

**Technical/Management Committee Meeting  
Minutes of October 19, 2005**

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Andy Gunning, Director of Planning

**ATTENDANCE**

**MEMBERS IN ATTENDANCE**

Chuck Huckelberry	Jim Glock	Michael Reuwsaat
Carl Russell	Benny Young	George Caria
Marshall Worden	Paul Cella	Kurt Weinrich for John Bernal
Roger Caldwell	Jim Schoen	Jim Stahle
Barbara Becker	Fred Stevens	Fernando Castro
Frank Thomson	Farhad Moghimi	

**PAG RTA STAFF**

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

**GUESTS**

Daniel Hochuli	Paul Mackey	Walker Smith
Sheila Bowen	Joe Herrick	Curt Lueck
John Litteer	F. Ann Rodriguez	Gary Oaks
Bill Dorgan	Tom Bush	Ramon Gaanderse
Lorraine Hernandez	Priscilla Cornelio	Ryan Matchett
Jim DeGroot	Martin Willett	Dewey Brown
Katie Dusenberry	Casey Townsend	Malena Barajas
Lori Lustig	Byron Howard	Amber Moore
Michael Toney	M.J. Yee	

1. Call to order

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

2. Approval of minutes dated Sept. 12, 2005

Farhad Moghimi moved to approve the minutes. Jim Stahle seconded. The motion passed unanimously.

3. Report from the RTA Citizens Advisory Committee

Gary Hayes reported that the CAC has not met since the last TMC meeting and is prepared for the joint CAC TMC session, Monday, Oct. 24.

4. Project evaluation and ranking results

Andy Gunning reviewed the RTA TMC project survey results (3-page) handout, which lists each of the projects and the responses of whether it should be eliminated or down-scoped. The projects that received no responses indicate that the project should remain as planned. Twenty of 22 TMC members responded. Andy reviewed the projects that received the most responses (4 or more). There was also feedback regarding whether or not to use regional funds to augment the RTA plan, and the general consensus was to avoid using regional funds.

Tim Ahrens reviewed the RTA CAC project survey results (4-page) handout. Eleven of 35 CAC members responded. Tim reviewed the projects that received the most responses (4 or more).

Chair Huckelberry questioned how the TMC will portray the recommendations to the CAC. Will it be broad in scope or more specific as to which projects/programs to eliminate or reduce?

Frank Thomson commented that a technical committee should provide a technical recommendation.

5. Twenty-year comprehensive Regional Transportation Plan for the RTA

Chair Huckelberry proposed two revenue enhancements, one being to either use impact fees for transit or increase farebox.

Si Schorr questioned what the fares would be for the express routes.

Jim Glock stated that the express route to Raytheon is a \$2 per trip fare, which is the only route with a \$2 fare, all other routes are \$1. We are \$50 million in farebox. Is increasing it

by 50 percent a fair assumption to make? You lose ridership when you increase fares, but you gain more revenue than ridership.

Chair Huckelberry confirmed by consensus that farebox will be cut in half to \$12.5 million.

Frank Thomson questioned how the impact fees can technically be utilized in this plan.

Si Schorr mentioned that the state has been looking at deleting Barraza Aviation Parkway as a state highway.

Kurt Weinrich added that the Barraza Aviation Parkway is one of the best candidates for future state designation as a state highway because of its impact and benefit to the regional network for the state highway system.

Chair Huckelberry stated that by consensus the Barraza Aviation Parkway east stays on the map, but the RTA money is removed, leaving enough money for an alignment study and right-of-way.

Jim Stahle suggested that leaving some money to pave Wilmot would make a vast improvement to the north/south movement in that particular area.

Benny Young commented that Wilmot is a good candidate for impact fees, and should use impact fees to build an interim 2-lane facility.

Chair Huckelberry confirmed by consensus that \$10 million would remain to pave Wilmot Road.

Chair Huckelberry confirmed by consensus:

- 22<sup>nd</sup> street, Camino Seco to Houghton (reduced from six lanes to a four-lane facility)
- Railroad underpass at Speedway Boulevard (eliminate)
- Tanque Verde Rd., Catalina Highway to Houghton Rd. (leave in)
- Advanced land acquisition (eliminate)
- Houghton Rd. Dawn to I-10 (eliminate)

The high-capacity modern streetcar was discussed, and in particular the \$23 million incremental cost added to the original amount. Twelve members were in favor of eliminating the \$23 million, and 6 were opposed. Although it's not by consensus of all TMC members, the committee recommends the \$23 million be eliminated.

Jim Glock reviewed his handout showing Grant Rd. with intersection levels of service, which show a 2-lane with intersection improvements and a 3-lane with intersection improvements. Jim explained the delay difference there is between the 4-lane and 6-lane. The costs for a 4-lane improvement to Grant would be \$60 million and a 6-lane improvement would cost about \$170 million.

Benny Young suggested that this projects needs to be treated realistically. If you only put enough money in to do intersections you are going to have flooded intersections. This project and scope needs to be left as is.

Chair Huckelberry confirmed by consensus that Grant Rd. stays in.

Chair Huckelberry confirmed by consensus:

- Valencia Rd., I-19 to Alvernon (eliminate)
- Irvington, west of I-19 (eliminate)

Chair Huckelberry suggested perhaps modifying Van Tran and Handi Car.

Jim Glock commented that the transit sub-committee has already reduced the paratransit by \$30 million and is already as conservative as it can be.

Benny added that the paratransit service should not be analyzed since it is a civil rights issue under the law. It would be risky to reduce it anymore.

Chair Huckelberry confirmed that the Van Tran and Handi Car by consensus will be left alone.

Chair Huckelberry confirmed by consensus:

- Park-and-Ride (reduce by \$3 million)
- Circulator to Ajo (new project add \$1 million)
- Harrison Rd., Golf Links to Irvington (leave in as bridge only option)
- Kolb Rd. connection with Sabino Canyon (leave in)

Chet Davis expressed his concern of our efforts in reaching out to the public asking what projects they want to see, yet during a meeting we eliminate them all.

Chair Huckelberry confirmed by consensus:

- At-grade railroad safety improvements (add \$5 million)
- Critical Wildlife Linkages (add \$15 million)
- Business assistance (leave as \$5 million)
- Broadway, Camino Seco to Houghton (downscope from 6 lanes to 4)
- Houghton Rd., I-10 to Tanque Verde (reduce by \$40 million)

Chair Huckelberry stated that by consensus, this is the plan with modifications that will be submitted to the CAC as the TMC recommendations.

Jim Glock stated for the record his concern with the cost estimates.

Benny Young also stated for the record that there were some objections with the \$23 million for transit, therefore there was not a full consensus.

Gary Hayes mentioned that CAC/TMC joint meeting is Monday, Oct. 24, 5:00 p.m. at Randolph.

6. Project implementation and phasing schedule

No discussion.

7. Future RTA meetings and agenda items

The next CAC TMC joint meeting is scheduled for Oct. 24, 2005.

8. Call to the audience

Michael Toney addressed the committee with his concerns of the University of Arizona's science center bridge.

9. Adjournment

The meeting was adjourned at 1:25 p.m.