

**Technical/Management Committee Meeting
Minutes of August 3, 2005**

Andy Gunning, Director of Planning

ATTENDANCE

MEMBERS IN ATTENDANCE

Chuck Huckelberry	Bob Iannarino	Benny Young
Jim Glock	Marshall Worden	Kurt Weinrich for John Bernal
Farhad Moghimi	Michael Reuwsaat	Fernando Castro
Frank Thomson	Roger Caldwell	John Pein
George Caria	Barbara Becker	Jim Stahle
Carl Russell	Chuck Sweet	

PAG RTA STAFF

Gary Hayes	Dan Sullivan
Andy Gunning	Cherie Campbell
Tim Ahrens	Rosie Soto
Jeff Hildebrand	

GUESTS

Dan Hochuli	Ben Changkakoti	M.J. Yee
Walker Smith	Marty Drozdoff	Ryan Matchett
Carolyn Campbell	Darrin Brightman	Jan Gordley
Carol Oaks	Patrick Cavanaugh	Dennis Alvarez
Michael Johnson	Levi Jackson	Amber Moore
Paul Mackey	Jim DeGrood	Bill Dorgan
Ed Sanaghan	Lorraine Hernandez	Martin Willett
Terrence McMahon	Magdalena Barajas	Gary Oaks

1. Call to order

Chairman Chuck Huckelberry called the meeting to order at 11:03 a.m.

2. Approval of minutes dated July 6, 2005

Marshall Worden moved to approve the minutes. Farhad Moghimi seconded. The motion passed unanimously.

3. Report from the RTA Citizens Advisory Committee

Mr. Gary Hayes of PAG reported on behalf of the CAC that some of the action points that came from the last CAC meeting, Aug. 1, were decisions that the Snyder Road bridge issue was not going to be addressed and there was conversation of asking the county to possibly take a further look at this. A request was made for a short presentation of the bike path component of the TMC recommendations and data of benefits of the east side of the Barraza Aviation project. The CAC formed a committee dealing with transit optimization and transit improvements and would like to extend an invitation to the TMC members to serve as well. Also, general comments of the CAC were that they would like to see a timeline for the proposed projects, see a little more detail on the business neighborhood program and detail on Grant Road improvements.

Carolyn Campbell of the CAC added, before the end of today's meeting, she would like to know if anyone is interested in volunteering for the Transit Optimization committee. Kurt Weinrich and Barbara Becker volunteered.

4. Status of public review and comment

Jan Gordley of Gordley Design reported that we are about halfway through Phase 1 of the public outreach meetings and attendance is around 500 people with a little over 200 comment forms turned in from meetings and the Web site. As we move forward we will compile all the comments and monitor trends and look at different projects being mentioned. The additional meetings have been added to the end of the first phase in conjunction with Pima County. During that period more information will be brought back to the CAC, TMC and RTA Board for review and consideration, and then we'll move forward into Phase 2. Phase 2 will begin in September and we'll be able to show the public what we've done with their input and how the plan has progressed and evolved.

5. Review and refinement of draft transportation plan elements

Chair Huckelberry handed out a one-page graphic, showing the highway element to include the 23 roadway segments and the advanced right-of-way corridors. The intention of this draft is for the committee to think about and decide if we are headed in the right direction. The Chair also recommended that a similar process be used for the transit element and hopefully Park-n-Ride, Safety and Pedestrian Crossing. It's a good reference to have the entire package in one location (one

sheet for each element.) Chair Huckelberry mentioned the sub-category Greenway, Pathway & Pedestrian and the possibilities of increasing its \$40 million to \$60 million to do it justice. The ability to connect a regional greenway and pathway system throughout the entire valley and region would be new, interesting and exciting and may need more attention and more money. The Environmental/Security category may need to be increased to \$20 million for more landscape linkages and habitats increased. In addition, the Business and Neighborhood Assistance should also be increased from \$5 million to \$10 million.

Chuck Sweet questioned if monies can be moved between categories after election.

Counsel Dan Hochuli responded that minor adjustments and changes could be made as they arise but no major changes could be made.

Jim Stahle recommended that the Railroad Crossing category be doubled up from \$5 million to \$10 million.

Carl Russell questioned what the anticipation is as far as the west side of Rio Nuevo development and how it interfaces with the Interstate, 22nd St. with Mission and Grande, and if that has to be added?

Jim Glock responded that in Rio Nuevo's work plan, the west side roadway linkages are funded. Mission Rd. north of Starr Pass Blvd. is included but there is neighborhood controversy associated with that.

Frank Thomson commented that a couple of projects on the list do not meet the regional test. If it is not of regional nature, it shouldn't be on the list. Some of the specialty projects that probably ought to be done only cater to localized trips. Reallocating monies into items that are more regional should be thought about.

Chair Huckelberry replied that there is a need to get with PAG staff and modeling to model the improvements to see what kind of relief we will get when we add the new links. For example, when the new link is added to the Barraza Aviation Parkway into either I-10 or Valencia, together with the downtown link, what does that do with regard to loading and unloading trips? Does it have regional impact?

Roger Caldwell mentioned that if you take Pima Mine Rd. and extend it west to Sandario it becomes symmetrical with Houghton and really looks like a regional plan. In addition it'll remove congestion on the downtown interstate.

Chair Huckelberry suggested that it be detailed on a map and bring to the next TMC meeting.

Bob Iannarino mentioned designating funds to a long-range route study to assess alignment. This may help satisfy public curiosity.

Jim Glock suggested showing the North-South corridors on a graphic giving them all the same number, and put them under intersections.

Chair Huckelberry suggested putting all corridors on a map, separately, calling it a safety map, then, put the top 20-40 intersections on, to begin to see how many line up as corridors that don't have scheduled improvements.

Andy Gunning commented that feedback has been received from Oro Valley and Marana regarding high priority intersections and is still waiting to hear from other jurisdictions.

Jim Stahle mentioned that there is no right-of-way at the Swan Rd. alignment, it might make financial sense to align with Wilmot, than closer to I-10 and bend it over and connect to Kolb. That would be more in line with the South-East arterial study. It may save money in terms of right-of-way acquisition.

Si Schorr suggested that when studies are being done to think about whether that would be part of state routes or state highways.

Jim Stahle commented that it makes sense not to make any adjustments until after the public comment process and second phase of public process; then look at it again for consideration.

Cherie Campbell stated that PAG was already in the midst of doing a loop road study to include the specific routes previously mentioned and the study should be completed by the end of the year.

Mr. Gary Hayes commented that he did not believe the RTA funds could be used for studies.

Chair Huckelberry stated that through general consensus, there will not be asterisks identifying any expenditures of the RTA for studies.

Bob Iannarino suggested that in lieu of extending Barraza Aviation Parkway, extend and make improvements on Golf Links to Kolb & Kolb to I-10.

Chair Huckelberry stressed the importance of finding out what the benefits are to extend the Barraza Aviation Parkway and whether or not Golf Links/Kolb would be a viable alternative.

Andy Gunning added that the Pedestrian/Bicycle element is out there for comment and is working with the jurisdictions staff to get feedback to identify gaps and funding distribution. The proposals from the working group are

40 percent for trail system enhancements, 30 percent bikeway network improvements, and 30 percent for sidewalk network improvements.

6. Project cost estimates, cost-sharing and project scheduling

Tim Ahrens stated that the second phase is under way for cost estimates of the projects and is expected to be completed by Sept. 1, at least the first 3 tasks.

Tim also shared that there have been interviews with each of the municipalities to collect estimates on impact fees.

7. Presentation on the Interstate-10 planning study

Dave Perkins of ADOT explained that an I-10 corridor study was conducted, and one of the results showed that without the east Barraza extension, there would be a significantly larger investment needed in I-10. The interchanges in that area would be seriously impacted and would require more infrastructure to meet the needs. I-10 becomes more reasonable with the east Barraza extension.

Cherie Campbell and PAG staff will put together a graphic of the loop study to get a better idea of what we're doing and bring back to the next meeting to share with the committee.

8. Future RTA meetings and agenda items

The next TMC meeting is scheduled for Aug. 17, 2005. Agenda items will include:

Discussion of jurisdiction revenues.

Kimley Horn, PAG staff and others to provide snapshot of the Barraza Aviation to present the importance to CAC. Chair Huckelberry, Vice Chair Jim Glock and Farhad Moghimi will be the sub-committee (working group.)

PAG will provide mapped-out intersections with specificity on how it will be incorporated into the next round of public review.

9. Call to the Audience

Ed Sanaghan addressed the committee with his continual support of the Snyder Road bridge and is investigating the possibility of violation of the Arizona open public meeting law.

Martin Drosdoff questioned if the committee has any information regarding clean fuels and HOV lanes.

Dick Bayse addressed the committee with concerns about Barraza Aviation.

10. Adjournment

The meeting was adjourned at 12:30 p.m.