



APPROVED SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, FEBRUARY 18, 2016

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251**

1. CALL TO ORDER

Chair Olmsted called the special meeting of the Scottsdale Transportation Commission to order at 6:02 p.m.

2. ROLL CALL

PRESENT: Steven Olmsted, Chair
Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner
Jyme Sue McLaren, Commissioner
Robert Stickles, Commissioner

ABSENT: Steven Rosenberg, Commissioner

STAFF: Frances Cookson, Staff Representative
Phillip Kercher, Traffic Engineering and Operations Manager
John Bartlett, Traffic Engineer
Madeline Clemann, Transit Manager
Paul Basha, Director of Transportation
Susan Conklu, Senior Transportation Planner
Randy Ghezzi, Street Operations Director

GUESTS: Carol Ketcherside, Deputy Director of Planning, Valley Metro
Ron Brooks, Manager of Accessible Transit Services, Valley Metro

3. PUBLIC COMMENT

No members of the public wished to address the Commission.

4. APPROVAL OF MEETING MINUTES

- Study Session of the Transportation Commission – January 21, 2016
- Regular Meeting of the Transportation Commission – January 21, 2016
- Special Meeting of the Transportation Commission – February 4, 2016

Vice Chair Holley made one correction.

VICE CHAIR HOLLEY MOVED TO APPROVE THE STUDY SESSION MINUTES OF JANUARY 21, 2016, THE REGULAR MEETING MINUTES OF JANUARY 21, 2016 AND THE SPECIAL MEETING MINUTES OF FEBRUARY 4, 2016 AS AMENDED. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER ROSENBERG WAS ABSENT.

5. REGIONAL PARATRANSPORT STUDY REPORT

Carol Ketcherside, Deputy Director of Planning, Valley Metro and Ron Brooks, Manager of Accessible Transit Services, Valley Metro presented the report. Highlights of Ms. Ketcherside's included:

- The plan was prepared by consultant Russell Thatcher. Contributions were derived from the technical working group, consisting of staff from all member agencies.
- Objectives of the plan included developing Dial-a-Ride policies and procedures to increase regional consistency of services.
- Fourteen policy recommendations were identified. The elimination of transfers is a key recommendation.

A Commissioner asked about the door-to-door versus curb-to-curb policy. Mr. Brooks stated that there was agreement that at a regional level, door-to-door is the base level of service. Also provided is a higher level of service, hand-to-hand, for those who are unable to be left at home at the drop-off end of trips. There are two provider exceptions in the West Valley. They are City run curb-to-curb services and will remain curb-to-curb. They will provide door-to-door service upon request from an ADA certified individual.

- Extensive analysis was done on transfer trips taking place currently in the system. Feedback reflected dissatisfaction on a general basis and also in reference to the length of time.
 - Americans with Disabilities Act requires that a Dial-A-Ride trip length needs to be comparable to the time that it takes to make the same trip on a fixed route bus or train system.
 - Analysis revealed that Dial-A-Ride trips were taking longer than the fixed route system for approximately two-thirds of the transfer trips being made.
 - The resulting recommendation in the plan was to eliminate transfers.
 - Valley Metro will provide the trips with the regional provider at a cost of \$4 one way.
- The last two public meetings combined were attended by approximately 150 people with enthusiastic support for proposed recommendations.

- Financial impacts of new trips resulting from providing regional travel total approximately \$1.3 million with the total program cost at \$2.25 million. There will be a savings for trips not made.
- The new program offers better service at a level at least as efficient as what is provided now.
- Today, the Valley Metro Board took the action of accepting the Paratransit Plan and approving the Paratransit policies.

Ron Brooks discussed next steps. Highlights included:

- Incorporate cost estimates into the preliminary budget
- Work with member cities to develop regional paratransit operating policies and procedures
- Negotiate a contract change order with current contractor, Total Transit
- Public outreach
- Finalize budgets and IGAs
- Implement service on or about July 1st

A Commissioner asked about calculation of cost and distribution. Mr. Brooks stated that regional service will be paid for 100 percent by each city for its residents.

Vice Chair Holley asked about the methodology for determining the location of expanded services. Ms. Ketcherside replied that this is a local decision made by Scottsdale years ago. Mr. Brooks added that regional service at the outset will consist of ADA certified travelers making ADA eligible trips. Individual cities can elect to provide regional service in a larger area, but this is not mandated.

Ron Brooks discussed ADA paratransit eligibility. Highlights included:

- Eligibility is determined at the Mobility Center, including in-person assessments.
- In Scottsdale, approximately 71 percent of the individuals who apply for paratransit are unconditionally eligible. Approximately 15 percent are conditionally eligible. Approximately 12 percent are temporarily eligible. Approximately 2 percent are not eligible.
- Most current customers are eligible for five years. Approximately 20 percent are on auto-recertification, meaning that their disability is not going to improve.
- For non-ADA eligibility, Scottsdale provides Dial-a-Ride in a larger footprint, that is not ADA mandated, including same day service for seniors 65 and older and for those with disabilities.
- Approximately two years ago, Scottsdale chose to have people who are not 65 come through the mobility center and obtain ADA certification in order to identify those who need the service, but who are not able to use the buses and Trolley. This practice was implemented regionally on July 1, 2015.
- Scottsdale does not currently participate in the ADA Platinum Pass Program.
 - It is a free Valley Metro bus or light rail pass for those who are ADA certified.
 - Goals include promoting use of the fixed route system.
 - Those who are conditionally eligible can use the bus and train sometimes. Each ride on public transit reduces the paratransit cost to the Region by approximately \$37.

- Even those who are unconditionally eligible may choose to use public transit, when they determine themselves that they are capable.
- One goal is to help reduce dependence on more costly paratransit Dial-A-Ride Service by offering a free pass. This allows Valley Metro to collect data on usage of fixed route services.
- The program is funded 100 percent at the regional level with no cost to participating cities.
- Another goal includes the establishment of a 15-member Valley Metro Accessibility Advisory Group.
 - The standing group will meet regularly and will advise staff in order to support use of these services.
 - The group should be geographically diverse and be representative of all member cities.
 - The committee should be in place and meeting by the end of Spring, 2016.

A Commissioner referred to the Platinum Pass Program costs and asked what would occur when the regional ADA funds are all expended. Mr. Brooks stated that costs are taken before JE is calculated and funds are distributed. These are very modest costs. The regional average cost per trip on a Platinum Pass is approximately 76 cents.

A Commissioner asked about cost savings for reduced Dial-a-Ride trips. Mr. Brooks replied that there is a travel planning program in place to assist riders with one-on-one training as requested. Approximately 50 people go through the program each year. In addition, there has been a pilot program in place for approximately one year, which provides free passes in order to collect data on transit use in comparison to Dial-a-Ride usage. The analysis is not yet complete, however it is likely that there will be a change in Dial-a-Ride usage and expansion of a rider's overall travel.

A Commissioner noted that there is no direct cost to the City for participating in the Platinum Program and asked why the City is not participating. Madeline Clemann, Transit Manager, stated that the Department was waiting to see the results, in order to determine participation and functionality. The City's demographics are slightly different than surrounding regions. They have now determined that it is a beneficial program. She noted that the City has been conducting travel training themselves, taking people from the Senior Center on a Trolley ride to a Valley Metro bus down to the rail, on a rail trip, to lunch and then reverse the trip back. Sky Train has also been incorporated. They are looking at perhaps having a similar program with passes for non-ADA individuals.

A Commissioner asked about a timeline for northern Scottsdale to have this service. Mr. Brooks replied that this is a local policy question for the City, as there is no mandate. Ms. Clemann added beginning in August of 2015, the City began providing Cab Connection vouchers to residents north of the canal. While ridership remains moderately low, it is gaining ground each month.

6. NEIGHBORHOOD TRAFFIC MANAGEMENT

John Bartlett, Traffic Engineer provided an update on the Cattletrack Road Neighborhood Traffic Management Project. Highlights included:

- Location is along Cattletrack Road between Lincoln Drive and McDonald Drive.

- This is a two lane roadway with a posted speed limit of 25 miles per hour.
- Concept consists of two large center median islands on the north and south portions of the project with a chicane treatment in the center.
- Originally presented to the Transportation Commission in November of 2014, where it was approved at an estimated cost of \$115,000.
- Project was brought back before Transportation Commission in September of last year.
 - At that time, the 90 percent design was completed as well as an updated engineer's estimate of construction costs.
 - Construction costs rose, due to the use of larger devices, the addition of the chicane treatment, design materials that were used to be sensitive to the rural character of the neighborhood as well as additional landscaping.
 - These items, along with consultant design fees, increased the cost to approximately \$183,000.
 - The project was again approved by the Transportation Commission.
- Since the most recent meeting, design is complete and has been sent to an on-call consultant for a bid.
 - The initial bid was \$245,400.
 - Traffic Engineering and Capital Project Management had several meetings with the contractor, resulting in reduction of costs in traffic control, mobilization and unit costs.
 - The final bid was \$191,600. The bid was verified by an internal construction estimator from the Capital Project Management Group.
 - In addition to construction and design costs, fees from the Capital Project Management Group are added to the overall project cost. Due to the complexity of the project, these fees are larger than a typical NTMP project of this size. Total CPM fees for the project total \$45,000 with \$24,000 being contributed to contingency costs of construction. Including CPM costs, total project cost for design, construction and one year of landscaping maintenance is \$282,000.
 - If approved this evening, there will be a request for a transfer of capital improvement contingency funds at the March 3rd City Council meeting, in order to begin construction on the project by the end of March.

Chair Olmsted asked for a review of the timeline. Mr. Bartlett stated that the project has been before the Transportation Commission a number of times. The first time was in April of 2014, when the Transportation Commission approved it as an exception to the program. It was brought back in November as part of an update as well as for approval of the construction estimate. It was then brought back in September of last year for re-approval, due to the increase in costs. Tonight's presentation is for final approval.

Chair Olmsted asked for an explanation of the cost increase. Mr. Bartlett replied that when engineers estimate construction costs, they tend to use recent projects as a basis for estimates. In providing estimates, contractors are obtaining quotes from subcontractors for work to eventually be done. Fluctuation in estimates is one factor in the increase. Paul Basha, Director of Transportation, added that this has been a very complicated project, ongoing for over two years. The project site is a unique neighborhood and an atypical street, being constructed before Scottsdale became a city. It is a very rural in character, without curb, gutter and sidewalk. The unusual nature of this traffic calming project made it more expensive to construct than had been envisioned.

VICE CHAIR HOLLEY MOVED TO APPROVE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE THE BUDGET INCREASE FOR THE CATTLETRACK ROAD NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECT. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONER GRAHAM AND ROSENBERG WERE ABSENT.

7. CAPITAL IMPROVEMENT PROGRAM

Mr. Basha provided the report. Highlights included:

- The CIP Program is a draft five year program updated annually. In the first couple of year, estimates and projects are relatively definitive. In years two through five, there is more ambiguity in the projects and estimates.
- This item will be before City Council in a work study session on March 1st for approval in June for the new fiscal year beginning July 1st.
- Completed projects in the last fiscal year include:
 - Thomas Road streetscape, McDowell Road Bridge Project and North Canal Bank path improvements.
 - Neighborhood Traffic Management projects, including Granite Reef and 86th Street and Cholla Road project.
 - Three sidewalk projects.
 - Dust control mitigation on three roads which were recently paved.
 - First phase of the Anasazi Path project adjacent to Anasazi School.
- Projects under construction include:
 - Traffic calming at Chaparral Road west of Scottsdale Road.
 - Several isolated projects on Frank Lloyd Wright in the vicinity of the Pima Freeway southeast.
 - Median modifications and restriping at 100th Street in the vicinity of Thompson Peak Parkway.
 - Arizona Canal Multiuse Path project from Chaparral Road to Indian Bend Road.
- Projects in design phase include:
 - Mustang Transit Center.
 - Hayden and Thomas Intersection project.
 - Raintree Drive connection from Scottsdale Road at Thunderbird Road to the Pima Freeway Raintree Interchange.
 - Underpass under Shea Boulevard and at 124th Street.
 - Anasazi path and Cactus Road alignment.
 - Cattletrack Neighborhood Traffic Management Program.
 - Sidewalk improvements at vicinity of transit improvements at the Scottsdale McDowell intersection.
 - WestWorld Path Connections.
 - Roundabout at the entrance to Mountainside Middle School.
 - Right turn lane improvements at the Intersection of 124th Street and Via Linda.
 - Crosscut Canal Bridge Project west of 68th Street and south of McDowell Road connecting the portion of Scottsdale south of McDowell and west of Scottsdale Road to the Desert Botanical Gardens and Phoenix Zoo and the Crosscut Canal multiuse path system serving Scottsdale, Tempe and portions of Phoenix.
 - Multiuse trail adjacent to Scottsdale Road from Happy Valley Road to Carefree Highway.

- Roundabout project at 90 Street and Via Linda.
- Tentative approval has been received from Maricopa Association of Governments (MAG) regarding four recent requests:
 - McDowell Road bicycle lanes.
 - Hayden Road and Chaparral Road underpass.
 - Thomas Road video detection project.
 - Bicycle lanes at Osborne Road between Scottsdale Road and Hayden Road. This includes sidewalk improvements, adjacent landscaping and a roundabout at the Miller Road and Osborn Road intersection.
- One new project is at Happy Valley Road from Pima Road to Alma School Parkway. The Department lobbied MAG extensively to include the widening of Happy Valley Road from two lanes to four lanes in the regional program. MAG granted approximately \$7 million for the project. The voters elected to not tax themselves via the bond election for the Scottsdale share of the project totaling \$5 million. This project was the number one priority of the City Council. The Department is recommending to the Transportation Commission and the City Council to provide \$5 million in funds for the project.

Chair Olmsted commented that the project was not needed. Vice Chair Holley asked about the possibility of refusing the federal funds or having them fund another project. Mr. Basha stated that the Transportation Commission is free to recommend to the City Council that the project be removed from the CIP Program. The Department will be recommending that it be included in the CIP Program for several reasons. The project was identified by area residents. It has been on the circulation element, the precursor to the Transportation Master Plan for more than 20 years. It is the 21st highest ranked congested street in the City. It is at approximately 94 percent of capacity currently. From a transportation perspective, the roadway should be widened from two lanes to four lanes. Vice Chair Holley questioned why the project was voted down by residents. Mr. Basha replied that this has been discussed a number of times. The citizens voted to not tax themselves to pay for the project, which does not necessarily mean they voted to not have the project.

Vice Chair Holley asked about the area at 90th Street and Via Linda and what would be cleared in order to do the work. Mr. Basha stated that the intersection has several turn lanes, which are not needed with a roundabout. Contrary to popular belief, roundabouts do not require very large right-of-ways. There is adequate area to install a roundabout at the intersection.

Chair Olmsted stated that the transportation bonds did not pass and there is a staggering amount of other needs. He asked whether a warrant study has been performed. Mr. Basha confirmed that a study has been done which found that this area is in the 21st rank for congestion in the City and operates at 95 percent of capacity. A Commissioner asked about potential developments that could lead to further congestion. Mr. Basha stated that extensive development is planned on vacant properties east of 118th Street and south of Happy Valley Road, including 1,000 homes. There are currently no connections to Dynamite Boulevard. A connection is planned from 118th Street just south of Ranch Gate Road to Dynamite Boulevard in the future.

A Commissioner asked about construction on Happy Valley Road and whether developers are required to participate in street widenings. Mr. Basha confirmed that this is a requirement for adjacent developers. The portion of Happy Valley Road at Pima Road was reconstructed

several years ago to provide an alignment with Happy Valley Road west of Pima Road. That was a relatively expensive project. Funds from adjacent developments north and south of Happy Valley Road, east of Pima Road to Alma School Parkway were used for the reverse curve construction and full width construction, rather than widening portions of Happy Valley Road immediately adjacent to private development. Additionally, there are segments of Happy Valley Road that have a raised landscaped median, and this full width median was constructed with partial half-street construction funds.

Phillip Kercher, Traffic Engineering and Operations Manager added that along Happy Valley, the north side is developed out. The south side is developed out, mostly larger lots and not likely to redevelop. As such, there are no potential projects along that segment that would likely build those portions. There has been quite a bit of rezoning in this area of town, which has residents concerned about additional development and traffic, the vast majority which ends up on this section of Happy Valley.

Chair Olmsted clarified his comments to state that he is not against the project, but noted the expense in light of how quickly things change.

A Commissioner asked about the reference to 2018. Mr. Basha stated 2018 would be the calendar year that construction is anticipated to begin. The Commissioner voiced agreement with Chair Olmsted that there are many other needs and this may not be the most pressing. Vice Chair Holley said he would be amenable to providing a small amount of seed money with the idea that it would be matched by developer contributions. He disagreed with the prospect of spending the entire budget on one project. A Commissioner opined that it was a worthy project, however, he concurred with Chair Olmsted and Vice Chair Holley that other projects should take priority. Mr. Kercher addressed redirecting the funds, stating that funding can be reprogrammed, however the Department would have to request the change from MAG. This only applies to streets that MAG considers to be regional streets. This eliminates funding for a large number of streets. Other streets that do qualify already have funding.

Mr. Basha continued the presentation:

- Three projects were postponed:
 - Pima Road from Pinnacle Peak Road to Happy Valley Road within the five-year program.
 - Raintree Drive from Scottsdale Thunderbird to the Pima Raintree Interchange does not include the Pima Raintree Interchange improvements. That project has also been delayed within the five years.
 - Alma School Parkway and Jomax Road was in the fifth year of the CIP and has been pushed outside of the five-year program. Alma School Parkway in this vicinity is in need of being upgraded to the Transportation Master Plan cross-section.
 - The cost for all three projects is \$8.4 million.
- There are several ongoing programs included in the CIP:
 - The Neighborhood Traffic Management Program has historically been provided \$250,000 each year for citizen requested projects annually. This was reduced to \$200,000 for the current year.
 - Sidewalk Improvement has historically been provided \$350,000 annually. Last year's request and next year's request are for \$100,000.

- Bikeway Improvement has historically been provided \$500,000 annually. Last year's request and next year's request are for \$300,000.
- Trails Improvement has historically been provided \$350,000 annually. Last year's request was \$200,000 and next year's request is \$100,000.
- Intersection Mobility Enhancements has historically been provided \$2 million annually. In recent years, it has been reduced to less than \$1 million. The current year funding was \$500,000.
- For traffic signal construction, the Department recommends funding at \$300,000 annually.
- For transit stop improvements, no CIP money was spent during the current year. A portion of proceeds from the sale of property previously designated for a park and ride lot were used to fund improvements. Next year's budget is \$200,000 and \$100,000 for each year following.

Chair Olmsted asked for more detail on the bikeway program. Mr. Basha replied that the program consists of bicycle lane, multiuse paths or bicycle route signing. The program's focus is to connect currently disconnected segments. Susan Conklu, Senior Transportation Planner, added that program funding has also been used for CIP programs where small amounts of additional funding are needed. In response to a question from a Commissioner, Ms. Conklu stated that upgrades contributed towards achieving the City's goal of reaching gold level for bike friendly cities.

Mr. Basha discussed programs and funding levels as follows:

- Pavement Overlay Program: Current budget includes \$6.4 million for next fiscal year and \$6.6 million for the next four years in addition to the bond monies that were approved by voters in November 2015, approximately \$12.4 million.
- Signal system improvements at \$1.3 million as a one-time, one year expense.
- New vehicle storage yard at \$500,000 in the vicinity of the Pima Road/Dynamite Boulevard intersection. The City intends to purchase the property and incorporate it into the Preserve. One area of the property has historically been used by private developers as a vehicle and construction staging area. The intention is to improve the area and wall it off for use as vehicle storage. This will result in considerable operating cost savings.
- Stormwater drainage grate improvements in order to increase safety for bicycle travel at \$100,000 per year for the next five years.

Unmet transportation needs include:

- Downtown sidewalk improvements.
- 128th Street and Via Linda intersection roundabout at a cost of \$800,000.
- Improve connection between Indian Bend Wash and Downtown Scottsdale along Second Street at a cost of \$400,000.
- 112th Street and Shea Boulevard multiuse paths.
- Connection between Via Linda Senior Center and Scottsdale Ranch Park.
- Installation of wayfinding signs and directional signs at the Indian Bend Wash multiuse path area at a cost of \$600,000.

Highlights of the ensuing discussion included:

Mr. Basha welcomed differing recommendations from the Transportation Master Plan for the Capital Improvement Program to City Council. Transportation Commission recommendations

will be included in the Department's recommendations to Council on the Capital Improvement Program.

Vice Chair Holley asked about the potential for further consideration prior to a vote. Mr. Basha clarified that the City Council's work study session is scheduled for March 1st. Council will likely vote in May on a budget for the Capital Improvement Program. The Capital Improvement Program planning process has been extended in comparison to previous years, in part because of the bond election.

Mr. Basha discussed the Happy Valley Road project. He reviewed that funding of \$7 million in federal funds through MAG would be matched with approximately \$5 million from the City. There is a related problem in that during the last five years, the Transportation Department has repeatedly postpone projects, due to lack of local match availability. What will be before the Department in the next five to 20 years is a large City allocation necessary as its portion for MAG funding. The magnitude is evident, as the Department has projects in the next five to 20 years totaling \$445 million, \$340 million of which would be funded by MAG using regional and federal funds. The City's commitment would be \$105 million. The City has already committed to MAG that, it will allocate City funds of \$105 million sometime in the future. MAG, in turn, has committed to providing the City with \$340 million for various projects. During the March 1st City Council Work Study Session, Dan Worth will be explaining the situation to the City Council. The bottom line is that the City will need to come up with \$105 million in the next five years in order to receive the funds that MAG has allocated for the City. This is of particular concern to Mayor Lane.

In response to a question from Vice Chair Holley, Mr. Basha replied that the expenditure of the \$105 million does not affect the current five year plan. Chair Olmsted added that it is an identified regional amount of money held as a placeholder. Mr. Basha stated that the funding is for large road construction projects. He added that a more in-depth discussion on the issue will be included in a future agenda.

Mr. Basha stated that Randy Ghezzi, Street Operations Director, was present to address City pavement issues. Chair Olmsted discussed that during the financial downturn, funding for pavement maintenance was reduced significantly. He worked to gain consensus in 2013/2014 to increase the budget. He recommended exploring a reduction in this portion of the CIP. Mr. Ghezzi stated that the overall budget target two years ago was to reach a pavement condition index (PCI) of 80 in the City. To achieve this goal would require a budget of approximately \$13.2 million to reach and sustain a PCI of 80. This budget this year is \$9.5 million. If the bond funds are spread to three to five years, this will put the budget close to the \$13.2 million. If the budget is not sustained, there will be a continual slide in pavement quality. To maintain a PCI of 70, \$11 million in funds will be required per year. He added that prices increase over time. With the bond funds, the Department will be able to overlay a significant number of arterial roads. Once the overlay is completed, it is critical to sustain a level of funding to continue to maintain the roadways.

Chair Olmsted asked whether there is anticipated to be a time when the entire system is relatively stable. Mr. Ghezzi replied that such a situation would only be for a very short period of time. The bond funds will cover approximately 1.1 million square yards. The network as a whole contains 20 million square yards.

Vice Chair Holley inquired as to the sustainability of a long-term plan. Mr. Ghezzi stated that if funding is increased to achieve an 80 PCI, the Department can take \$10 million to sustain

what is built. There will be incremental annual increases. A Commissioner asked whether the maintenance costs are predicated on the use of crumb rubber asphalt. Mr. Ghezzi replied that if crumb rubber asphalt is used, it should be noted that the price for material will increase and the budget will increase at a much higher rate. With crumb rubber asphalt, historically the road must be milled off and overlaid at seven year intervals.

A Commissioner asked about materials currently being used. Mr. Ghezzi stated that a performance graded binder is currently being used, which reduces rutting at intersections.

Chair Olmsted referred to the list of 27 ranked projects and summarized that there are concerns over the Happy Valley Road Pima Road to Alma School Parkway project. The Commission would like to examine approaches for the downtown sidewalk improvements. The seven programmatic accounts, including neighborhood traffic management, sidewalk improvement, bikeways, trail improvement, intersection mobility, traffic signal and transit stops are viewed positively by the Commission. From an all modes perspective, these seven categories are the types of programs that should be funded appropriately.

Chair Olmsted suggested that Commissioners review the list of new and amended projects ahead of an upcoming meeting at which time the discussion can continue. He suggested the possibility of postponing the \$5 million Happy Valley Road project and to review what opportunities exist in its place. Vice Chair Holley suggested considering a roundabout in lieu of the more significant widening proposals for Happy Valley. Mr. Basha stated that the intersection of Alma School Parkway and Happy Valley Road has been stipulated for a private developer to fund improvements. This is not included in the Happy Valley Road project and is separately funded.

Chair Olmsted ask about options if the Happy Valley Road project is postponed or removed. He asked for an update on the downtown sidewalk improvements. Mr. Basha replied that this is listed as the number two project on the list, which is included as an unmet need on the failed bond question. Chair Olmsted referred to the previously mentioned \$1.2 million cost. Mr. Basha replied that this reflects first phase costs towards a total project cost of \$4 million. Chair Olmsted recommended moving the downtown sidewalk improvements back on the CIP list as a high priority, and agendizing a discussion on what will be accomplished with the \$4 million budget.

A Commissioner asked whether the \$7 million from MAG for the Happy Valley project could be used for other projects. Mr. Basha replied that funding is for specific projects and is not transferrable. The \$7 million granted was specifically for this project. If the City no longer wants to do the project, the monies return to the funding pool for all member agencies.

Chair Olmsted asked for an explanation of the \$5 million cost for the CAP Canal Path from Horizon Park to Stonegate Equestrian Park underpass. Ms. Conklu stated that this is a long distance project, which increases the cost and likely includes design as well. The project will connect neighborhoods with high horse activity. It is also a location of regional connectivity.

Chair Olmsted referred to the Jomax Road improvements east of Pima, stating that this is a low volume area and questioned the possibility of completing the trail connection without roadway improvements. Mr. Kercher replied that the trail was ancillary to roadway improvements and could be done separately through the Trail Program or as a separate project.

Mr. Kercher stated that as part of the CIP list, the Department has to define its projects and complete a cost estimate and ranking before being input into a financial system program to list projects and determine which will be submitted to City Council. When the list was initially presented in November, this was staff's recommendation on priorities. After receiving input from the Commission and receiving direction regarding the bond projects, the list was reprioritized and presented at today's meeting.

Chair Olmsted identified the two major issues, the cost of the Happy Valley Road project and downtown sidewalk improvements, as well as looking at the seven programmatic cost categories. He suggested that Commissioners further review the list and schedule the topic in a future meeting. Mr. Basha stated that staff will email a revised draft list to Commissioners based on input received.

A Commissioner suggested potential action to downgrade the Happy Valley project as a priority. Mr. Basha stated that should the Commission wish it, they could recommend to City Council that the Happy Valley Road project not be funded.

COMMISSIONER BRETZ MOVED THAT THE HAPPY VALLEY ROAD PROJECT NOT BE FUNDED IN THE NEXT FIVE YEAR CAPITAL IMPROVEMENT PROGRAM. VICE CHAIR HOLLEY SECONDED.

Chair Olmsted stated that his preference would be allow staff to come back to provide an overview of the implications of losing the MAG participation. Vice Chair Holley stated that his understanding of the motion was that the project would be deferred for five years and not necessarily removed. A Commissioner added that the recommendation is going to City Council, who will not be taking action immediately. In response to a question from Chair Olmsted, Mr. Kercher stated that the Happy Valley arterial lifecycle program funds are programmed for the 16/17 fiscal year, beginning with design. If the project is delayed, a request would have to be submitted for reprogramming. A Commissioner stated he was unable to support the motion, citing the ramifications of refusing \$7 million.

THE MOTION CARRIED BY A VOTE OF THREE (3) TO TWO (2). CHAIR OLMSTED AND COMMISSIONER STICKLES DISSENTED. COMMISSIONER GRAHAM AND COMMISSIONER ROSENBERG WERE ABSENT.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

There were no items to discuss.

9. PUBLIC COMMENT

There were no public comments.

10. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

There were no items to discuss.

11. ADJOURNMENT

With no further business to conduct, Chair Olmsted adjourned the regular meeting at 9:30 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>**