APPROVED BY THE TRANSPORTATION COMMISSION ON JANUARY 16, 2014

SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, DECEMBER 19, 2013

HUMAN RESOURCES PINNACLE ROOM
7575 E. MAIN STREET
SCOTTSDALE, ARIZONA 85251

CALL TO ORDER

Chair Gruver called the regular meeting of the Scottsdale Transportation Commission to order at 6:15 p.m.

1. ROLL CALL

PRESENT: Gary Bretz, Commissioner
Terry Gruver, Chair
Paul Holley, Commissioner
Steven Olmsted, Vice Chair
Robert Stickles, Commissioner
Paul Ward, Commissioner
Matthew Wright, Commissioner

STAFF: Rose Arballo, Transportation Commission Coordinator
Paul Basha, Transportation Director
Greg Davies, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager
Evelyn Ng, Senior Transportation Planner

2. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission - November 21, 2013
- Regular Meeting of the Transportation Commission - November 21, 2013

COMMISSIONER WARD MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF NOVEMBER 21, 2013 AS PRESENTED. COMMISSIONER WRIGHT SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

3. PUBLIC COMMENT

There were no public comments.

4. COUNCIL AUDIT COMMITTEE RECOMMENDATIONS

- Review and consider recommending approval of the Trails Subcommittee Audit Report for 2010 through 2013
- Review and consider the Trails Subcommittee's proposed modifications to the Transportation Commission's enabling ordinance

Transportation Director Paul Basha presented the draft report of the Trails Subcommittee, which when finalized will be submitted to the City Council Audit Committee in January.

Modifications to the Transportation Commission's enabling ordinance suggested by the Trails Subcommittee were also reviewed. One proposal is to change the name of the Subcommittee to the Paths & Trails Subcommittee. The sections delineating the purpose of the new subcommittee make it clear that it has a transportation function, as opposed to recreational travel. The paths and trails outside of the Scottsdale Preserve can be used for both transportation and recreation.

The Subcommittee members have suggested appointing someone from the Parks and Recreation Commission. The Subcommittee considered allowing the Parks and Recreation Commission to consider a non-Commissioner from the general public, but recommended the person be a Parks and Recreation Commissioner.

Commissioners asked about the term length for appointees to the Paths & Trails Subcommittee. Mr. Basha noted the questions are:

- The length of the appointment to the Subcommittee by City Council
- For how long is a Transportation Commissioner appointed to the Subcommittee
- How many terms may someone serve on the Subcommittee

Because the budget for the Transportation Department is beyond the purview of the Commission, staff is recommending that the Subcommittee not be saddled with any budget review responsibilities.

Commissioner Ward stated that although he does not want to get stuck in the quagmire of the budget, he recalled many productive conversations about the budget and priorities of the Transportation Department in the past. He believes that one function of the Commission should be to review the Transportation Department's budget, or at least have the budget presented to them. He asked Mr. Basha to explain why he feels it is not important for the Commission to be receiving that information.

Mr. Basha mentioned the organization is quite different than it was ten years ago. Most employees are appointed directly or indirectly by the City Manager, while budgets are determined by the City Treasurer. At Commission meetings, staff normally represents the City Manager. If they were to discuss the budget they would be representing the City Treasurer but they do not report directly to the City Treasurer.

Commissioner Wright said he sees this as an informational requirement. He feels it is important to understand where the monies will be spent in order to think more comprehensively about the issues in front of them.

Chair Gruver asked if staff could explain the difference between the overall department budget and the Capital Improvement Program (CIP) and what information might not overlap. She noted they do receive the CIP information.

Mr. Basha stated that the operating budget covers salaries, travel, training, memberships, and such things as the costs of running the Commission. The other major component is the transit operating budget.

Commissioner Ward said the Commission's responsibility is ultimately to City Council. He does not want to put staff in an uncomfortable position, but if Council has an opportunity to hear information the Commission should have that opportunity too.

Phillip Kercher suggested they consider separating the transit operating budget from the rest of the operating budget. It has been staff's practice to present the transit operating budget to the Commission.

Vice Chair Olmsted said he does not think the Commission needs to weigh in on the Transportation Department operating budget. They should see transit operations, transportation organization, and position description updates.

Mr. Basha stated that if the Commission would like to review the Transportation Department operating budget, the Department will provide that information. Commissioner Ward stated that in the first few paragraphs of the ordinance, it states that the Commission should review the Transportation Department budget, so he is comfortable removing the specific clause (old item 10) that mentions the topic.

Commissioner Wright asked if there is any legal significance to adding the word "paths" to the name of the Subcommittee. Mr. Basha noted that changing the name to the Paths & Trails Subcommittee emphasizes it is also concerned with both paths and trails, though only those outside of the Preserve.

Chair Gruver reviewed the changes upon which the Commission had agreed:

- Change the name of the Subcommittee to "Paths & Trails Subcommittee."
- In section 2-283 (a), fifth line, delete the word "private."
- In section 2-283 (a) proposed paragraph 9, first line, delete the word "comprehensively."
- In proposed paragraph 10, first line, delete the word "all."
- In modified paragraph 11, insert a sentence after the second sentence: "These members shall be appointed annually and subject to the term limits of their respective commissions."
- After "The City Council appointments to the Paths & Trails Subcommittee will be for terms of three years," insert a sentence reflecting that there is a term limit of two terms.
- Remove old paragraphs 9 and 10.

COMMISSIONER HOLLEY MOVED TO RECOMMEND APPROVAL OF THE NEW ORDINANCE AS EDITED WITH THE MODIFICATIONS AND ADDITIONS AS NOTED PREVIOUSLY. COMMISSIONER BRETZ SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

After the Commission had considered agenda item 5, Chair Gruver noted they need to take formal action regarding approval of the audit report.

COMMISSIONER HOLLEY MOVED TO ACCEPT THE AUDIT REPORT OF THE TRAILS SUBCOMMITTEE AS PRESENTED. COMMISSIONER STICKLES SECONDED. THE MOTION, CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

5. CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

Mr. Kercher delivered a PowerPoint presentation on the CIP Budget.

Chair Gruver invited the Commissioners to ask questions.

Commissioner Holley inquired whether the City could continue the informal arrangement with the shopping center for the Transit Center Park and Ride facility to avoid spending any money.

Senior Transportation Planner Evelyn Ng said discussions with the shopping center in the area never got anywhere. They are considering creating some parking spaces adjacent to the Mustang Public Library. They are not allowed to use FTA funding to pay for parking at that location because it is too far from the Transit Center.

Mr. Kercher mentioned that both the transit facility and the Park and Ride have Bond 2000 funds associated with them so it is imperative to move forward with spending those funds.

Commissioner Bretz asked how they decide where to locate roundabouts. Mr. Kercher said staff has a prioritized list of intersections they believe are good candidates. Completion of the Hayden and Northsight multi-lane roundabout is near completion. Currently the Department has money for traffic signals but no dedicated account to build roundabouts.

Vice Chair Olmsted expressed enthusiasm for the funding added to the pavement overlay program. He asked whether staff feels this item should have more funding. Mr. Kercher said he feels this is at an adequate level, although Public Works would like more funding. Had the bond vote been successful, more funding would have been available for this program. It was suggested that Streets Department Director Rod Ramos update the Commission at a future meeting.

Vice Chair Olmsted inquired about the advanced traffic signal control cabinets and whether the Department's short-term goals have been accomplished. Mr. Kercher explained although the bond election does impact this project, there is some money available.

Vice Chair Olmsted inquired about $2.2 million in the CIP Advance Planning Program. Mr. Kercher said this was money the City received from ADOT which was intended for a study

of a design concept analysis for Pima Road. These funds are being used for other capital improvement planning exercises. About $250,000 remains.

Vice Chair Olmsted asked about the three line items for Pima Road. Mr. Kercher stated that the project came into the CIP as one project. The first line item is money anticipated to be received from the Pima-Maricopa Indian Community as their share of the costs for this project. Staff has adjusted the numbers so that the sales tax contributions are adequate to fund the City's contribution towards the project. Ms. Ng added that the projects, although broken out in the Arterial Life Cycle Program (ALCP), are not yet broken out in the CIP.

Vice Chair Olmsted asked about Raintree and if the $10 million lump sum for the coming fiscal year is for initiating the bulk of the improvements to Raintree. Mr. Kercher stated this funding is for the second phase of the project which is anticipated for construction in FY 2014/2015. Vice Chair Olmsted asked about the bicycle lanes and enhanced sidewalk on Thomas Road. Mr. Kercher confirmed this is part of the Thomas Road streetscape.

Commissioner Holley asked whether the figures for the Raintree/Loop 101 interchange are placeholders. Mr. Kercher noted some are to an extent. When they received the Airpark funding, staff split it into different projects. The design will have to work within the constraints of the funding available. If there was insufficient funding to do anything, with MAG's (Maricopa Association of Governments) funding, the City could reallocate that money to other Airpark projects through the ALCP Program.

Commissioner Holley asked why anything is programmed since other levels of government are involved. Ms. Ng said they came up with the ring road project and split it into segments. They had a fixed sum of money to spend in the Airpark area and have good estimates for the projects they plan to implement in the near term.

Vice Chair Olmsted commented there is no perfect way to handle this aspect of budgeting. The Commission should keep in mind that staff is tasked with a five-year capital budget submission. He appreciates the full CIP budget presentation that has been given, noting it is much more detailed than in the past.

Commissioner Ward asked for an explanation of the $8.3 million shown as remaining budget under intersection mobility enhancements. Mr. Kercher explained it is comprised of $1.5 million which is the programmed annual amount for the next five years. Carryover from the current fiscal year is added, and monies that have been spent are subtracted.

Commissioner Ward suggested that when it comes to intersection mobility enhancements, focus should be made on the result desired rather than having a budget item for traffic signals and another item for roundabouts. This would give the department the flexibility to solve traffic problems. Mr. Kercher explained that the intent of the intersection mobility enhancement fund is to use those monies for any type of safety or capacity improvements, including roundabouts. The traffic signals construction funds were actually removed from the IME (intersection mobility enhancements) funds. Staff recommended taking it out for the upcoming fiscal year. The traffic signal construction account covers all traffic signal expenses including staff salaries. Mr. Kercher recommended that the intersection mobility enhancements account be increased for construction of roundabouts. Mr. Kercher feels that IME is the best and most important program account because it gives the flexibility in resolving safety issues. If the

Department were to embark upon building a number of roundabouts, the IME account would be depleted.

Commissioner Ward suggested that by having fewer categories, staff would prioritize projects and the Commission and Council would review them. The ultimate goal is to deliver projects and services to citizens.

Commissioner Ward commented he would like to see the deleted project at the north end of the Airpark circulation project (Frank Lloyd Wright and the frontage road) retained in the plan for this year, even if it means cutting back on other projects because once a project is removed it is harder to put it back into the plan. Within the next year, once the roundabouts are functioning, it should be known whether this project will be needed.

Mr. Basha noted this project is absolutely necessary. The Airpark creates some very difficult discontinuities in regards to the street transportation system, specifically the one at the north end of the runway. The project would resolve this deficiency, and would provide local access between the east and west sides of the runway; however, it is expensive. In order to provide the roadway, Frank Lloyd Wright would need to be reconstructed and moved to the north in this area. Two different federal agencies are impacted. The impacts to the runway are also very large and would involve a third federal agency.

Commissioner Ward reiterated that at this point no one knows the importance of the project. He did not disagree with Mr. Basha that this is needed; the question is how soon? Commissioner Ward feels that for at least the next year this project should be retained in the CIP. He opined that within a year it will be evident whether this is a long-term project or one that is needed in the short term.

Commissioner Wright inquired about the CIP Advanced Planning Program and if the high capacity transit tier 2 is part of that fund? Mr. Basha said that work is separate. Work will begin very soon on that analysis.

Vice Chair Olmsted asked whether they are waiting for the McDowell Road revitalization before adding more projects in south Scottsdale. Mr. Basha said projects in the implementation plan span the whole city. He cited the Thomas Road streetscape and the Thomas/Hayden intersection projects. Projects have been completed on McDowell and Indian School. Vice Chair Olmsted wanted to be sure the city is being represented from north to south.

Commissioner Stickles commented that at the last meeting of the Trails Subcommittee bikeways and connectivity between SkySong and Tempe were discussed.

Mr. Kercher noted that there are rules about which funds can be used for operating or capital expenditures.

Chair Gruver asked that the goals in the Transportation Master Plan regarding mode split be considered as the budget process moves forward. She would like the percentages to constantly strive to reach the goals listed in the Transportation Master Plan. Chair Gruver acknowledged there are many constraints, but wants to be sure that the overall intent is kept in mind as budgets are prepared.

Referring to Vice Chair Olmsted's concerns about the geographic distribution of CIP projects, Chair Gruver suggested it might be helpful to use information from the General Plan café conversations.

Chair Gruver noted relative to agenda item 4, the Commission needs to take formal action and consider approval of the Trails Subcommittee Audit Report. A motion was made and passed as referenced in agenda item 4.

6. CITY COUNCIL STRATEGIC PLAN ITEM – ADVANCE TRANSPORTATION

Mr. Basha explained that tonight's presentation is a dry run of the PowerPoint presentation he will be making to City Council in February. He welcomed Commissioner comments and critique throughout the presentation. His intent is to repeat the presentation at the January Commission meeting incorporating the Commissioners' suggestions.

Mr. Basha provided the presentation on an individual slide basis. Each slide was discussed by the Commission, with numerous suggestions for improvements. Mr. Basha stated that he would modify the presentation extensively incorporating all of the suggestions

Chair Gruver thanked Mr. Basha for his presentation. She was impressed with the way he sought their input and all of staff's hard work. Mr. Basha thanked the Commission for their comments.

7. TRANSPORTATION PROJECTS/PROGRAMS UPDATE

Mr. Basha stated that the Hayden/Northsight intersection improvement project is progressing rapidly and they anticipate it will be completed by mid to late January; four to six weeks ahead of schedule. The roundabout will include artwork to be installed in late February or March.

Grant approval has just been received for connecting the two paths at McDowell Road and the Cross Cut Canal. Another bridge is also approved crossing the canal near the Zoo and Botanical Gardens. Mr. Basha mentioned that the credit for this work goes to Susan Conklu. A wall on SR 101 south of Shea Boulevard was recently increased in height and painted solid green. At the City's request, ADOT has agreed to repaint it with three colors to match nearby walls when the fifth freeway lanes are added.

There has been discussion about a diverging diamond interchange (DDI) on SR 101 at the Pima/Princess location. A number of people have badly misunderstood this concept. Staff has asked ADOT to be very deliberative in their data collection and analysis. The DDI does not apply to either the Bell Road or Frank Lloyd Wright interchanges. This concept is only being proposed for the Pima/Princess interchange. Other aspects of the freeway need to be analyzed and corrected including Bell Road and Frank Lloyd Wright. Work is about to begin on the design concept report. Staff has asked ADOT to separate each component, analyze each separately, and then determine which improvements are necessary and beneficial at each of the three interchange locations. ADOT offered to also include the Raintree interchange.

One property owner is strongly opposed because the DDI would eliminate direct freeway access to the property. This individual has had multiple conversations with Mayor and Council expressing displeasure.

Chair Gruver asked about MAG's involvement in the design concept report. Mr. Basha said MAG is the funding source.

Chair Gruver asked about direct freeway access being eliminated for one property owner. She asked how that could be known at this point. Mr. Basha commented that if the DDI as is constructed as planned, the property would lose access. Commissioners recalled this was presented to the Commission and they had unanimously agreed this should not be done. Chair Gruver said her understanding was those concerns would be considered during the design concept phase. Commissioner Ward hoped that this issue is on the radar of the Planning Commission. Mr. Kercher stated he believes it has not yet been presented to them.

8. PUBLIC COMMENT

There were no public comments.

9. IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Basha announced the bus rapid transit item will be presented in February rather than January.

10. ADJOURNMENT

With no further business to conduct, Chair Gruver adjourned the regular meeting at 10:28 p.m.

SUBMITTED BY:
A/V Tronics, Inc. DBA AVTranz.

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at http://www.scottsdaleaz.gov/boards/transp.asp**