CITIZEN’S TRANSPORTATION OVERSIGHT COMMITTEE
Arizona Department of Transportation

Minutes
July 19, 2011

A Citizen’s Transportation Oversight Committee (CTOC) public meeting was held at the Arizona Department of Transportation, Auditorium, 206 South 17th Avenue, Phoenix, Arizona 85007 on July 19, 2011, with Chairman Roc Arnett presiding.

Members Present:
F. Roc Arnett, Chairman
Kyle Robinson, Maricopa County District 1
Susan Brechbill, Maricopa County District 2
Larry Woods, Maricopa County District 4
Sharolyn Hohman, Maricopa County District 5

Members Absent:
Rodney Jarvis, Maricopa County District 3

Others Present:
Steve Beasley, Valley Project Mgmt.
Barry Dirk, Citizen - Scottsdale
Kim Noetzel, ADOT CCP
Tim Tait, Com & Community Partnerships
Christine Fanchi, Dibble Engineering
Eric Prosier, VPM
Merlyn Carlson, Citizen
Eric Anderson, Maricopa Assoc of Govts
Andrienne Weinkamer, Assist. A. G.
Lars Jacoby, ADOT
Kwi Kang, Regional Fwy System
Jim La Salvia, Citizen - Laveen
Megan Griego, AZ Dept of Transportation
Doug Nintzel, CCP
Sintra Hoffman, CCP
Ryan Hall, ADOT
Tiffany Sprague, Citizen, Sierra Club
Mr. Sprague, Citizen - Phoenix
Bill Cowdrey, HDR Engineering
Fred Garcia, Consultant
Elizabeth Neville, CCP - ADOT
Jennifer Grentz, CCP
Mindy Lee, ADOT
Steve Jimenez, Baker Consultants
Tony Staffaroni, CCP
Steve Wilcox, AECOM Transportation
Brock Barnhart, CCP - ADOT
Channel 15

1. Call to Order:
Chairman Roc Arnett Called to Order the Citizen’s Transportation Oversight Committee meeting at 4:00 p.m.

2. Pledge of Allegiance:
The Chair led the CTOC members and the public in the Pledge of Allegiance.

3. Roll Call:
The Chair asked for roll call. Elizabeth Neville, Board Secretary called the Roll.

4. Welcome and Opening Remarks:
The Chair welcomed the public, public officials, members of CTOC and staff to the meeting.
5. **Call to the Public:**

Barry Dirk, citizen who resides near Shea and Loop 101 in Scottsdale, discussed the noise problem becoming unbearable. He cannot open his windows at night. He spent more than $6,000 to upgrade his windows and doors and built a new patio to no avail. He purchased a digital decibel reader from Radio Shack and took the noise readings from the surrounding areas. One area where major construction is occurring on the southwest corner of Shea and Loop 101 with the walls partially down received a reading significantly lower than what is at night. There are different standards with different wall construction in the different areas. The north east side has been left out of the noise wall construction. A wall will be built near Greenstone about ½ mile from his residence. That is also on the west side of the freeway. Several people have come out to do a noise reading. About three years ago, Aztec shut the reader off several times when a motorcycle or large engine drove by. They should not have done that. There should be a constant reading.

The Chair asked Mr. Dirk about the decibel reading. In reply Mr. Dirk said he does not have that; ADOT has that. His own reading on a Saturday at 9:30 a.m. was in the mid to high sixties and jumped to 71. On the southwest corner of Shea and Loop 101 it is about 61 or 62. They could not add wall to the existing footings so they have to tear the wall down and build a new wall.

The Chair asked if staff could give a report on what is found on the issue including the timeframe of the project. In reply staff stated that it is believed to be a Regional Transportation Plan project and a MAG Supplemental Noise Wall Project throughout the region. It is about a 1½ year long project.

6. **Approval of Minutes for the 5/17/11 Meeting:**

The Chair called for a motion to approve the minutes of the May 17, 2011, meeting.

**Board Action:** Susan Brechbill moved to approve the May 17, 2011, minutes. The motion was seconded by Sharolyn Hohman and carried unanimously.

7. **MAG’s Committee Structure:**

Eric Anderson, Maricopa Association of Governments, provided an overview of MAG’s Committee Structure and how the committees’ aid in transportation decision making as it relates to the Regional Transportation Plan. Maricopa Association of Governments is a voluntary, non-profit, 501-C4 organization. It is a COG - Council of Governments and an MPO - Metropolitan Planning Organization. The MPO has the transportation responsibility that MAG has under federal law as well as state statutes. There are six Cogs’ and five MPOs’ in Arizona. Under federal law, there also is a designation for areas above a population of 200,000 called Transportation Management Areas or TMAs’. Greater authority is given to TMAs’ in project selection. There are 25 member cities and towns and three Indian communities. ADOT sits on the boards as a participating member for transportation related activities. Maricopa County also is a member of MAG. The MAG policy structure was explained and includes a regional council, executive committee, management committee, policy committees, technical advisory committees and MAG administration. MAG’s federal responsibilities include metropolitan planning, water quality planning, lead for air quality planning and solid waste and water planning. One of the requirements is for MPOs’ to create a Regional Transportation Plan with a minimum 20-year planning horizon. The plan needs to be fiscally constrained and include long-range and short-range strategies and actions. Also required is a Transportation Improvement Program, or TIP. In the MAG region, a Five-Year Transportation Improvement Program is done and is fiscally constrained. In non-attainment areas, the Clean Air Act requires a conformity analysis for the Transportation Improvement Program and Regional Transportation Plan. No plan, program or regionally significant project can proceed unless a Conformity Analysis is conducted. Regional responsibilities include the building codes - specifications and details, regional development, model ordinances, human services such as domestic violence and homeless planning and video-conferencing. State responsibilities include the 9-1-1 implementation, population estimates and projections, freeway plans and priorities, Proposition 400 planning
and oversight and human services. Proposition 400 planning and oversight began in 2002 to develop the Regional Transportation Plan and the funding program for Proposition 400. This measure extended the half-cent sales tax for transportation. Responsibilities include a Regional Council governing body and Transportation Policy Committee. One of the outcomes is the Noise Mitigation Program. The Proposition 400 program is divided into three life-cycle programs: the Regional Freeway Life Cycle Program, Arterial Life Cycle Program and Transit Life Cycle Program. An annual report is produced and includes a public hearing to discuss changes in the RTP and the funding. The Transportation Policy Committee was created in 2002 and consists of 23 members. The committee structure was reviewed and the cooperatively developed funding sources were shared. In 2005, the Phoenix Business Journal asked business leaders to name the 25 most important items in the valley and number one was to build-up the freeway infrastructure. A map was shared that showed the opening dates of the freeway segments.

Mr. Anderson commented on the noise mitigation program stating that ADOT issued a construction contract for ten projects to be built around the region. The project Mr. Dirk commented on is not part of that region. However the noise wall near Mr. Dirk’s residence may not be tall enough. There may be money remaining in the current projects budget and an opportunity to do more noise wall construction.

Questions Asked:

The Chair noted regarding Mr. Anderson’s presentation that the chair of the CTOC committee also serves on the MAG Regional Council and the MAG Transportation Policy Committee to represent CTOC on MAG’s transportation issues.

The Chair added that with Proposition 400 in 2002 and 2003, it was intense because projects came from every direction. Recognition was given to MAG, their staff, an ADOT and their staff for the amount of work and effort extended on the program. Meticulous effort is extended to ensure the projects are taken care of and where there is oversight, corrective measures are taken.

8. **Loop 303 Corridor Update:**

Steve Beasley, Transportation Engineer Manager, Valley Project Management, provided an overview of the Loop 303 Corridor, status of upcoming construction and future construction. Loop 303 will be a regional freeway that currently is planned to extend from Maricopa County 85, crossing I-10, into Sun City, crossing Grand Avenue and connecting to I-17. It will be a depressed freeway under I-10, rolling at-grade from Indian School to Greenway Road, depressed between Greenway Road and US 60, elevated over US 60 and include system interchanges and a regional drainage system. Under development is a three-lane facility in each direction with ultimately a section of five lanes. The 303 is being built with an open median for future HOV lane construction. Loop 303 construction from Happy Valley Parkway to I-17 started in 2009 and was completed in May 2011. The final design of the system interchange at I-10 was completed and advertised on June 28th with bid opening on August 26th. Construction will take about 2½ years to complete. The Peoria to Mountain View Construction Manager at Risk Contract was awarded to Pulice Construction. A rendering of the interchange at I-10 was explained. Landscape design selection is underway for Peoria to Waddell and Waddell to Mountain View and was advertised for statements of qualifications on June 15th. The budget includes $500,000 for design and $6,900,000 for landscape construction on that section. On the Glendale to Peoria segment, advertisement is expected in September and will include an interchange at Northern Parkway. An aerial view of the Northern Parkway Interim TI was shown and described. The Thomas to Camelback segment is expected to advertise in January 2012. The Camelback to Glendale segment is expected to advertise in July 2012. The landscape construction project will be ready to go upon completion of the freeway to stabilize what is built. The design selection is beginning for the US 60 Interchange at Grand. A Construction Manager at Risk selection is expected in the second or third quarter of FY12. That construction is programmed in FY14. The Grand to Happy Valley segment is in design. The design concept and environmental document were approved in spring 2010. Thirty percent design is underway. Construction is programmed in phases III and IV of the RTP. Future RTP projects include Phase III/IV which is a six-lane freeway from Grand to I-17 including a freeway-to-freeway connection at I-17, a design final US 60 Interchange and design from MC 85 to I-10. Additional future projects include RTP Phase
V that includes a US 60 ultimate Interchange, a Northern Parkway ultimate TI and a six-lane freeway between MC 85 and I-10.

Questions Asked:

The Chair asked about Value Engineering. In reply Mr. Beasley said it is a formal process that includes convening a team to review the project in detail, selecting a few major items that appear to have room to improve the value, keeping the function the same and reducing the cost.

Merelyn Carlson, citizen, Sun City West resident, PORA Board member and Chairman of the Traffic, Roads and Safety Committee for PORA, commented that Loop 303 borders Sun City West on the west side. There is a section open from Happy Valley to I-17 and a section south under construction. There is concern about the amount of traffic and traffic noise that is already creating an unpleasant problem for Sun City West and negatively impacting real estate values to residents living near the wall. We respectfully request and ask that you re-address and re-evaluate the program design to see if the section between US 60 and Happy Valley, a six-mile segment, could be re-evaluated to step-up the construction of a noise wall on the west side.

The Chair commented that he understands the problem and concern about the timing of the sound walls construction.

Larry Woods, Member proposed the Committee ask MAG to re-evaluate their decision to hold on the construction of the sound walls in this section and determine if construction of the sound walls can be moved up.

The Chair asked if there has been precedent set on building sound walls prior to formal construction. In reply Mr. Beasley stated the funding issue is a MAG issue and that can be pursued. Regional funds would have to be used. Federal funds cannot be used for a wall not build in conjunction with construction.

A question was asked about the engineering planning and knowledge of where the walls will be built in the Sun City West area. Mr. Beasley stated that part of the analysis completed in the design concept report and the environmental document was to analyze the noise mitigation that would be required when the freeway is constructed. Walls were identified for the entire length from Grand to Happy Valley. Building on the right-of-way line would provide comfort in building something to last.

Board Action: The Chair asked if there was a motion. Susan Brechbill, Member moved to ask MAG to re-evaluate the schedule for building a noise mitigation wall along the corridor near Sun City West and review the cost and how it would be funded. The motion was seconded by Larry Woods, Member and carried unanimously.

The Chair asked staff to draft a letter to MAG regarding the Committees motion.

9. Update on State Route 24:

Steve Beasley, Transportation Engineer Manager, Valley Project Management, provided an overview on SR 24 Gateway Freeway and status of upcoming construction. ADOT’s process includes working with community members, businesses and public officials to involve the public in the decision-making process. This is done for the life cycle of the project from planning through construction. In 2003, the southeast Maricopa/Northern Pinal County Area Transportation Study established demand for a high-capacity facility. In 2005, MAG completed the Williams Gateway Freeway Alignment and Environmental Overview for the Maricopa County portion and ADOT completed the Williams Gateway Corridor Definition Study for the Pinal County portion. In 2006, ADOT and FHWA initiated a study to identify an east-west corridor. The goal of
that study was to provide an access-controlled freeway to serve the projected build-out of eastern Maricopa County and northern Pinal County. A map of the study area was shared. Concurrent East Valley studies included the US 60 alignment in the Gold Canyon area, SR 802, and North-South Corridor from I-10 to US 60. In summer 2009, ADOT and FHWA separated SR 802 into two studies, the Loop 202 to Ironwood Road in Maricopa County and the Pinal County Study was suspended until the North-South Corridor Study advances. In May 2011, there was a finding of no significant impact or FONSI for the 802 from Loop 202 to Ironwood. The final DCR was received in June 2011. Ideal alignment characteristics for Loop 202 to Ironwood Road include: minimizes residential impacts, minimizes impacts to existing and planned development, being consistent with local, county and regional planning, being consistent with planned local arterial street networks and being consistent with regional developments including the Phoenix-Mesa Gateway Airport and the Mesa Proving Ground proposed site improvements. The Environmental Process evaluates the level of potential environmental impacts, it compares the impacts and benefits of the Build Alternative to the No-Build Alternative, the public and agencies are given the opportunity to provide feedback and assists in the decision-making process. The environmental issues that were evaluated were discussed and included socioeconomic conditions, cultural resources, section 4(f) resources, air quality, traffic noise levels, visual resources, water resources, biological resources and hazardous materials. The selected alignment from Loop 202 to Ironwood Road was discussed. The timeline for Loop 202 to Ironwood is final design in 2011 and construction in 2012. Between 2026 and 2030, design and construction will occur between Ellsworth Road and Meridian Road. The portion between Meridian Road and Ironwood Road is currently in Phase V. From Loop 202 to Ellsworth, roadway elements to be construction with this project include one mile of SR 24 from SR 202L to Ellsworth Road, new directional ramps, eight bridges, widening on SR 202L, west half of the SR 24/Ellsworth Road diamond TI and reconstruction of Ellsworth Road for the new diamond TI. Thirty percent design was completed in April 2010. Final design was initiated in late 2010. Expected completion of design is August 2011. Advertisement for construction is expected in October 2011. The City of Mesa is expected to issue bonds for construction in September/October 2011. The estimated start date is spring 2012 with construction duration of 18 months. A repayment to the City of Mesa is scheduled in the program.

Questions Asked:

Kyle Robinson, Member asked about a schedule for Signal Butte, Mr. Beasley said no, there is not.

The Chair followed up stating there is no schedule, however, it is in the plan. After reviewing the plan, it is noted that Signal Butte is still within the timeframe. It is in Phase V.

Mr. Beasley stated Ironwood is outside the county; Signal Butte is inside.

To clarify, the PowerPoint slide stated, currently unfunded from Meridian to Ironwood; from Ellsworth to Meridian is in the Regional Transportation Plan but it is in the portion outside the sales tax extension area.

Question asked if Prop 400 will only fund through Ellsworth?

In reply, yes, at this point.

The Chair commented that in addition, the problem involves a number of other projects had to be extended into Phase V. It was first envisioned in four phases with this one being in Phase IV. However, it was moved to Phase V. The plan will be there and we are now waiting for funds to come forward.

Susan Brechbill, Member stated she appreciates the start of the project and feels it is key to developing the entire area.

10. Staff Report:

Brock Barnhart, Special Assistant to CTOC, provided an update on Regional Freeway Projects and status on South Mountain Freeway. Mr. Beasley discussed two larger projects beginning this year and next year, both represent two of the four new freeways as part of Proposition 400 Regional Transportation Plan. Loop 202
South Mountain Freeway alternative alignments are still pending. ADOT anticipates a GRIC Tribal Council vote giving guidance on a GRIC alternative. That vote could lead to a referendum.

11. **Recommendations for Future Agenda Items:**

Susan Brechbill suggested an update on the South Mountain Freeway.

12. **Next CTOC Scheduled Public Meeting:**

Tuesday September 20, 2011 at 4:00 p.m.
Arizona Department of Transportation Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

13. **Adjournment:**

Board Action: Larry Woods moved to adjourn. The motion was seconded by Susan Brechbill and carried unanimously.

The meeting adjourned.