



## Transportation Technical Advisory Committee THURSDAY, AUGUST 15, 2019 – 10:00 AM

Kearny Town Hall | 912 Tilbury Drive, Kearny, AZ 85137

### MINUTES

#### MEMBERS PRESENT:

Scott Warren - *Chair*  
(Gila County)

Anna Flores  
(Kearny)

Curtis Ward  
(Payson)

Tara Harman  
(Pinal County)

Rick Powers  
(Globe)

Lana Clark  
(Superior)

Jason Bottjen - PHONE  
(ADOT – MPD)

#### MEMBERS ABSENT:

Tim Grier  
(Star Valley)

Don Jones  
(Mammoth)

Sandra Shade  
(Ak-Chin Indian Community)

VACANT  
(Hayden)

Tara Chief  
(White Mountain Apache Tribe)

Charles Russell  
(San Carlos Apache Tribe)

Joe Heatherly  
(Miami)

#### GUESTS PRESENT:

Martina Burnam  
(Kearny)

#### CAG STAFF:

Travis Ashbaugh  
(Transportation Planning Manager)

#### I. CALL TO ORDER

Chair Warren called the meeting to order at 10:02 AM.

#### II. PLEDGE OF ALLEGIANCE

Chair Warren led the Committee in the Pledge of Allegiance.

#### III. ROLL CALL

Roll call was taken. Seven (7) voting members were present in person, constituting a quorum as established by the CAG TTAC Bylaws.

Central Arizona Governments  
2540 West Apache Trail, Suite 108  
Apache Junction, Arizona 85120  
www.cagaz.org

Tel: 480-474-9300  
Toll Free: 800-782-1445  
TDD: 480-671-5252  
Fax: 480-474-9306

**IV. INTRODUCTIONS & TITLE VI NOTICE**

Introductions were made by those present in the room and on the phone. Mr. Ashbaugh, at this time, read a statement of where and how to file a complaint with regard to Title VI violations.

**V. APPROVAL OF MINUTES – (July 11, 2019)**

Chair Warren stated there was a correction needed under item “VI Standing Reports – A(1) where verbiage should state “...is now moving forward...” and not “...is not moving forward...” Mr. Ward made the motion to approve the July 11, 2019 with the change as presented. Ms. Flores seconded the motion. The motion passed unanimously.

**VI. CALL TO THE PUBLIC**

No one answered the call to the public.

**VII. STANDING REPORTS**

**A. Member Jurisdictions**

**Gila County**

Chair Warren reported the County is currently moving forward with the Temporary Construction Easement (TCE) on one property for the “**Colcord Rd**” bridge project (**Project # GIL 17-01D**) as part of a detour that will run through the property.

**Payson**

Mr. Ward reported on two (2) items:

1. Painted Skies Engineering has been selected for the design of the “**Granite Dells Road**” project (**Project # PAY 19-01D**) under the HURF Exchange program. However, the Town has not approved the contract to date. Painted Skies Engineering has been selected for the design.
2. The Forest Service has moved to transfer the property through the high school that is needed for the “**Longhorn Road & McLane Road Roundabout**” project (**Project # PAY 19-02D / PAY 24-01C**). Once the school district obtains the property, the Town will ask for them to dedicate it to the Town as they were unable to obtain it directly.

**Pinal County**

Ms. Harman provided an update on the Pinal Regional Transportation Authority (PRTA). She stated the escrow account has collected \$21.1 million to date from the half-cent sales tax and that it’s building at a higher rate than originally anticipated. She also provided an update of the litigation that’s ongoing. Oral arguments will be heard on September 16, 2019 with anticipation of a decision in December 2019/January 2020. General discussion regarding the lawsuit followed.

**Globe**

Mr. Powers had two (2) items to report:

1. The “**Oak Street/Hill Street**” pavement rehabilitation project (**Project # GLB 17-01C**), was completed in July 2019. However, there is an outstanding claim from the contractor that is preventing the close-out of the project. The claim was escalated to the State Engineers office and are currently working it out.
2. The “**Broad Street**” rehabilitation and upgrades project (**Project # GLB 18-01C**) is fairly

complete. However, during paving, damage was done to an old culvert which now is in need of major repair that isn't covered under contract. The City will be requesting additional funds later in the meeting.

**Kearny**

Ms. Flores expressed the Town's anticipation for the PRTA lawsuit to be resolved so they can proceed with their street projects that were planned as a result of PRTA sales tax.

**Superior**

Ms. Clark had three (3) items to report:

1. Many of the local streets are being worked on.
2. Work under the Community Development Block Grant (CDBG) program for Besich park is currently underway in order to hold larger events such as the upcoming Prickly Pear Festival.
3. Request for Proposals to review Architects involving Superior's proposed Multi-Generational Center.

**B. Multi-Modal Planning Division, ADOT**

Mr. Bottjen stated that the MPD section of ADOT has started the P2P process for the FY 2021 to FY 2025 Five-Year Transportation Construction Program. There was a Call-for-Projects nominations sent to the COGs/MPOs, ADOT District staff, and all the MPD managers back in April 2019. The project list in June/July 2019 was given a ranking after a technical review. P2P workshops are being scheduled in October 2019 with COG/MPO staff receiving invitations to attend.

Mr. Bottjen stated the final list of approved projects submitted for the Call-for-Projects of Highway Safety Improvement Program (HSIP) funds for FY 2023 and FY 2024, will be coming out shortly. He stated that 75 percent of the available \$70 million over those two fiscal years are going to local projects, with the remaining 25 percent towards state projects. The eligibility letters will be sent out by October 31, 2019.

**C. District Engineers, ADOT**

No District Engineers were present.

**D. CAG Transportation Planning Update**

Mr. Ashbaugh reported on three (3) items:

1. CAG has received a few applications for the CAG/SCMPO Mobility Manager position for an October 1, 2019 start date. Interviews are anticipated to be last week of August or first week of September 2019.
2. CAG is expecting for 5305(e) Transit Planning funds to be available soon through ADOT. He stated that Gila County is looking to do a Transit Governance Study.
3. The Pinal County Transit Governance Study is currently in contract negotiations with Nelson\Nygaard. A kick-off meeting is expected to be scheduled for September 10, 2019.

## VIII. OLD BUSINESS

### Transportation Improvement Program (TIP)

Mr. Powers requested the remaining **\$38,815.65** of FY 2020 available STBGP funds to be applied towards the **“Broad Street”** project (**Project # GLB 18-01C**) for cost overruns due to an old culvert being damaged during construction. The funds would be used towards repairing the culvert. Mr. Powers provided a detailed handout regarding options and estimated costs for the repair.

Mr. Ward made a motion to apply the remaining **\$38,815.65** of FY 2020 available STBGP funds to be applied towards the construction of the **“Broad Street”** project (**Project # GLB 18-01C**). Ms. Clark seconded the motion. The motion passed 6-0 in favor of the motion with Mr. Bottjen abstaining from the vote due to ADOT heavily involved with the project.

Chair Warren asked if an update on this particular item can be placed on the agenda as its own item for a more thorough discussion.

Mr. Ashbaugh requested that the **\$50,000** of FY 2022 STBGP dollars programmed for the Regional Traffic Counts project (**Project # CAG 22-01P**), to be transferred to the FY 2023 Regional Traffic Counts project (**Project # CAG 23-01P**). There would then be a total of \$100,000 in FY 2023 towards the Regional Traffic Counts project (**Project # CAG 23-01P**) that will cover a six-year span from FY 2023 to FY 2027.

Mr. Ward made a motion to transfer the **\$50,000** of FY 2022 STBGP dollars programmed for the Regional Traffic Counts projects (**Project # CAG 22-01P**) to be added to the FY 2023 Regional Traffic Counts project (**Project # CAG 23-01P**). Ms. Flores seconded the motion. The motion passed unanimously.

Mr. Ashbaugh posed a question whether or not a ten-year TIP is necessary. He stated that he has concerns for those projects that are in the years six through ten. The uncertainty of those projects needing additional funds due to inflation, etc., will propose funding challenges with the little funding that is available within the TIP. Discussion pursued on various scenarios and the consensus was to keep it at a 10-year TIP. Mr. Powers suggested that the local agencies who have projects in the latter years to provide an updated cost when they are within the next few Fiscal Years. The challenge is still not knowing what the lowest bid will be when the project actually gets advertised.

## IX. NEW BUSINESS

### A. CAG/Sun Corridor MPO Joint Project Agreement (JPA)

Mr. Ashbaugh stated that the JPA with the Sun Corridor Metropolitan Planning Organization (MPO) is with regards to the 5310 Mobility Management services that CAG preliminarily was awarded for the upcoming Federal Fiscal Year (October 1, 2019 to September 30, 2020). He explained that CAG needs to apply for these funds to fund the Mobility Manager position and the agreement is to cover both the CAG and Sun Corridor MPO transportation planning boundaries.

Ms. Harman made the motion to approve the CAG/Sun Corridor MPO Joint Project Agreement

for Mobility Management Services. Mr. Powers seconded the motion. The motion passed unanimously.

**B. CAG TTAC Voting Membership & Bylaws**

Mr. Ashbaugh stated that typically the member agencies have been represented by a staff person of their agency on the TTAC. Recently, the City of Globe requested Rick Powers, who is a self-employed consultant, hired by the City, to also be their alternate representative on the TTAC. He stated that the current Bylaws do not state specifically that the representative needs to be a staff member.

Mr. Ashbaugh stated he has some concerns, knowing that Mr. Powers does consulting work with other member agencies that could be competing for funds that the TTAC may need to take a vote on. He then discussed if Mr. Powers' attendance created the quorum needed for the meeting, and he decided to abstain from a vote, the quorum would still be intact since he would still be there in attendance. Mr. Ashbaugh then asked the TTAC if there were any issues with a consultant representing a member agency.

After discussion of different scenarios, the committee's consensus was to keep the bylaws the same as is and have any consultant who maybe representing a member agency, and has provided services for multiple member agencies on a given voting action to abstain from that vote.

Chair Warren asked for clarification regarding the Bylaws on Section III-B(2) regarding membership. Mr. Ashbaugh explained that membership of the TTAC consists of types; 1) Voting members, and 2) Non-voting members. The Non-voting members are the individual Cities and Towns within Pinal County, that are within the Sun Corridor MPO and the Maricopa Association of Governments (MAG), who requested to remain part of the distribution of materials for TTAC, but have no voting rights, as they are represented in the Sun corridor MPO's and MAG's committees for transportation decisions. The Non-voting members also include the ADOT Districts within the Region.

**C. Meeting Schedule for CY 2020**

Mr. Ashbaugh went over the tentative schedule for the TTAC meetings for the Calendar Year 2020. Discussion pursued regarding if the TTAC meeting should remain on the second Thursdays of each month at 10:00 AM. All in attendance agreed to keep it the same. Mr. Ashbaugh also pointed out the meetings in March, June, September, and December were moved to the third Thursday of that month in order to accommodate a scheduling conflict with the "Every Day Counts Local Public Agency" quarterly meetings. He stated he would like to attend those meeting but never has the chance due to the current TTAC schedule. All in attendance agreed to those changes.

Mr. Ashbaugh then requested volunteers to host any of the CY 2020 meetings and stated that he would be in touch in the near future to confirm locations.

**D. BONITA STREET TIP PROJECT DEBRIEFING**

Mr. Ashbaugh prefaced the reasoning for this agenda item by stating, a discussion pursued last

TTAC meeting in potentially having a member agency, who recently completed a project within the TIP, to provide an overview from start to finish. He said the goal is to understand what all member agencies could take away from such a project should anyone encounter similar situations or prevent.

Mr. Ward then proceeded to provide his synopsis of the Bonita Street Project:

The project originally had a larger scope and involved Philip Street as well. Sometime approximately around FY 1999, the project was programmed in the CAG TIP as two separate phases. Phase I involved Philip Street and Phase II involved Bonita Street.

The Design for Phase I was programmed for FY 2004 and construction followed shortly thereafter under the old Highway User Revenue Fund (HURF) Exchange program of that time. Phase I was completed extremely efficiently. There were approximately fifteen (15) parcels that the Town needed to acquire Right-of-Way (ROW) from. Also, in order to not have to move the power lines into private property down the roadway, "Alley Arms" were installed to save on costs of the overall project.

The Design for Phase II was programmed around the FY 2007/FY 2008 timeframe. In the middle of the negotiations for approximately nine (9) ROW acquisitions, ADOT canceled the HURF Exchange program, due to the economy crashing, and essentially halted the project immediately and therefore killed the project. In FY 2012, Design was reprogrammed using federal dollars under the Surface Transportation Program (STP), which is now the Surface Transportation Block Grant Program (STBGP). Since federal dollars are being used, the design essentially had to start from scratch. During the initial design, the cost estimate was too high so the project had to be scaled back. Mr. Ward stated that one side had curb and gutter with a sidewalk, with the other side with neither, to allow for drainage. Curb and gutter on both sides would have meant adding additional drainage mitigations measures that would have added to the overall cost.

Discussion then began regarding Partial Lien Releases that Phase II encountered while acquiring the ROW. A Partial Lien Release is entrusted with the bank, to where if the property owner is behind with their payments of the property, the bank would have the authority to release the lease for the first ten-feet of property so that the Town could acquire. However, the bank would not release the lease, preventing the Design to be completed. The construction finally commenced in FY 2017 for Phase II and was completed in FY 2018. Overall, the project took approximately 19 years from the moment it was programmed until the construction was completed and more than doubled in the initial cost, with a reduced scope of work.

**X. SCHEDULING OF NEXT MEETING**

Mr. Ashbaugh stated that the next meeting is scheduled for Thursday, September 12, 2019 at 10:00 AM and will be held at the Gila County Public Works Conference Room located at 745 Rose Mofford Way, Globe, AZ 85501.

**XI. ADJOURNMENT**

Chair Warren adjourned the meeting at 12:08 PM.