

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

March 21, 2007
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| * Councilmember Peggy Bilsten, Phoenix, Chair | Mayor James Cavanaugh, Goodyear |
| Mayor Keno Hawker, Mesa, Vice Chair | # Mayor Boyd Dunn, Chandler |
| Councilmember Ron Aames, Peoria | Councilmember Cliff Elkins, Surprise |
| Kent Andrews, Salt River Pima-Maricopa Indian Community | # Mayor Hugh Hallman, Tempe |
| F. Rockne Arnett, Citizens Transportation Oversight Committee | Eneas Kane, DMB Associates |
| # Councilmember Gail Barney, Queen Creek | * Mark Killian, The Killian Companies/ Sunny Mesa, Inc. |
| # Stephen Beard, SR Beard & Associates | * Joe Lane, State Transportation Board |
| Mayor Steven Berman, Gilbert | Mayor Marie Lopez Rogers, Avondale |
| * Dave Berry, Swift Transportation | Mayor Mary Manross, Scottsdale |
| * Jed S. Billings, FNF Construction | * David Scholl, Westcor |
| Mayor Bobby Bryant, Buckeye | # Mayor Elaine Scruggs, Glendale |
| | Supervisor Max W. Wilson, 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 Vice Chair Keno Hawker at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Hawker announced that Councilmember Gail Barney, Mayor Boyd Dunn, Mayor Hugh Hallman, Mayor Elaine Scruggs, and Steve Beard were participating by telephone.

Vice Chair Hawker noted materials at each place: for agenda item #6, a written statement submitted by a citizen; for agenda item #8, a bill summary chart.

Vice Chair Hawker requested that members of the public turn in their public comment cards to staff. 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

Vice Chair Hawker 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. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Vice Chair Hawker recognized public comment from Andrew Marwick, who addressed the committee on commuter rail. He said that he was disappointed that Proposition 400 did not give a higher priority to commuter rail given the congestion in the region. Mr. Marwick stated that commuter rail is under construction in San Diego, Los Angeles, Salt Lake City, Denver, and Albuquerque. He noted that commuter rail has been a strong presence in Chicago for 155 years, and it is hard to imagine how that city would function without it. Mr. Marwick stated that 10 to 15 traffic lanes would need to be added to compensate. He spoke about the punctuality and convenience of the commuter rail routes in Chicago. Mr. Marwick stated that his primary idea is to have commuter rail along Loop 303 to connect Goodyear, Surprise, Anthem, Scottsdale, and the Salt River Pima-Maricopa Indian Community and connect with the line in the Tempe/Mesa area. Mr. Marwick stated that with the population doubling or tripling, commuter rail would be a good option. He said he did not think that building only freeways was a realistic answer to handling congestion. Vice Chair Hawker thanked Mr. Marwick for his comments and requested that staff provide him with MAG's commuter rail information.

4. Approval of Consent Agenda

Vice Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. He noted that no public comment cards were received.

Vice Chair Hawker stated that agenda items #4A and #4B were on the consent agenda. He commented on agenda item #4B. Vice Chair Hawker asked if corridors not yet built had been considered in order to avoid the argument that these roads have already been funded with taxpayer money. Eric Anderson, MAG Transportation Director, replied that the USDOT has two programs, the Urban Partnership and the ITS program. If an organization applies for ITS and is an urban partner, it receives bonus points. Mr. Anderson stated that MAG staff is preparing applications for Urban Partners and for an ITS Operations Test to Mitigate Congestion. He stated that the Urban Partners process guidelines include congestion pricing. Mr. Anderson noted that MAG staff had a discussion with the USDOT if the applications still had a chance if they were submitted without congestion pricing. He that the proposals have to be written in anticipation of statutory changes. Mr. Anderson commented that he understood the focus will be more on existing facilities. Vice Chair Hawker noted that a group is being formed to look at needs statewide. He said that if a law change is needed to allow for the use of private money, he would like to put that on the TPC or Regional Council agenda and have that discussion to see if there

is support. Vice Chair Hawker commented that Secretary Mary Peters' philosophy is privatization and tolling and he thought if we avoid that we will be doing it at our peril.

Vice Chair Hawker asked members if they had questions or would like to hear any of the consent agenda items individually. No requests were noted.

Mayor Bryant moved to recommend approval of consent agenda items #4A and #4B. Mayor Cavanaugh seconded, and the motion passed unanimously.

4A. Approval of January 17, 2007 Meeting Minutes

The Transportation Policy Committee, by consent, approved the January 17, 2007 meeting minutes.

4B. Response to U.S. Department of Transportation Congestion Initiative

On December 8, 2006, the U.S. Department of Transportation (USDOT) issued a notice of solicitation for applications to enter into urban partnership agreements (UPA) as part of the Congestion Initiative to demonstrate strategies for reducing traffic congestion. A program has been announced under the UPA that would provide funding support for carrying out operational tests using Intelligent Transportation Systems (ITS) applications to mitigate congestion. Approximately \$100 million will be made available nationwide for the implementation of selected ITS projects over three years. Two applications are being prepared by a team led by the Arizona Department of Transportation and MAG. The first would seek to qualify the MAG region as an Urban Partner, and the second would seek funds for a corridor project for utilizing ITS technology solutions to better manage the travel demand and traffic flow in the I-10 corridor from I-17 to Loop 303. The USDOT grant is estimated to be in the range of \$10 to \$15 million. This item was on the agenda to inform the TPC of this opportunity.

5. Report on ADOT Litter Pickup and Landscape Maintenance Program

Mark Schalliol, Manager of the ADOT Freeway Landscape Program, addressed the Committee on enhanced litter control and landscape maintenance efforts that were funded as part of Proposition 400. Mr. Schalliol stated that the program is divided into four areas: litter, landscape, sweeping, and education/prevention. He stated at the beginning of the program, the landscaping portion included four on-call labor crews, and three tree trimming crews for full care landscaping of eight miles. The program also began funding miscellaneous contracts. Mr. Schalliol stated that currently, the landscaping portion includes 16 on-call landscaping crews and five on-call trimming crews covering 60 miles. In addition, full care landscaping for 19 miles of freeway is in place.

Mr. Schalliol stated that initially, four crews were mobilized to handle litter pickup. He noted that this had grown to 12 crews by June 2006. Mr. Schalliol stated that at the beginning of the program, the department received many complaints about litter. He indicated that in 2005, crews picked up more than 85,000 bags of litter from the region's freeways, which increased to about 144,000 bags in 2006. Mr. Schalliol stated that currently, 18 crews are working full time and litter complaints have significantly declined.

Ms. Schalliol then spoke about the sweeping portion of the program. He said 240 curb miles are being swept more frequently in compliance with PM-10 issues in the region. He then displayed some before and after photographs of freeways that have received landscaping and litter pick up.

Mr. Schalliol reviewed the budget. He said that about \$5.7 million were allocated to the program in FY 2006. He said that a little over \$2 million were expended and about \$3.5 million were carried over. Mr. Schalliol stated that this carryover was combined with the \$5.7 million allocated to FY 2007 for a total of about \$9.2 million. He stated that a total of approximately \$11 million is the projected need for FY 2008 and advised that the most significant change will be the increase in the full care contracts to 49 miles from 19 miles. Mr. Schalliol noted that some of this increase results from the Santan coming online.

Mr. Schalliol stated that level of service measurements are taken annually in the spring. He added that ADOT is currently using a system based on the Cambridge Systematics program. Mr. Schalliol noted that a score above two is not functioning as intended. For plant replacement, the sample areas rated 3.12. Mr. Schalliol stated that not a lot of plant replacement has been done, and he is trying to improve that to a two rating. For weeds, the sample average was 2.93. He said the crews have been spraying with herbicides to combat weeds. Mr. Schalliol stated that the sample areas received a rating of 2.44 for litter.

Mr. Schalliol expressed his thanks to the TPC for funding the program. He said that the program a big success--litter complaints have decreased to just a few per month, the appearance of landscaping has improved, and more frequent sweeping has helped with the region's PM 10 problem. Vice Chair Hawker thanked Mr. Schalliol for his report and asked members if they had questions.

Supervisor Wilson asked the hours of operation. Mr. Schalliol replied that crews typically work from sunrise to about 3:00 p.m. Supervisor Wilson commented that crews working during rush hours can contribute to traffic jams and suggested they might work around certain hours. Mr. Schalliol stated that the restriction of work hours can significantly increase costs.

6. Proposition 400 Noise Mitigation Funding

Mr. Anderson stated that Proposition 400 provided \$75 million for noise mitigation along the freeways within the MAG region. He said that a substantial portion of this funding has been used to complete the rubberized asphalt program that was not included as part of the initial round of the ADOT quiet paving program. Mr. Anderson noted that approximately \$20 million remain in the noise mitigation fund.

Mr. Anderson introduced Mike Dennis, Air/Noise Team Leader, ADOT Environmental Planning Services, who provided a report on ADOT's noise mitigation program. Mr. Dennis stated that ADOT is conducting limited noise measurements to establish baseline noise reductions. He said that the benefits of rubberized asphalt include a smooth, skid resistant surface, a reduction of noise in adjacent neighborhoods by about five decibels, and extending noise reduction benefits to more customers when compared to noise barriers. Mr. Dennis noted that noise measurements are collected at about 80 locations. He said that from 2003 to 2005, the average noise reduction was 5.3 decibels and had increased to 5.4 decibels in 2006.

Mr. Dennis stated that in 2003 to 2005 during Phases One through Five, ADOT applied approximately 115 miles of rubberized asphalt on the region's freeways. He noted that this was done at a cost of \$35 million in Proposition 300 funds. Mr. Dennis stated that the current program includes Phases Six through Ten, which began in 2006 and ends in 2008. He said that ADOT will pave approximately 35 miles of freeway with rubberized asphalt at a proposed cost of \$55 million of Proposition 400 funds.

Mr. Anderson asked Mr. Dennis about the impact on the rubberized asphalt program resulting from the increase in the cost of materials. Mr. Dennis replied that ADOT saw an increase of about 35 percent from Phases One through Five versus phases Six through Ten.

Mr. Smith stated that he has been hearing about research conducted by Arizona State University on urban heat islands that rubberized asphalt could act as a blanket, resulting in less heat. Mr. Dennis said that heat islands were discussed a couple of years ago at a conference in Washington, DC. He indicated that the conference proposed three stages to prevent heat islands: urban forests, rooftop gardens, and green highways. He noted that a major component of green highways is porous asphalt and added that rubberized asphalt is porous. Mr. Dennis commented that they are interested in seeing if rubberized asphalt has a mitigating effect on heat islands.

Mr. Anderson continued the presentation. He stated that \$55 million of Proposition 400 funds were allocated to complete the noise mitigation program in 2008, leaving \$20 million for other noise mitigation efforts in the region. Mr. Anderson noted that when the Regional Transportation Plan was first being drafted, certain areas of freeways were not slated for improvements. He said that when improvements are made to a freeway, ADOT conducts additional noise measurements as standard practice and has to mitigate the noise according to its policy. Mr. Anderson noted that many areas that may have noise issues today will be dealt with when the freeways are widened in the future. Mr. Anderson advised that those not slated for improvements will not receive noise mitigation. Mr. Anderson stated that one example of this is the F. Q. Story Historic District near 15th Avenue and I-10. He said that a citizen from the neighborhood, Steve Dreiseszun, attended MAG committee meetings and demonstrated the noise issues in the neighborhood. He noted that a statement had been submitted by Mr. Dreiseszun and was at each place. This statement was entered into the permanent record. Mr. Anderson commented that if there were additional regional money, mitigation could be provided in areas such as this.

Mr. Anderson stated that MAG and ADOT put together some concepts for discussion and direction by the TPC: 1) Noise mitigation for areas that have noise levels that exceed ADOT's threshold. 2) Options that could reduce noise levels if there is no practical solution. 3) No freeway improvements are scheduled in the RTP that would provide noise mitigation.

Mr. Anderson reviewed examples of projects that could utilize the funds: new noise barriers; extending existing noise barriers; upgrading noise wall foundations; soundproofing public use or nonprofit institutional structures; and repairing damaged rubberized asphalt. He noted that a project would need to be adjacent to an existing roadway, in a neighborhood impacted by noise. Mr. Anderson advised that a technical noise analysis would be needed to determine the sound level, the project must reduce noise by three decibels, and be feasible and cost effective.

Vice Chair Hawker stated that the background information indicated that rubberized asphalt has a life of about 10 to 15 years. He said that the \$20 million total is cumulative, and in order to complete a large project, the funds would have to be front loaded. Vice Chair Hawker asked the disadvantages to not spending the entire \$20 million right now or to spending the entire amount up front to receive 20 years of benefits. He added that he liked to do quality projects with benefits. Vice Chair Hawker expressed his concern with the life cycle of rubberized asphalt. He said he realized that \$20 million would not go far over a span of 15 years, however, the possibility that a future freeway system repair would be needed brought him back to banking it. Then if a repair is needed the funds will be available to get the project started. Mr. Anderson noted that he was unsure how many areas will need additional noise mitigation beyond those included in the RTP improvements. He said that the process would include the solicitation of projects to member agencies to identify areas that may fit the guidelines. Mr. Anderson commented that if only a few projects that meet the criteria are received, they could probably be funded and the rest of the money saved. He added that if a lot of projects are received, a policy discussion would be necessary.

Supervisor Wilson asked if traffic or weather was the more determining factor in the life of rubberized asphalt. Dan Lance, Deputy State Engineer, noted that the wear and tear results from both traffic and weather. He stated that the life span for rubberized asphalt, which is a one-inch overlay over concrete pavement, is anticipated to be 10 to 12 years. Mr. Lance stated that ADOT has test sections in Phoenix and Tucson—one is in its 14th year and the other is in its 16th year. Mr. Lance stated that one concern with noise mitigation nationally is that the porous voids in rubberized asphalt may fill up with dust and debris, thus decreasing the value of noise mitigation. He noted that ADOT will track this over time through the noise measurement process. Mr. Lance commented that there may be some value to reserving some of the funds to address where there are noise problems.

Councilmember Aames commented on the criteria. He said that Criteria #1) and #2) were both acceptable; Criteria #3), where no freeway improvements are scheduled in the RTP that would provide noise mitigation, needs more flexibility. Councilmember Aames commented that at some point there will be freeway work that will allow for mitigation, but that could be in 10 to 15 years. Councilmember Aames stated that residents are living with the noise with no resolution because we are waiting for the future. Mr. Anderson stated that an element could be added to the criteria that a project gets a maximum score if improvements are scheduled in the outer years.

Mr. Anderson replied that the next step would be to solicit projects from member agencies. He stated that the survey questions could include: Does the project fit in with the program requirements? Do noise levels exceed the threshold? What is the effectiveness of the proposed solution? What is the timing of the freeway improvements? What is the age of neighborhood and how long residents have lived with the conditions?

Mr. Anderson stated that the results of the survey would be brought back to the TPC. Based on TPC input, MAG and ADOT will prepare the program description and draft solicitation for projects and provide them to member agencies. Mr. Anderson noted that while member agencies are reviewing those items, staff could work on a proposed schedule, the evaluation criteria, and the ranking process.

Vice Chair Hawker reiterated his feeling to reserve some money for rubberized asphalt replacement and to not spend all of the money on one or two projects, but to have some funds left for future needs.

Mayor Cavanaugh moved that the TPC direct staff to proceed with conducting the process as staff briefed the TPC and to include the suggestions presented by Vice Chair Hawker and Councilmember Aames. Mayor Lopez Rogers seconded, and the motion carried unanimously.

7. MAG Freeway Construction Status Report

Bill Hayden, Arizona Department of Transportation, provided an update on progress and upcoming construction activities of the freeway projects in the Regional Transportation Plan. He said that current construction projects scheduled for completion in summer 2007 include the US-60 improvement project from Gilbert Road to Power Road, the US-60/Loop 202 traffic interchange, Phase 2; the Loop 202, University Drive to Southern Avenue; and the I-10 Ray Road Bridge improvements. Mr. Hayden noted that Loop 101, northern half of the Bethany Home traffic interchange is scheduled for completion in fall 2007, and the Loop 202, Power Road to University Drive project is scheduled for completion in summer 2008.

Mr. Hayden reviewed freeway projects scheduled to begin in 2007, which include the I-17 interchanges at Jomax Road and Dixileta Drive; the SR-51 carpool lanes between Shea Boulevard and Loop 101; I-17/Carefree Highway interchange reconstruction; Loop 101 carpool lanes between Princess Drive and Loop 202; the I-10 interchange at Bullard Avenue; the I-17 widening between Loop 101 and Carefree Highway; the I-10 widening between Loop 101 and Sarival Avenue; and the US-60 Higley Road bridge widening.

Mr. Hayden reviewed major new construction projects. He said that improvements to I-10 in the West Valley include median widening to add one general purpose lane and one HOV lane in the median in each direction between the Loop 101 traffic interchange and 1,700 feet east of Sarival Road in 2008, which was advanced from 2014. Mr. Hayden stated that outside widening includes adding one general purpose lane in each direction, from 1,700 feet east of Sarival Road to Dysart Road in 2009, which was advanced from 2011. He noted that the total cost of the project is estimated to be \$135 million, and added that a \$7 million HELP loan and a \$122 million GAN enabled the acceleration of construction. Mr. Hayden advised that with the widening completed, I-10 will have four general purpose lanes and an HOV lane in each direction from Loop 101 to east of Sarival Road, which matches the lane profile of I-10 east of the Loop 101 interchange.

Mr. Hayden stated that another I-10 project, scheduled to begin in 2009, is to add five and one-half miles of general purpose lanes in the I-10 median from Verrado Way to Sarival Road. He noted that this project was accelerated using \$46.9 million in STAN funds. Mr. Hayden stated that the Bullard Avenue traffic interchange is scheduled to begin this summer.

Mr. Hayden stated that the improvements to I-10 between SR-51 and Baseline Road include constructing the Collector/Distributor road system from 40th Street to Baseline Road, at an estimated cost of \$580 million. He noted that this is the Broadway Curve area that was mentioned in recent media reports about the 24-lane wide freeway. Mr. Hayden advised that this is still in the environmental and design concept report stage and no decision has yet been made.

Mr. Hayden reported on new construction projects on I-17. He said that nine miles of one general purpose lane and one HOV lane will be added between Loop 101 and SR-74. Mr. Hayden advised that

this project, scheduled to begin in summer 2007, is estimated at \$194 million. Other projects on I-17 include adding five miles of one general purpose lane between SR-74 and Anthem Way at an estimated cost of \$33.1 million, scheduled to begin in FY 2009; construct traffic interchanges at Jomax Road and Dixileta Drive at a cost of \$40 million, scheduled to begin in spring 2007; construct Dove Valley traffic interchange at an estimated cost of \$17 million, scheduled to begin in FY 2008.

Mr. Hayden reviewed new construction projects on SR-51: six miles of HOV lanes to be constructed between Shea Boulevard and Loop 101, including HOV connection ramps, scheduled to begin in spring 2007.

Mr. Hayden stated that improvements to the Loop 101/Pima Freeway include 30 miles of new HOV lanes. This includes adding 14.8 miles of HOV lanes between Princess Drive to the Loop 202 traffic interchange to begin in summer 2007 at a cost of \$69.5 million; adding 5.3 miles of HOV lanes from Tatum Boulevard to Princess Drive, at a cost of \$32.6 million in STAN funds in FY 2008; adding 4.2 miles of HOV lanes from the Loop 202 traffic interchange to Baseline Road in FY 2008 at a cost of \$17 million; continuing 5.5 miles of HOV lanes from Baseline Road to the Santan Freeway, at a cost of \$38.5 million in STAN Funds.

Mr. Hayden stated that construction of the west segment of Loop 202 South Mountain Freeway, from I-10 to 51st Avenue is scheduled to begin in FY 2010, pending final environmental approval from FHWA. This project is estimated at \$500 million.

Mr. Hayden stated that the completion of the construction for the remaining segments of SR-85 from I-8 to I-10 is anticipated to take place from FY 2008 - FY 2010 at an estimated cost of \$133 million. He advised that this will make the facility a four-lane, divided roadway from I-10 to I-8. Mr. Hayden stated that construction of the Wickenburg Bypass is anticipated to begin this year and is estimated to cost \$29 million.

Mr. Hayden summarized the totals of these projects: 133 miles of existing corridor widening and improvements, including general purpose lanes; 75 miles of HOV lanes; six new traffic interchanges and HOV ramps; 38 miles of new or multiphase new construction; 27 miles of right-of-way-protection; 75 miles under study; and 34 miles of rubberized asphalt application to complete the RTP program. He added that this application makes the total miles where rubberized asphalt has been applied to 150 miles in the metro area. Mr. Hayden noted that the FY 2008 to FY 2012 regional freeway program totals \$3.64 billion. Vice Chair Hawker thanked Mr. Hayden for his report and asked members if they had questions.

Supervisor Wilson asked if the TPC members would be alerted to any scheduling problems, such as in the EIS process? Mr. Hayden replied that they would. He noted that most of the environmental work has been completed, with the exception of the South Mountain, particularly the portion eastward from 51st Avenue to I-10. Mr. Hayden stated that the I-10 Reliever and Williams Gateway Freeway will need environmental studies, but no new concerns are anticipated beyond the increased costs for right-of-way, construction, and commodities. He noted that the bid for the Jomax/Dixileta project recently came in \$5.5 million less than the state's estimate, and there is hope this indicates a trend of reduced costs. Supervisor Wilson expressed concern that there might be issues with the I-10 Reliever because of its position along the river. Mr. Hayden noted that Supervisor Wilson's concerns were correct. Because

the alignment is along a waterway, there could be archaeological issues. He added that if there are archaeological findings, they would be addressed.

Councilmember Aames asked if any additional lanes on the interchange between Loop 101 and I-17 were planned. Mr. Hayden replied that he believed modifications were planned to two interchanges in the median.

Vice Chair Hawker asked how much of the \$250 million cost of improving I-17 might have been passed along to residents if the state had an adequate public facilities ordinance. Mr. Hayden replied that he did not have an answer to Vice Chair Hawker's question, however, there has been a lot of discussion about developments built on the outskirts bearing some of the cost.

Vice Chair Hawker asked if construction for the north/south segment of the South Mountain could begin without knowing the east/west alignment. Mr. Hayden replied that this is a complex issue. He indicated that ADOT's intent is to proceed, beginning at I-10 and 55th Avenue southerly to 51st Avenue. He added that ADOT anticipates a decision will be made to proceed easterly following completion of the ongoing alternatives study. Mr. Hayden stated that a potential agreement with the Gila River Indian Community is still being considered. He said ADOT is confident they will end up with a connection to I-10.

Vice Chair Hawker asked if a decision is made, would the project be reprogrammed for the next five year program with additional money put into the project to get it built. Mr. Hayden replied that only the western section would be in the next five year program. He stated that \$500 million are allocated to 15 miles of this project. He advised that ADOT is estimating \$1 billion to complete construction and \$1 billion for right-of-way for the South Mountain, assuming right-of-way costs do not significantly increase and there are no new costs.

Vice Chair Hawker asked if the 24 lanes in the area of the Broadway Curve would still be needed if the South Mountain was built and were they linked. Mr. Hayden replied that ADOT believes that a connection to I-10 with the South Mountain is necessary, as it is an integral component of the regional freeway system and it provides system continuity. He indicated that the Collector/Distributor system, when completed, would result in a total of 24 lanes, but the Collector/Distributor lanes would be separate from the mainline.

Mayor Lopez Rogers asked if ADOT would be applying for I-10 as a Corridor of the Future program. Mr. Hayden replied that ADOT, if eligible and could receive funding, would apply.

Mayor Cavanaugh asked for clarification of the 24 lanes at the Broadway Curve and its inclusion in Proposition 400. Mr. Anderson replied that the I-10 Collector/Distributor road system is funded in the amount of \$580 million as part of Proposition 400. He commented that this is probably enough funding to fix the 40th Street to Baseline Road section. Mr. Anderson noted that the 24 lanes include four HOV lanes (two each direction) in the median, and six lanes (three each direction) on the outside of the freeway, which are part of the Collector/Distributor road system. He advised that the 24 lanes are not contiguous, but are separated HOV lanes in the median and local access lanes on the outside. The I-10 freeway portion would be 14 lanes. Mr. Anderson stated that the lanes are necessary to accommodate traffic merging from SR-143 and US-60. He added that part of the widening is short sections, not the entire length, but a function of all the traffic movement in the area. Mayor Cavanaugh stated that the

traffic still has to be siphoned through the Deck Park Tunnel. He stated that an integrated approach is needed for improvements to I-10.

Councilmember Elkins stated that this illustrates much more is needed. He stated that neither Grand Avenue West nor Loop 303, both of which are critical to handle congestion in the West Valley, were not mentioned.

Mr. Smith stated that the completion of freeways is driven by the completion of studies. He stated that staff has been considering providing periodic tracking and monitoring reports to the TPC so if a study is sliding, decision makers would know about it.

Vice Chair Hawker asked the status of Proposition 300 funds in the South Mountain Freeway. Mr. Hayden stated that some of the early studies were done with Proposition 300 funds. Mr. Anderson advised that the funds are probably not Proposition 300 funds anymore, because Proposition 300 was a combination of funds. He noted that as part of the 1996 prioritization, \$85 million were set aside for building the elbow with access at South Mountain. He stated that this South Mountain funding is being carried forward in the cash flow analysis in the Proposition 400 program.

8. Legislative Update

Matthew Clark, MAG Senior Policy Planner, reported on legislative items of interest. Mr. Clark stated that SB 1049, which appropriates \$450 million from the State's Rainy Day Fund for transportation, and SB 1172, which increases the maximum maturity date for state highway bonds from 20 years to 30 years, have stalled. He indicated that they might be considered as part of the appropriations process.

Mr. Clark stated that SB 1591 adds language that states if the light rail system is not completed on or before January 1, 2009, a separate performance audit will be conducted within 12 months after the minimum operating segment has opened. He reported that this bill passed the Senate and House transportation committees. Mr. Clark noted Valley Metro Rail is neutral on this bill.

Mr. Clark stated that HB 2612 would increase the number of representatives on the State Transportation Board based on population. This bill has moved from the House and is waiting in the Senate to be heard.

Mr. Clark stated that HB 2682 would establish a Blue Ribbon Transportation Committee. The bill has passed the House and failed in the Senate Transportation Committee. Mr. Clark reported that Senator Gould included a 24-page amendment to the bill, and this has not gotten out of committee. He added that he was hearing there will be efforts to revive the bill.

Mr. Clark reported on SB 1552, which deals with the adoption of local ordinances in regard to air pollution. This bill passed the Senate and is awaiting consideration in the House. Mr. Clark stated that the bill is being held pending MAG's recommendations on the Suggested List of Measures for the Five Percent Plan for PM-10. He added that Senator Allen has asked stakeholders to meet in two groups to consider the measures.

Mr. Clark stated that HCR 2039 is a strike everything amendment that proposes amendments to the State Constitution relating to disposition of state trust land. He said that it passed the Committee of the Whole March 20th and is awaiting a third read.

Vice Chair Hawker asked if the state trust land item would be back on the ballot for 2008. Mr. Clark replied that it would. Vice Chair Hawker asked the process for the appointments to the Blue Ribbon Transportation Committee. Mr. Clark replied that the Committee would be composed of the President of the Senate and Speaker of the House, and the Chair of each transportation committee. In addition, the President and Speaker will each appoint two members of each political party to the committee. Vice Chair Hawker asked about transportation expertise of the appointees. Mr. Clark replied that the belief is there will be expertise from the transportation chairs and their discretion to appoint members with expertise. The thought was that the Committee would recommend all reports, such as the Reconnaissance and Framework Studies, and report back to the Legislature and the Governor.

Vice Chair Hawker asked if the Legislature was appropriating the funds to pay for the audit authorized by SB 1591. Mr. Clark replied that the audit would be funded by the half cent sales tax.

There being no further business, the meeting adjourned at 5:25 p.m.

Secretary

Chair