

**Technical/Management Committee Meeting
Minutes of September 7, 2005**

Andy Gunning, Director of Planning

ATTENDANCE

MEMBERS IN ATTENDANCE

Chuck Huckelberry	Michael Reuwsaat	Carl Russell
Jim Glock	Bob Iannarino	Paul Cella
Jim Stahle	Jill Merrick	Aimee Ramsey for George Caria
John Bernal	Marshall Worden	
Farhad Moghimi	Chuck Sweet	
Frank Thomson	Roger Caldwell	
Barbara Becker	Chet Davis	
Fred Stevens	Benny Young	

PAG RTA STAFF

Gary Hayes	Dan Sullivan	Natalie Clark
Andy Gunning	Cherie Campbell	Paul Casertano
Tim Ahrens	Rosie Soto	Tom Fisher
Jeff Hildebrand	Sheila Storm	Tom Cooney

GUESTS

Dan Hochuli	Gary Oaks	Ed Stillings
M.J. Yee	Kurt Weinrich	Curt Lueck
Augie Garcia	Bob Cook	Dick Basye
Mark Gerber	F. Ann Rodriguez	
Martin Willett	Bill Reilly	
Ramon Gaanderss	Jim DeGrood	
Paul Mackey	Amber Moore	
Lorraine Hernandez	Bill Dorgan	

1. Call to order

Chairman Chuck Huckelberry called the meeting to order at 11:05 a.m.

2. Approval of minutes dated Aug. 17, 2005

Marshall Worden moved to approve the minutes. Carl Russell seconded. The motion passed unanimously.

3. Report from the RTA Citizens Advisory Committee

Rick Myers, CAC Chair, reported that there were 75 presentations for Phase I, 15 of those were town halls. Rick mentioned that there has been a struggle getting the message out. Advertisements were in the newspaper (English and Spanish) and the radio. For Phase II over 40 meetings have already been planned. Rick mentioned there were about 5 items the CAC found uncomfortable. Rick explained that people feel uncomfortable accepting a project not knowing if the figures for that project are valid. Another question of the CAC is, what project would the TMC recommend adding in the event one of the listed projects was removed. Rick suggested the cost and dates of the projects be provided at the Sept.12, joint CAC TMC meeting.

4. Status of public review and comment

Cherie Campbell reviewed the Public Involvement Summary of Public Comments report which summarizes the comments received from the first phase of the Public Outreach meetings for the RTA draft plan. Cherie also mentioned that a statistical report is in process and will be available at the joint CAC TMC meeting on Monday, Sept. 12.

Chuck Sweet questioned how many people total attended the Phase I meetings.

Mr. Gary Hayes responded that the estimate is about 500-700 people for the public meetings that were set up in conjunction with the county.

Andy Gunning also responded that an additional 500-700 people total attended the neighborhood meetings and civic groups. The Pascua Yaqui Tribe meeting had 200 people.

Frank Thomson questioned what type of format was going to be used for Phase II. Phase I was done in an ADOT workshop format. Is the plan to do the same process for Phase II?

Paul Cella questioned if city managers have communicated with their elected officials to receive any feedback regarding the status of the process.

Chair Huckelberry responded that PAG staff and Pima County staff have met individually with board members and so far there's no sign of disapproval. As projects become more definitive, we'll hear more feedback.

5. Review and refinement of draft RTA concept plan elements

Chair Huckelberry noted that the second phase of estimates reflects costs going up by \$100 million - \$200 million and there's a need to talk about concerns people have in order to try and fit the number of projects we want to do in the amount of revenues that are going to be available.

Jim Glock stated that as the University of Arizona and downtown grow, they are and will be for the duration of the plan the major traffic generators in the region. Downtown needs the Barraza Aviation Parkway-West to detour traffic from the area as downtown becomes more pedestrian friendly, and as a technical respective, we should maintain support in it.

Marshall Worden also stated that the University of Arizona strongly supports the Barraza Aviation West. A mapping of where every student and employee live strongly supports the need for a powerful East/West Corridor.

Rick Myers expressed some of the CAC concerns; some of the projects have controversy, so should they remain in the plan and possibly lead to the RTA plan losing the election. The CAC wants to win as much as anyone, but are worried that some of these issues may have too much controversy. There have been a lot of concerned comments regarding the Barraza Aviation East and West extensions.

Chet Davis suggested that in discussions, don't use the word eventually because it is not in our criteria.

Frank Thomson suggests that we look at providing a no-build scenario. Using that data explains intuitively what happens if we don't build that particular project.

Roger Caldwell noted that the Barraza Aviation-West is the most difficult to explain to people and needs to be better clarified.

Chet Davis suggested using volume over capacity to help prioritize.

Carl Russell suggested using clear short descriptions in order to sell it.

Bob Iannarino questioned if ADOT can present some support with the Barraza Aviation Parkway. The aviation is already a state route and we have a critical link with ADOT on the East and West link.

Benny Young offered his insights that there is a substantial possibility of doing the extension from Sabino Canyon to Speedway/Kolb.

John Bernal stated that in order to make Barraza East function, something has to be done to the Golf Links interchange that's not in the \$200 million estimate. We need to be real clear about what the estimates are going to be before we say it is going to happen.

Jim Glock suggested using the TIP sub-committee prioritization process to see if there's enough definition in the projects to apply and to help give the CAC technical basis for prioritizing projects.

Marshall Worden stated that an origin destination study was done on each student and employee, which is the largest employment center in the metropolitan area. The support from the University of Arizona comes from the origin destination study and is based on where people live today and in the near future.

Regarding potential impact from Grant Road widening, Benny Young gave an example of Speedway's improvements, one lane in each direction was added, median islands and improved the roadside appearance. That improvement substantially improved both the function and appearance, and would apply to Grant as well.

Chair Huckelberry commented that using Speedway as an example is a good idea and would be useful in looking at the before-and-after pictures along with the before-and-after volume overcapacity ratios to see what the results would be.

6. Revenue forecasts, projects costs and implementation

Tim Ahrens reviewed the draft cost estimates handout explaining where and how much the revenues are through federal funds, RTA, impact fees and total project costs. Tim mentioned that there is a cost increase of about \$90 million on half of the projects, and in total, we're about \$250 million in the hole.

Andy Gunning reviewed the Project Implementation Schedule presenting project readiness.

Aimee Ramsey on behalf of Carolyn Campbell updated the committee on the progress of the transit sub-committee. The group has been working over the past couple of weeks on bus upgrades, cost elements and timeline and working out some of the issues of the CAC.

Jim Stahle suggested analyzing costs again to see what probable effect Hurricane Katrina will have on us.

7. Future RTA meetings and agenda items

The next meeting CAC TMC meeting is scheduled for Sept. 12, 2005.

8. Call to the Audience

Bob Cook addressed the committee with his concerns of transit and identifying which projects will be dropped in the final plan if costs rise.

Mark Gerber addressed the committee with his support of the Snyder Road Bridge.

Dick Basye addressed the committee with his concerns regarding the Barraza Aviation West extension, Camino de Manana and Speedway.

9. Adjournment

The meeting was adjourned at 12:37 p.m.