

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING**

September 20, 2006  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Councilmember Peggy Bilsten, Phoenix, Chair	Mayor James Cavanaugh, Goodyear
Mayor Keno Hawker, Mesa, Vice Chair	Councilmember Pat Dennis, Peoria
Kent Andrews, Salt River Pima-Maricopa Indian Community	Mayor Boyd Dunn, Chandler
F. Rockne Arnett, Citizens Transportation Oversight Committee	Councilmember Cliff Elkins, Surprise
+ Councilmember Gail Barney, Queen Creek	# Mayor Hugh Hallman, Tempe
# Stephen Beard, SR Beard & Associates	* Eneas Kane, DMB Associates
Mayor Steven Berman, Gilbert	Joe Lane, State Transportation Board
Dave Berry, Swift Transportation	Mayor Marie Lopez-Rogers, Avondale
* Jed S. Billings, FNF Construction	Mayor Mary Manross, Scottsdale
Mayor Bobby Bryant, Buckeye	David Scholl, Westcor
	Mayor Elaine Scruggs, Glendale
	Supervisor Don Stapley, Maricopa County

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Peggy Bilsten at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Bilsten announced that Steve Beard and Mayor Hugh Hallman were participating by telephone and Councilmember Gail Barney was participating by videoconference. She noted that copies of the presentations for agenda items #6 and #7 were at place.

Chair Bilsten requested that members of the public turn in their public comment cards to staff. Chair Bilsten stated that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Chair Bilsten stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. She noted that an opportunity is provided to comment on agenda items posted for action at the time the item is heard. No requests for public comment were received.

4. Approval of Consent Agenda

Public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the Consent Agenda. No public comment cards were received.

Chair Bilsten requested that Dennis Smith brief the Committee on the Consent Agenda. He stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. He added that agenda items #4B and #4D had been recommended by the Management Committee.

Chair Bilsten stated that any member of the committee can request that an item be removed from the consent agenda and considered individually. Chair Bilsten asked members if they had questions or comments on any of the consent agenda items. None were noted.

Vice Chair Hawker moved to recommend approval of consent agenda items #4A, #4B, #4C, and #4D. Mayor Bryant seconded, and the motion passed unanimously.

4A. Approval of July 19, 2006 Meeting Minutes

The Transportation Policy Committee, by consent, approved the July 19, 2006 meeting minutes.

4B. Proposed Amendment to the FY 2007-2011 Transportation Improvement Program (TIP) for Highway and Transit Projects

The Transportation Policy Committee, by consent, recommended approval of an Amendment and/or Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects and arterial life cycle program projects as shown in the attached tables. The FY 2007-2011 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 26, 2006. Since that time, one project has been identified that needs to be added to the TIP, three projects need to be deferred, and several projects need to have the funds adjusted. An Amendment is required to add the new project and an Administrative Adjustment is needed to list the deferrals and the funding changes. The Transportation Review Committee and the Management Committee recommended approval of the proposed amendment.

4C. Proposed Adjustment to the FY 2007-2011 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of an Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to remove the duplicate Pave Dirt Road project listed under MAG. On July 26, 2006, the Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP). In the TIP, a Pave Dirt Road project was duplicated as one MAG project and as three jurisdictional projects for Cave Creek, Chandler and Fort McDowell Yavapai Nation. It is proposed to remove from the TIP the MAG Pave Dirt Road project listed under MAG. The MAG Management Committee recommended approval of the proposed adjustment.

4D. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff will provide member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the second Status Report (covering the period from April to June of 2006) for the ALCP. The Status Report includes an update on ALCP Project work, the FY 2007 ALCP schedule, an ALCP revenue/financial section, and information on the Arterial Intelligent Transportation System (ITS) Program. This item was on the agenda for information and discussion.

5. 2006 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG Senior Project Manager, addressed the Committee on the 2006 Annual Report on Status of the Implementation of Proposition 400, which is the second report in this series. He noted that the annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400 is required by state law. Mr. Herzog stated that state law also requires that a public hearing be held on the annual report. Mr. Herzog stated that the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs had been incorporated into the Regional Transportation Plan (RTP). He noted that several studies have been initiated for potential future adjustments to the RTP. These studies include the I-10/Hassayampa Valley Roadway Framework Study, the I-8/I-10 Hidden Valley Roadway Framework Study, and the Commuter Rail Strategic Plan.

Mr. Herzog reported on revenues from Proposition 400. He said that Fiscal Year 2006 receipts from the sales tax were 11.4 percent higher than the estimate in the 2005 Annual Report. Forecasts of future available regional revenues are largely unchanged from the 2005 Annual Report. Mr. Herzog stated that House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) Account. MAG's share of the available funding will be approximately \$184 million for projects on the State Highway System.

Mr. Herzog reported on the FY 2006 Freeway/Highway Life Cycle Program. He said that major progress has been made on finishing the Proposition 300 program with the completion in June of the Santan Freeway and the final Grand Avenue grade separation. Mr. Herzog noted that the Red Mountain Freeway should be completed by mid-2008. He advised that preliminary engineering and environmental analyses are proceeding on Proposition 400 corridors and widenings. Mr. Herzog noted that an I-10 widening project and the Dove Valley traffic interchange on I-17 were accelerated through HELP and GAN loans. He stated that approximately \$58 million was expended on projects in the Proposition 400 freeway/highway program.

Mr. Herzog stated that approximately \$540 million has been programmed for projects scheduled to go to bid for construction in FY 2007. He noted that cost increases for FY 2007-2026 projects, most of which are in the first five years of the plan, total \$252 million. Mr. Herzog stated that estimated future costs of the Freeway/Highway Life Cycle Program are in balance with projected revenues. He noted that revenues exceed costs by approximately \$50 million. Mr. Herzog advised that during the coming fiscal year, significant additional project cost increases may be encountered in the Freeway/Highway Life Cycle Program as detailed engineering studies are completed.

Mr. Herzog reported on the FY 2006 Arterial Streets Life Cycle Program. He said that the Arterial Street Life Cycle Program was refined and updated during FY 2006. Mr. Herzog noted that more than \$7 million in reimbursements were distributed to local governments and it is anticipated that approximately \$56 million will be distributed in FY 2007. He stated that work is proceeding on a broad range of arterial street projects over the next five years, and added that 52 Arterial Streets, including projects that have been accelerated, will be undergoing various stages of work. Mr. Herzog stated that total estimated future regional reimbursements for projects in the Arterial Street Life Cycle Program are in balance with projected revenues, with revenues exceeding costs by approximately six percent. He advised that given increasing construction costs, concerns are being raised regarding the ability of jurisdictions to provide full funding for all projects in the program. In addition, the mandatory Federal approval process can be lengthy and may pose schedule risks for projects receiving Federal funds.

Chair Bilsten asked Mr. Herzog to explain if scheduling risks were the result of FTA demands. Mr. Herzog replied that one issue was that the federal aid process is lengthy and can end up in scheduling delays. Mr. Herzog said that although ADOT works with individual agencies to move projects as quickly as possible, in the past, there have been occasions when the process bogged down. Chair Bilsten stated that when these delays are known, for any reason, she would like them brought before the TPC to see what they can do, because the longer it takes, the more expensive it is.

Mr. Herzog reported on the FY 2006 Transit Life Cycle Program. He said that the FY 2006-2026 transit program includes 31 Bus Rapid Transit/Express routes, 32 Supergrid routes, and 37.7 miles of extensions to the 20-mile Minimum Operating Segment of the light rail system. Mr. Herzog stated that during FY 2006, funding began for 14 existing Express and four existing RAPID bus routes, ADA paratransit service, and customer service and marketing programs. Also, 62 new coaches and 20 used coaches were purchased.

Mr. Berry asked if purchasing used coaches was standard practice. He added that he did not oppose purchasing used buses, he had just not heard of it before. Mr. Dave Boggs, RPTA Executive Director, replied that purchasing used coaches is not a normal practice. However, a number of used coaches came on the market from Golden Gate Transit, and it provided the opportunity to expand transit service quickly. Mr. Boggs stated that 80 coaches were purchased for \$20,000 each. He added that the buses were checked out mechanically before putting them into service, and would be phased out in two to three years. Mr. Boggs commented that although purchasing used buses is not usually a good idea, they have worked out quite well. He added that this is a stopgap measure and new buses would be purchased from now on. Mr. Boggs also spoke about a partnership between the City of Surprise and the City of Phoenix to start a route outside the plan. He noted that the first day of service, there were 24 people on the bus.

Mr. Herzog stated that approximately \$66 million was expended on the Transit Life Cycle Program during FY 2006. Mr. Herzog noted that a broad range of bus planning studies was started to define service concepts in detail and provide improved future cost estimates. During the next five fiscal years, 11 new BRT/Express routes and seven new Super Grid routes will be initiated. In July 2006, service began on the first regionally funded Super Grid route on Scottsdale/Rural Road. Service is also now being provided on rural connector routes. Mr. Herzog stated that construction is continuing on the LRT Minimum Operating Segment and service is scheduled to begin in December 2008. He indicated that estimated future costs for the full Transit Life Cycle Program are in balance with projected revenues, and added that recent trends of escalating wages and fuel prices will increase the pressure on balancing bus service operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials are likely to drive up costs for transit capital facilities. Chair Bilsten thanked Mr. Herzog for his report and asked members if they had any questions.

Mr. Berry asked if we should be able to deliver the plan voted upon with the information available today. Mr. Herzog replied that we would be able to deliver the plan given the current Life Cycle and revenue information. Mr. Berry asked if the most immediate risks were construction costs and transit operations, such as labor and fuel. Mr. Herzog replied that was correct.

Vice Chair Hawker asked for clarification if the \$252 million construction cost increase was for that year or for the total program. Mr. Herzog replied it was for the total program identified in FY 2006 and was mostly concentrated on projects in the next five years.

Vice Chair Hawker said that he recalled recent cost increases that amounted to almost one-third of the cost of projects. He commented that this indicates that an eleven percent increase in revenue will not cover cost increases. Mr. Smith stated that long-range forecasts cannot be made with the information available today. If the program continues to have 27 percent cost increases there might be major adjustments in next year's report. Mr. Smith advised that this does not mean the plan will not get built; it means that the plan might be a 21- or 22-year plan instead of a 20-year plan. Mr. Smith added that some projects are funded by the gas tax, which continues beyond the 20th year.

Vice Chair Hawker asked if a 27 percent cost increase paired with an eleven percent increase in revenue equals a shortfall for the year. Mr. Smith referenced the \$100 million in February 2006 that had to be moved to cover cost increases. He said that next year's forecast would be more exact.

Vice Chair Hawker stated that goals, such as ridership, will be included in the 2010 plan audit. He stated that he would like to start identifying those goals as specifically as possible. Vice Chair Hawker stated that he would like to include that number in the report so the Legislature will know that the goal was met or not met. Mr. Anderson stated that staff are currently working on performance measures for all three modes, which will be incorporated into the Annual Report going forward.

Councilmember Dennis expressed concern for the \$252 million cost increase. She asked if the amount was broken down by mode. She commented that cities make up extra costs for the arterial streets mode, but does ADOT make up the extra cost for freeways/highways? Councilmember Dennis wondered if the STAN funds could be used for cost overrides. She asked if the \$252 million was included in the \$540 million? Mr. Herzog stated that the \$252 million increase is included in part in the \$540 million

construction amount going to bid in FY 2007. He said that the \$252 million reflects cost increases of the program as a whole, but projects impacted were generally in the next five years.

Councilmember Dennis stated that she felt this is a serious enough number that an examination is needed on how adjustments are made to the plan. Mr. Anderson stated that ADOT is working on design concepts, environmental work, scoping, etc. He said that after this work is completed, in approximately one year, ADOT will have new information in terms of costs. Mr. Anderson commented that ADOT is reluctant to adjust costs without more detailed engineering work; we are in a holding pattern now until that work is concluded. He added that there is some softening of oil prices, which will help the situation; however, some issues will need to be dealt with in the future to meet the promises made to the voters.

#### 6. Update on Construction Costs

Jeff Romine, MAG Regional Economist, provided an update on construction costs. He stated that staff are tracking commodities such as cement, asphalt, steel, construction lumber, aggregate rock, and diesel fuel. Mr. Romine displayed a graph of commodity costs, using the approval of the Regional Transportation Plan in 2003 as the benchmark. He pointed out that the decrease in oil prices has somewhat eased diesel and asphalt prices. In addition, natural gas prices are expected to drop 20-25 percent during the winter season. Mr. Romine noted that since the MAG Construction Forum in January 2006, the price of asphalt has increased at least 80 percent. Mr. Romine displayed a table that showed the increased prices of individual commodities nationally. Mr. Anderson pointed out that cement has experienced more swings and changes in price. He added that the freeway program is also affected by right-of-way costs.

Mr. Berry asked about the share of the percentage of commodities to the total cost of the program. Mr. Anderson replied that he did not have that figure readily available and could probably pull it together. Mr. Berry asked if there was a rule of thumb figure. Mr. Romine stated there is no rule of thumb and he has reviewed study indexes produced in other states. He added that he is monitoring construction labor costs and will include them in future updates and reports.

Mr. Romine addressed factors affecting costs, which includes strong demand and limited supply for key materials, and limited production capacity in the MAG region and Arizona. Mr. Romine stated that there are no oil refineries nor steel manufacturing facilities in the state. In addition, half of the cement comes into the state comes by rail, and is therefore impacted by the cost of diesel and limited rail capacity. Mr. Romine also noted that the prices are high for raw materials, such as scrap metal and iron, which suggests that the price of steel is likely to rise in the coming year.

Mr. Romine reviewed a comparison of Arizona demand patterns in construction between 2001 and 2005. He noted that the shares of most construction activity tend to remain relatively stable, with single family and commercial construction substituting for each other's expansion. Mr. Romine displayed maps of rail service in Arizona by Burlington Northern Santa Fe and Union Pacific. He stated that the Phoenix metro area is the largest metro area served by spurs, which is mostly single tracked. Mr. Romine added that it was hoped a line would be built from the west to Phoenix. Mr. Smith stated that Union Pacific has indicated that it has no immediate plans to activate a main line to Yuma.

Mr. Romine stated that staff will continue to monitor and update prices and is creating a Construction Index for the MAG region and Arizona. He added that it is MAG's plan to prepare relevant reports on key commodities.

Mr. Arnett asked if there had been any evaluation that these commodities might have impacted a recent freeway bid in Tucson that exceeded the engineer's estimate. Mr. Romine stated that he understood that ADOT is preparing a report on why they thought the bid came in higher. Mr. Anderson replied that he understood that the bid opening came in at approximately \$200 million when the engineer's estimate was \$173 million. He added that this was the good news because it was speculated that the bid could come in as high as \$250 million. Mr. Anderson indicated that ADOT is still analyzing the bid, and MAG staff have not seen the commodity-by-commodity analysis yet.

Mr. Berry stated that we need to know how many dollars are exposed to commodity prices. He suggested hiring a consultant to analyze how those risks will be managed, for example, hedging fuel costs. Mr. Berry stated that there might be other innovative strategies, such as co-oping, purchasing, etc., to protect the plan from changing commodities.

#### 7. Statewide Transportation Acceleration Needs (STAN) Account

Eric Anderson stated that House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) account that provides \$307 million statewide to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in regional transportation plans. He stated that the Maricopa County region will receive 60 percent (\$184 million) of the fund, the Pima County area 16 percent, and the remainder of the state 24 percent. Mr. Anderson noted that the \$184 million is less than six percent of the MAG Five Year Program. He advised that the legislation requires that the funds for this region be allocated to projects in the MAG Regional Transportation Plan and that STAN funds are intended to supplement, not supplant, committed funding.

Mr. Anderson then explained that after MAG recommends projects to the State Transportation Board, the Board is required to post this on its next agenda. He added that MAG is also required to report on activities related to the STAN account to the House and Senate by December 15, 2006. Mr. Anderson noted that some projects were specified in bills this past session; however, staff were adamant about leaving the project selection to the planning process and to not earmark funds.

Mr. Anderson addressed options that could be considered in the project selection process. The selection could follow adopted RTP priorities where projects are moved up in priority order. He said that one caveat is project readiness, because some projects may still require scoping and environmental work. Mr. Anderson noted that the selection could focus on gateway routes. He said he had included gateway routes as an option, not because they were in legislation, but because of discussions and bills that had been put forward.

Mr. Anderson noted that typical projects to utilize STAN funds could include construction that provides congestion relief, right-of-way protection, and advance engineering and environmental work. He stated that the four maps included in the packet at each place showed projects by phase in the RTP. He stated that there are three corridors that are undergoing environmental work and have uncertain timeframes: 1) The South Mountain EIS is due in Spring and a final record of decision is currently scheduled for

the end of 2007. 2) The I-10 Collector Distributor EIS is underway. 3) Loop 303 interim roadway that is part of Phase One. He noted that ADOT is currently completing the environmental work.

Mr. Anderson advised that ADOT and legislative staff have indicated that the I-10 widening recently accelerated by the West Valley would probably be ineligible for STAN funding because the legislation states the monies shall be used to supplement, not supplant, committed funding.

Mr. Anderson stated that those projects that cannot be accelerated because they are already in the final design phase include the widening of I-17 from 101 to the Carefree Highway; HOV lanes on SR-51, from Shea to Loop 101; and HOV lanes on the north/south portion of the Pima Freeway, and the Loop 303 interim roadway.

Mr. Anderson stated that what remains is an inventory of projects: I-10 south, San Tan to Riggs Road, general purpose lanes on I-10. He noted that there are many HOV lanes in Phase One timed to match with the implementation of Express Bus schedules.

Councilmember Dennis asked if traffic interchanges could be added to Phase One. Mr. Anderson replied he did not think traffic interchanges were precluded from funding.

Mr. Anderson stated that guidance from the TPC is needed on the types of projects that will be considered. Mr. Anderson noted that the ADOT Executive Director, Victor Mendez, was also present for questions.

Mr. Lane commented that the \$184 million is not a huge number and will do a few things well. He suggested that two to three high-impact, very visible projects be selected. If the TPC demonstrates responsible selection of projects, in the future, there will be a good argument for more money.

Mr. Scholl asked for clarification of bills that included I-17 and I-10. Mr. Anderson replied that there were a number of bills that fell into two categories to fund the I-10 widening to SR-85. He stated that there was also a lot of interest in widening I-17 to the County line, and some language to widen to Black Canyon City, which is beyond the MAG RTP. Mr. Anderson noted that the RTP includes widening from the Carefree Highway to New River Road. Mr. Scholl asked if these bills did not pass. Mr. Anderson replied that was correct, and he was not sure if they ever reached the floor.

Mayor Scruggs stated that if these gateway routes are accepted because they were originally considered in legislation that never passed, then the TPC is limiting where the money is going. Mayor Scruggs pointed out that this would be in direct conflict with the adopted RTP priorities. She remarked that Loop 303 is once again being passed over as it has since 1985, even though the TPC adopted guidelines that projects eliminated the past 20 years would be moved forward in order. Mayor Scruggs added that the South Mountain Freeway has issues that the 303 does not. She stated that she wanted to go on record as speaking for West Valley cities that to accept an intimation earlier this year that all money should go to I-10 and I-17 discriminates against projects eligible to move forward. Mayor Scruggs stated that they have done their own study on what works and what does not work. She said that she did not accept looking solely at I-10 and I-17. Mayor Scruggs stated that she agreed with keeping adopted priorities subject to project readiness. She added that she thought there were other significant corridors that will do a lot to relieve congestion, not only for Valley residents, but also for others outside the region who

are traveling through. Mayor Scruggs stated that she did not accept that the focus will be on gateway routes of I-10 and I-17.

Mayor Berman stated his agreement that some projects lost out in the 1985 funds. He remarked that the last project completed from Proposition 300 was the Loop 202 in his Town's vicinity. If there had been further cuts, this project would not have been completed. Mayor Berman expressed his support to the West Valley to complete Loop 303, which was promised earlier. He stated that completing unfinished projects such as this was a bone of contention in earlier negotiations, and MAG needs to make sure commitments are completed, particularly the older ones.

Vice Chair Hawker stated that he would like to acquire right-of-way early on. He said that for the first 20 years of the sales tax, right-of-way for the freeway frontage might have come in less expensive if it had been protected early in the program. Vice Chair Hawker commented that it would take a crystal ball to know if real estate prices will continue to increase; however, with residential encroachment, he was unsure if such facilities as the I-10 Reliever might be built if purchasing the right-of-way is delayed ten years. Vice Chair Hawker stated that because right-of-way was such a burden to complete freeways in Proposition 300, that might give logic to right-of-way protection.

Councilmember Dennis expressed concern that Loop 303 has been promised for years and it needs to be the focus. She added that another aspect is the traffic interchange issue in north Peoria or north Glendale where there is no access on east/west corridors. Councilmember Dennis stated that Beardsley is the only access on Loop 101 to provide relief. She stated that this is in Phase One and the City of Peoria is ready to proceed. Councilmember Dennis stated that the interchange and Loop 303 are essential to relieving traffic congestion.

Mayor Manross remarked that she concurred that the concentration should not be on I-10 and I-17. She noted that as Mr. Anderson mentioned, the STAN funds are less than six percent of the MAG Five Year Plan. Mayor Manross stated that MAG ought to try to support projects that will send a message to the Legislature that a significant impact is being made with the money. She commented that the focus should be on congestion relief. Mayor Manross stated that Loop 101 in the East Valley connects many cities and is one of the most heavily traveled and congested. She noted that the Salt River Pima-Maricopa Indian Community is growing by leaps and bounds on that freeway. Mayor Manross commented that in Scottsdale's vicinity, the HOV lane project is starting in Phase One, but the general purpose lane project is at the end of Phase Two. Mayor Manross suggested better coordination so the freeway will not have to be torn up more than once. Mayor Manross stated that she agreed with concentrating on selecting projects that will provide congestion relief. This will demonstrate to the State and the Legislature we are making a difference.

Councilmember Elkins expressed that he was gratified to hear support for Loop 303. He commented that congestion is one of the key words. Councilmember Elkins also noted that I-10 and I-17 are interstates, and are in a different category than the others, which are state routes.

Supervisor Stapley suggested sending a delegation to Washington, DC, to discuss additional funding with the new Transportation Secretary, Mary Peters. He said that acceleration is the key word for him, with congestion mitigation and connectivity as goals. Supervisor Stapley asked where is the most

critical point where MAG can make the best decision and impact? Supervisor Stapley suggested holding workshops in small groups.

Mr. Scholl stated that Loop 303 has right-of-way issues, but opening it immediately addresses congestion issues. Mr. Scholl noted that a number of new north/south routes have been brought in east of I-17, but only one west of I-17. He said that most demographers say that half of the three to four million people who move here will be west of I-17, and most of those will be in the Loop 303 corridor. Mr. Scholl commented that he would not like to look back and feel that Loop 303 was a missed opportunity and it should have been put in years before. Mr. Scholl stated that in the category of quick impact, the lack of north/south movement is critical in the West Valley.

Mayor Dunn stated that he was looking forward to the deliberations in this process. He commented that I-10 going south needs to be addressed, because of the impacts of Gila River's development and upcoming employment. He stated he agreed with Mayor Manross's comments on Loop 101 coordination. Mayor Dunn remarked that the TPC needs to keep in mind that the STAN amount is not a lot when it comes to freeways. He stated that if the Legislature is appeased, they might continue to do this. If they are not afforded gratification, we might not have the opportunity again. Mayor Dunn suggested looking at a balanced approach and projects that benefit north, south, east, and west, and pick a few that would give gratification to the Legislature and deal with congestion.

Mayor Hallman stated that Mayor Manross and Mayor Dunn said it was important to address congestion and have a real impact. He remarked that the West Valley has issues with Loop 303 not being built. The East Valley faces difficulties from the I-10 corridor, which is an example of a project that has been slated for awhile and delayed for a number of reasons. Mayor Hallman commented on issues related to connectivity of I-10 to US-60.

Chair Bilsten stated that she heard the TPC wanted to take a look at congestion relief, getting legislative support, and being performance-based. She commented that at the end of the day, if the decision we make does not make a difference, we have not achieved anything. Chair Bilsten stated that she liked the idea of sending a delegation to Washington. Chair Bilsten stated that in compliance with open meeting laws, small workshops or meetings could be conducted. She indicated that the October TPC meeting could be canceled in order to provide sufficient time to hold these workshops/meetings. Chair Bilsten stated that she would like to include the legislators who fought to get the bill.

Mayor Scruggs stated that she thought MAG staff heard gateway, but the majority of TPC does not choose to focus just on I-10 and I-17.

Mayor Dunn added that the focus would not be solely on I-10 or I-17, but they would not necessarily be excluded from discussion.

Mayor Scruggs stated that when the Legislature tried to come up with specific routes they wanted to see projects actually built. She mentioned Mayor Hawker's comments that right-of-way acquisition has been a problem for the past 20 years, and also heard the TPC wants to look at the entire map, not specifically I-10 and I-17.

Vice Chair Hawker commented that it might be helpful to show the Legislature what could be accomplished with \$184 million this year, and how much more could be accomplished with \$600 to \$800 million.

Mr. Smith commented that a ranked list might be helpful. He said that it was important to make an impact with the fund. Mr. Smith stated that we need to look at the design concept report on Loop 303 to see what the funds could accomplish. A commitment was made in Proposition 300 on the South Mountain and Loop 303. If a difference could be made, it would be logical that those projects move forward.

There being no further business, the meeting adjourned at 5:35 p.m.

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Secretary

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Chair