitional classification criteria is needed since this corridor does not operate as a rural segment. Third, rail and automated highway technologies need more study. Finally, alternative routes and modes need to be considered if more than four lanes in each direction are needed to meet travel demand.

Jim Book asked for a clarification of the classification issue, and Dave explained that a different classification would allow a lower LOS standard and delay widening of I-10. Mike Cartsonis asked how future development was considered, and Dave responded that local planning agencies were consulted during the process.

11. MAG Congestion Study

Mark Schlappi provided some information on initial results of the MAG congestion study. He noted that the goals of the study were to calibrate the MAG travel demand model and provide additional data for transportation studies. He showed maps of the study area and congested arterial intersections. He explained that the data analysis for freeways was complete, and that analysis of congested arterials would

be done in approximately one month. Aerial photos were used to determine traffic density. He showed maps with LOS for general purpose and HOV lanes for the AM and PM peak. Maps of ADT were also shown. Tom Callow suggested that ADOT examine where traffic should be rerouted based on this data. He suggested that perhaps the use I-17 south should be encouraged for thru traffic rather than I-10 thru the Deck Park. Jim Book suggested that ITS may help in this area.

Mark continued by showing additional maps of congestion by time of day and duration. He noted that volume of truck traffic, and Tom Buick requested data on truck traffic by time of day. David Moody requested a report of the completed study. Patrice Kraus asked if the study had been used to predict future travel. Mark responded that once the study is complete, the MAG model will be calibrated using the data. Jeff Martin noted that citizen concern over traffic congestion is an issue, and that elected officials and the public need to be shown this information. John Farry added that the early phase public involvement process showed the magnitude of the problem to focus groups and others. Victor Mendez noted that ITS may have an important role. He asked if the LOS for HOVs along I-10 to the west was reasonable. Mark responded that the numbers had been verified and were correct. Victor added that the southbound traffic from MetroCenter was also surprising.

12A. FY 1999 Close Out for MAG Federal Funds

Paul Ward addressed the committee. He explained that a preliminary close out for FY 1999 MAG federal funds was recommended by the TRC in February. Additional federal funds may be forthcoming because of higher than anticipated revenue collections and because of redistributed obligation authority (OA). The current status of the FY 1999 program is detailed in the agenda attachment, which includes an estimated \$1.0 million in redistribution OA.

Paul added that some members had experienced difficulty in obligating accelerated projects. Paul noted that updates and changes will be provided to the TRC as necessary, and that some projects may need to be carried forward — especially the construction portion. Terry Johnson added that notification to carry forward projects was needed by the end of the month.

12B. Maricopa County Work Links Program

Jeannie Jertzen and Teresa Winfield addressed the committee to describe the extent of human services needs in transportation. Teresa gave an overview of the Work Links project and described transportation barriers experienced by those moving from welfare to work. She explained how small paychecks of low-income workers does not allow adequate funding for personal transportation. She noted that the federal government supports programs for meeting welfare to work transportation needs, and that the MAG Special Transportation Needs Study supported the implementation of flexible funding options. She noted that the proposed project meets these needs. She added that \$750,000 was being requested for a three-year demonstration project, and that approximately 4,500 people would be served with multimodal transportation options.

Jeff Martin moved to add the program to the Transportation Improvement Program as a high priority project, contingent on the availability of addition funds or delays to programmed projects. Mike Cartsonis seconded the motion, and the motion passed unanimously.

## 12C. MAG Federal Funding Caps

Paul Ward addressed the TRC to provide an overview of this item. In May 1995, the Regional Council adopted guidelines for the closeout of the fiscal year for the MAG Federally-funded Program. The second guideline on cost increases specifies that “the sponsoring agent is responsible for any cost increases.” This policy was the result of previous priorities in which projected costs often increased substantially from initial programming to final obligation. The fourth guideline on closeout priorities states that “the second priority is to increase the federal share of projects being obligated in the first year of the program.” To date MAG has obligated MAG federal funds up to 94.3 percent of the cost of the project as first listed in the TIP.

Tom Callow asked for an explanation of the rationale behind the original rules. Paul Ward explained that increasing the scope of projects had become problematic since some agencies assumed that federal funds would automatically be available to fund the increase. Harvey Friedson noted that sometimes project cost increases are legitimate. He added that maybe MAG modal subcommittees could assess if the scope increase was legitimate. Tom Callow noted that the downtown Phoenix parking management system cost was submitted for inclusion in the TIP before the consultant has completed the project study. He noted that the increased project cost was legitimate, but unpredictable.

Patrice Kraus noted that the rules should not change because projects may not be approved for TIP inclusion if the true cost was known. She added that funds are limited, and that current rules allow second phases of projects to be included in the TIP. Mike Cartsonis asked how increases in construction cost are handled, and Paul responded that project costs submitted for TIP inclusion should include inflation, project management costs and construction costs. Mike noted that inflation should be uniformly applied to all projects. Jeff Martin agreed with Patrice, noting that the system seems to work alright now. Jim Book asked if change was needed if a funding mechanism to deal with additional funding already exists. Harvey asked how additional funding was typically handled, and Paul responded that transit vehicle purchases were accelerated. He added that the design of other project modes could be advanced as well. Tom Buick added that a benefit cost ratio should be used to determine the best use of public investment and to justify cost increases. John Farry suggested verifying cost information when projects are submitted for federal funding.

## 13. Update of the MAG Regional Aviation System Plan

Harry Wolfe addressed the committee. In April 1998, MAG submitted an application to the Federal Aviation Administration to update its Regional Aviation System Plan. The objective of the MAG RASP is to meet the future air transportation needs of the region in a safe and efficient manner. The last update was adopted by the MAG Regional Council in 1993 and changing conditions has necessitated an update of that Plan.

The Update was not funded in FY 1998 because of a lack of available federal funds and it is anticipated that it will be funded this fiscal year. On April 15, 1999 the MAG Regional Aviation System Plan Policy Committee will meet to review the role of MAG in aviation planning, past aviation system planning efforts and the process for initiating work on the Update. A draft request for proposals will be developed and used to recommend a consultant to undertake the project. The study will begin when the FAA grant is received.

## 14. Legislative Report

Patrice Kraus noted that the MAG bill will appear in the Senate and has been assigned to two committees. In addition, the SIB bill is still controversial, and there are efforts to make it a component of the overall budget.

15. Next Meeting Dates

The next meeting is scheduled for Tuesday, April 27, 1999 at 10:00 a.m. in the MAG Office, Saguaro Room.