

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL EXECUTIVE COMMITTEE MEETING
August 18, 2003
MAG Offices
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor Wendy Feldman-Kerr Queen Creek,
Chair

Mayor Keno Hawker, Mesa, Vice Chair

Mayor John Keegan, Peoria, Treasurer

Mayor Mary Manross, Scottsdale

Mayor Skip Rimsza, Phoenix

Mayor Joan Shafer Surprise

* Mayor Woody Thomas, Litchfield Park

* Not present

Participated by videoconference or audioconference

1. Call to Order

The Executive Committee meeting was called to order by Chairman Wendy Feldman-Kerr at 12:13 p.m.

2. Approval of the June 16, 2003 Executive Committee Meeting Minutes

Mayor Manross moved to approve the June 16, 2003 Executive Committee minutes. Mayor Keegan seconded, and the motion was carried unanimously.

3. Regional Transportation Plan Update

Dennis Smith reviewed the time frame for the Regional Transportation Plan (RTP). He stated that the TPC would meet on September 17, 2003 to approve a final plan. This plan would then go to the Regional Council for approval on September 24. Mr. Smith noted that if the TPC does not make a decision on September 17, there is an optional meeting scheduled for September 29. This means that the Regional Council would have to hold a special meeting on September 30, 2003 to approve the plan.

Mr. Smith reviewed the history leading up to where we are today on the RTP. He noted that in 1996, under the leadership of Mayor Scruggs, the revenue forecast was refined and \$500 million was used to accelerate the transportation system. In 1998 when Mayor Giuliano was

Chairman, using TEA 21 funding and financing mechanisms provided by the legislature, we were able to accelerate the completion of the regional freeway system from 2014 to 2007. Mr. Smith continued on to 2002 under the leadership of Mayor Rimsza, when MAG reformed its Governance process, resulting in the formation of the Transportation Policy Committee and the business community having a seat at the table in the regional transportation policy-making process. Prior to the development of the TPC, Mayor Hawker chaired the Transportation Subcommittee that laid out the structure for the TPC. Mr. Smith stated that now, under the leadership of Mayor Wendy Feldman-Kerr, the process is being implemented. He added that the RTP would need to go through the air quality process for conformity at the Legislature in November. Mr. Smith stated that he is proud of MAG staff for their hard work and keeping pace with this schedule.

Eric Anderson gave a presentation on the current RTP. He noted that there is a total of \$17.1 billion of funds available, less \$1.8 billion for interest and ADOT commitments. This leaves \$15.3 billion net available. He then reviewed the funding by mode. For the RTP Draft Final Stage, there are 59 percent of funds allocated to freeways, 31 percent to transit, eight percent to streets and two percent to other modes, such as bikes and pedestrians. Mr. Anderson then gave a breakdown of dollars allocated to freeway and highway improvements.

Mr. Anderson stated that the HOV system would be completed, as well as an eight-mile section of I-17 and \$500 million to widen I-10 round the Broadway curve. He noted that the plan also includes new traffic interchanges on Grand Avenue and HOV connectors on the I-10 to the Santan Freeway; I-17 and Loop 101; and SR 51 and 101 Loop. Mr. Anderson stated that some of the new facilities include the 303 Loop, the I-10 Reliever, and the Williams Gateway Parkway. He reviewed the Super Grid System for transit that involved new, enhanced, existing and rural service. The proposed freeway and arterial BRT routes include Scottsdale Road, Rural Road and Arizona Avenue. Mr. Anderson stated that the High Capacity Corridors include two, five-mile sections to Metro Center and downtown Glendale that are locally funded. He explained that the High Capacity Corridors also include 10 to 11 miles out I-10 to the Cricket Pavilion, 11 to 12 miles to the Paradise Valley Mall, two miles into South Tempe and two and one half miles in Mesa.

Mr. Anderson reviewed the fiscal balance of the plan. He explained that the total revenue is \$15.3 billion; the project costs are 14.7 billion plus contingency at 1.4 billion for a total cost of \$16.1 billion. This leaves a \$.8 billion deficit. Mr. Anderson explained that ADOT refined some numbers and was able to reduce the costs of the Loop 303 and South Mountain by \$.45 billion.

Mayor Shafer asked where the savings came from on the Loop 303. Mr. Anderson stated that ADOT was able to refine the numbers. He stated that there was no reduction in traffic interchange spacing. Mr. Smith stated that almost fifty percent of the regional funding continues beyond 2025. He noted that it is common to bond out past the 20 years just like

the existing plan. Mr. Smith believes that we can fund this plan. Mayor Shafer asked where is the priority list. Mr. Anderson stated that staff is working on that and should have something by weeks end. Mayor Rimsza stated that we have adopted a strategy where existing congestion is first priority. Mr. Anderson stated that existing congestion is first to be addressed, such as widening I-17 North, and projects like the I-10 Reliever are more long-term. Mayor Rimsza stated that he is concerned that project readiness will get ahead of congestion, and does not believe that it is in the best interest of the city. Mayor Shafer and Mayor Rimsza expressed their dissatisfaction with losing a freeway in the last plan.

Mr. Smith stated that it is also important to preserve land for new routes. Mayor Manross asked for more detail on reduced contingency and ADOT set-aside. Mr. Anderson stated that contingency could be reduced by \$400 million, which would reduce freeway contingency by about \$200 million, and arterials by \$50 million and light rail by \$34 million. Mayor Rimsza asked what the contingency would be reduced by overall. Mr. Anderson stated that contingency would be reduced by \$400 million out of \$1.8 billion, which is less than 25 percent. Mayor Manross asked if that is responsible. Mr. Anderson responded that as the contingency is reduced, the safety cushion is also reduced. He explained that because there is contingency for every project, there is a great deal of funds. He also stated that safeguards have been established in this plan, such as lifecycle management and firewalls for each mode.

Mr. Smith stated that from a policy perspective, in 1985 we built the freeways and ADOT maintained them. He explained that with this plan, interstate maintenance would come out of the half-cent sales tax. Another option would be to index the gas tax. He stated that this would put more money into the system. Mayor Rimsza noted that he believes that it is very risky to reduce the contingency and opposes doing so. Mayor Shafer agreed. Mr. Smith explained that the 1985 funding was very different. He noted that there was not a contingency fund on every project in 1985, and the revenue forecast came from the legislature. This plan also includes a lifecycle program and every mode will have a firewall.

Mayor Hawker asked how this would sell to the Legislature. Mr. Smith stated that there are safe guards incorporated into the plan. Mr. Anderson responded that the plan is fiscally balanced if we use ADOT bonding. He noted that dropping projects is also an option. Mayor Rimsza recommended focusing on public approval. Chairman Feldman-Kerr asked about the ADOT set aside. Mr. Anderson said the \$410 million set-aside is for unforeseen projects over the next 20 years and that this could also be reduced proportionately. Chairman Feldman-Kerr asked if the contingency is at 10 percent of ADOT funds. Mr. Anderson confirmed.

Mayor Shafer asked how she would sell this plan to her public. She noted that her citizens are concerned about the lack of freeways in the West Valley. Mayor Rimsza noted that the West Valley is a small percentage of voters. He explained that the mass voting population is in the East and North East Valley and Phoenix. Chairman Feldman-Kerr stated that the

focus should be on what is the best plan to adopt. Mayor Rimsza stated that he believes it is a fundamental transaction and that voters will be asking if the route that they travel will be improved and when. He also believes that it is a service in a specific time frame.

Mayor Keegan asked how definite the September 17 date. Mr. Smith stated that the law requires us to have an adopted plan by September 30 for air quality confirmity, and the plan needs to be approved by the Regional Council. Final approval, including air quality conformity, is required by November 30 by law. Mayor Rimsza stated that if we start postponing, things would start to cascade. He explained that the sooner we get in the field the better.

Chairman Feldman-Kerr asked if members had any other comments or questions. She noted that this agenda item was for information and discussion only.

4. ADOT Project Request

Mr. Anderson stated that ADOT requested to add a project on the Red Mountain Freeway from Gilbert Road to Val Vista Road to alleviate noise. He explained that this noise is being caused by an experimental section of random pattern tining, which are cuts in the concrete to assist with drainage. Mr. Anderson reported that to alleviate this noise, ADOT would need to place rubberized asphalt on this section of the freeway. He stated that ADOT has scheduled this segment for rubberized asphalt this coming Spring, but would need to move the project up to this Fall. Mr. Anderson stated that this is a two and one half-mile segment acceleration.

Mayor Rimsza moved to approve creating a new project in the Fall of 2003 to accommodate rubberized asphalt being installed from Gilbert Road to Val Vista Road on the Red Mountain Freeway to alleviate noise caused by an experimental section of random pattern tining. Mayor Shafer seconded, and the motion was approved unanimously.

5. Americorps Volunteer for Homeless Veterans

Debbra Determan stated that MAG has the opportunity to sponsor a participant from Americorps through the U.S. Vets to work on homeless and domestic violence issues in the MAG region. She noted that the participant would work 32 to 38 hours a week from September 2003 through August 2004 and would be a U.S. Vet staff person. MAG would be responsible for mentoring and supervising the participant. Ms. Determan explained MAG's commitment of \$4,000 to the U.S. Veterans as a matching fund. MAG will also be required to sign a memorandum of understanding to begin the process. Ms. Determan stated that the candidate that MAG is looking at has a bachelor's degree in English and will be attending ASU for her master's in public administration.

Mayor Manross asked if staff would be able to lead or have a hand in the job duties. Ms. Determan stated that MAG would be involved in the development of the job description and action plan in combination with the U.S. Veterans.

Mayor Keegan moved to approve to proceed with entering into an agreement to provide sponsorship in the amount of \$4,000 for a 10-month participant from Americorps to work on homeless issues in the MAG region. Mayor Rimsza seconded, and the motion was approved unanimously.

6. Homeless Continuum of Care Update

Debra Determan stated that the Executive Committee discussed the Continuum of Care process at the June 16, 2003 meeting. She noted that the committee requested additional information and clarification on the continuum of care process used to rank and rate the applicants for the HUD application. Ms. Determan explained that MAG submitted an application to HUD for the Stuart B. McKinney Continuum of Care Consolidated funds for Maricopa County for 2003. She stated that a ranking committee was formed to review and rank the projects for Maricopa County. HUD will then determine their exact allocations to specific programs.

Ms. Determan reviewed the historical time frame and noted that in 1999, Maricopa County received \$7.7 million. In 2003, it is anticipated that the County will receive \$15.3 million. She explained that we are able to receive this increased based on how we leverage potential HUD funds. Ms. Determan stated that over the next couple of years, HUD would begin to look at a more outcome base process.

Mayor Shafer and Mayor Rimsza commented that the process looked good. Chairman Feldman-Kerr asked the committee if they had any additional questions. She stated that this agenda item was for information and discussion only.

7. Adjournment

There being no further business, the meeting was adjourned at 1:05 p.m.

Chairman
Chair

Secretary