

MINUTES OF THE  
 MARICOPA ASSOCIATION OF GOVERNMENTS  
 TRANSPORTATION POLICY COMMITTEE MEETING  
 September 23, 2020

This meeting was conducted virtually via Zoom.  
 The link to a video recording of the meeting can be found [here](#).

**MEMBERS ATTENDING**

#Phoenix: Mayor Kate Gallego, Chair #Chandler: Mayor Kevin Hartke, Vice Chair *Avondale: Mayor Kenneth Weise #Buckeye: Mayor Jackie Meck #Gilbert: Mayor Scott Anderson #Glendale, Mayor Jerry Weiers #Goodyear: Mayor Georgia Lord #Huellmantel and Affiliates: Charles Huellmantel #Maricopa: Mayor Christian Price #Maricopa County Board of Supervisors: Supervisor Jack Sellers *Mesa: Mayor John Giles	#Peoria: Councilmember Bridget Binsbacher #Queen Creek: Mayor Gail Barney #Roc Arnett Consulting: Roc Arnett #Scottsdale: Councilmember Suzanne Klapp *SRPMIC: Vice President Ricardo Leonard #State Transportation Board: Jenn Daniels *Sunland Asphalt: Doug DeClusin #Surprise: Mayor Skip Hall *Swift Transportation: Dave Berry #Tempe: Mayor Corey Woods #Valley Partnership: Cheryl Lombard #Vulcan Materials Company: Mark Reardon
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\* Those members neither present nor represented by proxy.

# Participated by web/telephone conference call.

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Kate Gallego, Phoenix, at 11:30 a.m.

Chair Gallego reminded members to mute their phones when not speaking and gave some additional meeting instructions to members.

2. Call to the Audience

Chair Gallego noted that members of the public were asked to submit written comments related to this meeting on the MAG website at least one hour prior to the posted start time for the meeting. MAG staff indicated no comments were submitted for this or any other item on today's agenda.

3. Approval of Consent Agenda

Chair Gallego stated agenda items 3A through 3C were on the Consent Agenda and asked if any member had questions about any of the items. There were none.

Mayor Weiers moved to approve the Consent Agenda items. Mayor Lord seconded the motion and the motion carried unanimously. Mr. Arnett, Mayor Barney, Councilmember Binsbacher, Jenn Daniels, Chair Gallego, Mayor Hartke, Mr. Huellmantel, Councilmember Klapp, Ms. Lombard, Mayor Lord, Mr. Reardon, Mayor Price, Supervisor Sellers, Mayor Weiers, and Mayor Woods voted in favor of the motion.

3A. Approval of the August 19, 2020, Meeting Minutes

The Transportation Policy Committee, by consent, approved the August 19, 2020, meeting minutes.

3B. Transportation Improvement Program Project Changes

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications as appropriate to the Fiscal Year 2020-2024 MAG Transportation Improvement Program, and 2040 MAG Regional Transportation Plan Update, as appropriate.

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended four times.

Since approval of the last amendment, additional changes and modifications are needed.

3C. Draft MAG Policy Principles

MAG staff has updated the draft regional policy principles, a document that summarizes MAG's legislative positions and the agency's roles and responsibilities. The MAG Policy Principles are updated annually or as needed. In September 2020, the draft MAG Policy Principles are being presented to the MAG Management Committee, Executive Committee, Transportation Policy Committee, and Regional Council for review and input. It is anticipated that the draft MAG Policy Principles will be presented for action at the October 2020 policy committee meetings with approval at the October 28, 2020, Regional Council meeting. Contact Nathan Pryor, Policy and Government Relations Director, with any questions and proposed input.

This item was on the agenda for information.

4. I-10 Broadway Curve: Project Update

MAG Project Manager Ms. Kristin Myers provided an update on the I-10 Broadway Curve Project and began by discussing the components of the project. Ms. Myers reported MAG recently completed a project and economic benefits assessment to detail the relationship between constructing this freeway and the positive impacts it will have during and after construction. The analysis found that after construction, traffic will be 25 percent faster during rush hour than it was prior to the COVID-19 pandemic; more than 4,000 businesses will have better access; construction activities will grow local business sales and add more than 1,000 construction jobs; and after construction, 250 new long term jobs will be created.

Ms. Myers stated there were critical project milestones happening when the COVID crisis hit our region. ADOT made a determination to extend the procurement period by 60 days, thereby setting back the project start date. It is anticipated the contract will be executed by the end of December, with design and mobilization of the developer team starting in early 2021. The current schedule has construction starting the summer of 2021 and ending sometime in the fall of 2024.

Ms. Myers discussed the current contract provisions for closures of I-10. She explained that at the beginning of the project it was decided that the corridor was too critical to close during the weekdays given its high use by the traveling public. All lanes, including HOV lanes, are required to be open during the week as well during special events and holidays. Ms. Myers noted that closures are allowed on weeknights and weekends. She indicated a \$200,000 fine would be levied for every 15 minutes that traffic control is out longer than the stated duration of the closure. The team feels this will truly incentivize the contractor to prepare accordingly.

Ms. Myers stated last year, MAG and ADOT held a Cost Risk Assessment (CRA) to evaluate what the highest risks would be to the project. The CRA identified that this project is occurring in an area highly populated and utilized by over 300,000 vehicles per day. The CRA also identified that agency credibility would be at risk during construction and raising those stakes for the region is that construction would take place during the potential 2022 vote on the extension of Proposition 400. Because of these risks, MAG decided to proactively develop mitigation options to help with user experience and agency credibility.

Ms. Myers stated MAG began a traffic operational analysis to take detailed inventory of

the signal system surrounding the I-10 mainline. She explained the purpose of the analysis was to assess what the capability of the traffic management system currently is and what improvements may need to be made prior to construction to accommodate any potential for added capacity on arterial streets, especially during critical closures. MAG began working with Tempe and Phoenix staff in the spring to inventory the system. The inventory is now complete and staff has been working with city technical staff to verify the findings. A final report and list of priority upgrades will be shown to the partners in September, which would also include a discussion of funding for these upgrades.

Ms. Myers reported that since January the team has been working on a microsimulation to determine the travel patterns of users in the area based on different closure scenarios. In any closure case, ADOT would detour traffic to another freeway system like SR 101 – Price Freeway. However, they do understand that in the real world there is potential for travelers to find their own route. This microsimulation analyzed the spontaneous diversions during weekend closures.

During her presentation Ms. Myers provided modeling graphics showing examples of a weekend closure during construction and how the intersection volumes compare to weekday volumes. Other graphics shown include ramps that will need to close to stop traffic from entering the mainline as well as a snapshot of the model taking all weekend closures into consideration and comparisons of weekend and weekday volumes. These findings are currently being overlaid with the traffic operational analysis to help the team prioritize intersections that see higher stress in the network based on these closure scenarios.

Ms. Myers stated that another item being considered as part of an overall mitigation strategy is the potential to add transportation demand and/or transit options to help alleviate congestion on the freeway mainline. Valley Metro prepared a model to see what type of transit options would yield a decent return on investment for this freeway project. Potential transit options that have been identified are express routes – adding a few additional trips during morning and afternoon peaks. In addition, leveraging the already successful commute solutions that Valley Metro has available is a top priority. Additionally, planners are considering a robust marketing and messaging endeavor to help commuters understand their options in advance of the construction. Valley Metro and MAG staff have met with several cities to provide them with these findings and Valley Metro will be updating the Transit Management Committee and Board in September. She noted the ultimate decision on any mitigation strategy that requires additional funding will be through Regional Council and ADOT.

Ms. Myers discussed the strategic communication plan that will be ongoing throughout

the life of the project. She explained the goal of this plan is to ensure the project team deploys robust outreach tools in a variety of ways to ensure that all project partners, stakeholders and users are given accurate and timely information, along with feedback mechanisms. ADOT held a workshop attended by 70 project partners so they could hear what the partners' top concerns were for the project and how the project team could be proactive in meeting their needs. She provided a graphic showing where the responsibilities lie within the different sections of the project team. In her summary, she added that the strategic communications plan will be distributed to agencies in September and regional discussions will take place this fall to evaluate the prioritized list of potential holistic mitigation measures.

Mr. Anderson clarified that closures would only occur in one direction at a time and there would not be any full closures of I-10. He congratulated and thanked the teams at ADOT and MAG for their work on this project. Mr. Anderson commented ADOT Director John Halikowski agreed to do this supersized preconstruction plan when MAG approached him about this project last year. This is the first time this region has had this level of preconstruction activity and detailing of plans to mitigate the impact of construction on the tourism and business industries.

Supervisor Sellers emphasized the importance of doing a good job communicating the details of the project because it will be the most disruptive project in this region. He noted every bridge along Broadway Curve will be replaced, which will have a great impact on local traffic. Supervisor Sellers stated he is impressed with job MAG, ADOT and Valley Metro are doing to minimize the disruption.

Roc Arnett asked to what extent there has been interaction with prospective bidders, if teams have come together, and how many bidders MAG believes will be a part of the process. He also asked when the final bid would take place. Ms. Myers stated there are currently three short-listed developer teams. Proposals are being reviewed by ADOT and others and staff anticipates a selection of a winner this fall and a signed contract by the end of December.

Mayor Gallego asked if Ms. Myers could go into more detail about performance measures. Ms. Myers stated the team is further evaluating performance metrics to respond to the developers, member agencies, as well as the public. When the developer is brought on board, the team will be fine tuning those performance metrics and gathering monthly feedback, determining what social media is effective, and looking at crisis communication and how to hold to established metrics and improving responses as the project moves forward.

Chair Gallego emphasized the importance of communicating with the traveling public. She stated our region is a hub of economic activity and we need to ensure people have a good experience and also communicate with local businesses. Chair Gallego asked how transit could help alleviate some of the traffic congestion and how MAG has been working with Valley Metro and others. Ms. Myers stated MAG has been working with Valley Metro and the cities and towns along the Broadway Curve corridor including Gilbert, Chandler, Guadalupe, Tempe, and Phoenix to minimize traffic on the freeway mainline specifically on weekdays when congestion is high. Through Valley Metro's modeling, staff found there are opportunities for express service to add trips and the planning team plans to work with employers to implement van pooling and trip reduction. The COVID-19 pandemic has negatively impacted some of these plans, but there is an opportunity to work with employers on flexible schedules for employees during construction. The team also is looking at opportunities to improve time points along the light rail. She commented the team continues to work with member agency staff and will bring forward more ideas as we move into the fall.

Chair Gallego indicated transit would be helpful in alleviating congestion in the construction area.

Mayor Anderson asked if any study was done on how traffic will redistribute itself during construction. Ms. Myers stated she earlier mentioned the microsimulation that the team was working with. She explained how the dynamic modeling system works and takes into account a user experience. There is a lot of data that shows what the traveling public will do when closures occur. The team is working with cities to mitigate congestion on arterials and to understand where cars are going.

Supervisor Sellers stated the complexity of this project is one of the reasons it was so critical get additional lanes done on Price Freeway and have South Mountain Freeway completed before the project began. Chair Gallego agreed and stated the system is linked.

5. Update on the Development of a New Regional Transportation Plan

MAG Transportation Planning Program Manager Audra Koester Thomas provided an update on efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, including the planning work underway, technical work associated with the development of the new RTP and activities associated with the Management Committee RTP work group.

Ms. Thomas began her presentation with an update and highlights from the September 9 work group. She noted a majority of the meeting consisted of an open discussion of several

policy questions. Also discussed were the recently completed peer region analysis and the draft needs catalog. Ms. Thomas indicated the open discussion focused on a review of MAG's transit planning and policy roles and responsibilities; freeway and roadway maintenance and operations; legacy of sales tax funding regionally significant projects; alternative sales tax rates; as well as a need for public feedback on ultimate scenarios and tradeoffs.

Ms. Thomas paused her presentation to allow for additional observations by Mr. Anderson and members of the committee.

Mr. Anderson commented there were good discussions about maintenance and operations at the work group and Management Committee meeting with a lot of the discussion having to do with whether the region should assume more responsibility for operations and maintenance. He noted also associated with that is local street maintenance. Highways and local streets are maintained with Arizona's Highway User Revenue Fund (HURF) and more than half of that fund is made up of a fuel tax rate that has not changed since 1991. Mr. Anderson stated an important policy question is if the region wants to take on local roadway and freeway maintenance, it would take pressure off of the state to increase the HURF tax.

Mr. Anderson also commented on the legacy of the sales tax, noting that Maricopa County was the first region in the country to pass a dedicated tax for transportation in the 1980s. He indicated he is proud of what the region was able to accomplish through the passage of Proposition 300 and Proposition 400. These transportation improvements have enhanced the quality of life and mobility in the region. The value mapping surveys that were done last year as part of this planning process show that the residents of the region appreciate this transportation system and compare it favorably to other systems in the country. Mr. Anderson noted that while we do not know what the composition of the extension is going to be, the region needs to keep these improvements going and focus on the regionally significant projects that make a big difference to the regional transportation system.

Ms. Thomas continued her presentation, discussing highlights from the recently completed peer region analysis which was distributed to the committee earlier in September. The analysis includes a review of peer's composition of regional transportation investments; peer funding portfolios and comparative revenues; and insights on plan development processes, including scenario and trade off analyses. She displayed a graphic showing where the studied peer regions are located across the country. MAG studied fast-growing metropolitan areas, focusing on Western U.S. metropolitan areas. Ms. Thomas also displayed a graph demonstrating the total per capita revenue by peer agency

(annualized in year of expenditure dollars), a chart showing regional or county sales taxes, as well as a chart showing peer agency transit sales tax, not including other taxes such as property and income tax. Ms. Thomas noted it is common to see a full-cent tax transit-dedicated sales taxes in regions, if not more. She added MAG has been tracking and monitoring peer regions, many who are also preparing for new voter initiatives to fund transportation and gave a summary of that activity.

Ms. Thomas provided highlights from the peer region analysis. Above all, peer regions are outpacing MAG in transportation investment with more robust regional funding sources and more significant state-generated revenues. As federal and state revenues decrease in value and erode in size, pressure will continue to increase on regional sources to deliver growing transportation needs. Additional highlights included noting that operations and maintenance is commonly funded across various peer funding sources; opportunities exist to leverage other revenues, such as public/private partnerships (P3); and that scenario planning is important in weighing tradeoffs and informing policy decisions. Ms. Thomas paused her presentation for comments.

Mr. Anderson stated he was surprised at the results of the peer region analysis because he had been operating under the premise that this region has been investing more in transportation than its peer regions. He commented the region has done a great job with the earlier propositions, keeping traffic congestion relatively low comparatively. Proposition 300 was a half-cent to fund new freeway development and was followed by another half-cent vote in 1989 called Valtrans to fund the public transportation; that initiative failed. These votes were followed by Proposition 400 which is continuation of a half-cent but also multimodal. There was a lot of discussion leading up to that vote about the rate of the tax but policymakers made the decision to keep it at a half-cent. Proposition 400 funded freeways, public transportation, as well as an arterial street investments.

Mr. Arnett commented that what stood out to him was the property tax component used by different states. He asked what research has been done for the property tax including how it got started and approved with the resistance to increased tax. Mr. Arnett indicated if the region can figure out how to put some type of property tax in place, maybe just on maintenance and operations, it could be separated out and used to pay for some of these activities.

Ms. Thomas provided some technical analysis and feedback from the peer region analysis. She stated there are different funding mechanisms in each state. Some states do not have an income tax and instead there are a variety of property taxes that fund infrastructure and services. In Texas, cities often leverage a property tax to fund their local jurisdictions. This November, the Austin, Texas region will be asking voters for an 8.7 percent increase to the

existing property tax to support transit, in addition to a one-cent sales tax already used to fund transit. Similarly, the Twin Cities MPO has a property tax that is leveraged to help fund its portfolio in addition to other revenue sources. Locally, Arizona jurisdictions have used sales taxes as a mechanism to further transportation and transit investments. The analysis shows the different revenues used in states and the kinds of taxing mechanisms used, highlighting several revenue sources or unique taxes for which have not yet been implemented in Arizona. At the direction of policymakers, MAG could pursue that feedback as the process moves into the scenario and tradeoff analysis.

Mr. Anderson recalled the days prior to Proposition 300 becoming a ballot measure. He said there was a thought the region would have a property tax rather than a sales tax but that was not favored by the business community. In the early 1980s there was a big differential between the assessed valuation of commercial property and residential property. The Palo Verde Nuclear Plant unit also came on line around that time and affected commercial property valuation. Subsequent to Proposition 300, there have been additional programs that have tacked on to the sales tax base, including Maricopa County jail tax and others. Mr. Anderson stated he personally believes the region should explore options like a property tax to determine if that is a viable option. Property tax is more stable than sales tax and it grows with assessed valuation. Property tax also captures some of the value added by transportation. MAG has tracked the change in assessed valuation along the freeway and light rail corridors and the difference is astounding.

Councilwoman Klapp stated there has been a lot of discussion about property tax in the City of Scottsdale over the years and the city recently passed a small transportation sales tax. Feedback the City received from businesses and residents is that sales tax is fair because it is distributed across everybody who uses streets and roads, including the millions of visitors to the state each year. Property tax hits only property owners who are then paying for the use of the transportation used by all of the people visiting the city. She emphasized keeping in mind that the use of property taxes is highly unpopular.

Chair Gallego asked if the question of using property tax to fund transportation was posed to voters during the values mapping exercise. Ms. Thomas stated the values mapping research posed general questions about levels of investment and did not ask specific questions around taxing mechanisms. Staff anticipates that as a part of planned polling in the winter, questions about voter's level of comfort and economic security will be asked. Additionally, with the support of policymakers, staff will explore alternative revenue solutions, using this opportunity to get feedback on these types of questions. Chair Gallego stated it is her sense that Councilmember Klapp is correct, that voters would lean toward a sales tax as opposed to a property tax.

Mayor Hartke asked how states and regions compare to ours when talking about the operations and maintenance of freeways and how they have dealt with supporting the operations and maintenance of a region's freeways as opposed to statewide. Ms. Thomas indicated the analysis found in most cases more significant statewide revenue sources, whether that is from a more sustainable gas tax in some states, for example Utah, where that is indexed. Those are resources leveraged to the region to further support operations and maintenance of the freeway and highway system. In states like Texas, tolling revenue is significant and that funding contributes to operations and maintenance at a regional level as well as in some cases, supporting transit alternatives. She added it is important to remember when we talk about the extension, we are not just talking about the half-cent tax but about all the funding available to the region. That includes our region's proportionality of HURF and our ability to make decisions about that funding within this region. Because of the tremendous need not just in the region but moreover statewide, it emphasizes the need for the state legislature to remedy to HURF. She reiterated that MAG controls decisions at a regional level for the use of our proportional share of HURF coming from the state.

Mayor Hartke followed up by asking if our region decides to include operations and maintenance as a significant item, it takes some pressure off of HURF and the gas tax. Ms. Thomas answered yes and added that any regional investment on either local roadway or freeway maintenance will continue to take pressure off of the legislature to remedy this situation.

Mayor Lord asked if this subject has already been discussed at the Management Committee work group. Ms. Thomas responded by saying there have been significant conversations about maintenance and operations and said she would highlight specific feedback later in the presentation during the discussion on regionally significant programs.

Ms. Thomas moved on to discuss the draft needs catalog and review the performance-based evaluation process and the steps the region will take over the next several months to get from the full needs catalog to the project and program portfolio. She focused on Step 1: regional project screening. The Draft Needs Catalog compiles regionally studied needs, deferred Proposition 400 projects, as well as agency RTP call for project submissions. She mentioned coordination is ongoing with ADOT and Valley Metro on any additional system needs or gaps to add. She asked that member agencies review submissions and flag edits, duplicates, and other issues. Ms. Thomas discussed Step 1: regional significance and how it is applied to the draft needs catalog to evaluate projects and programs. She displayed a slide showing approximately 40 different program types. Ms. Thomas also provided information on how these potential programs help contribute towards the six goals identified for the development of the next RTP.

Ms. Thomas noted staff had indicated it would apply the regional significance definition and present a recommendation on which met this threshold to be moved forward in the performance based evaluation process. The call for projects demonstrates the desire to stretch the half cent considerably, but the data demonstrates that the region is significantly constrained with the current funding level. She noted staff is seeking direction for which programs meet the regional significant definition and which programs, while important, at this time should be removed from further consideration. Ms. Thomas displayed a slide showing a list of programs MAG recommends to move forward and a list of programs they recommend to drop from the evaluation process. The recommended regionally significant programs represent existing regional programs, federally required responsibilities and priorities aligned with funding received by the MPO, investments that are consistent with MAG's legacy to fund regionally significant and system-focused investments, and investments where high need was demonstrated in the RTP call for projects submissions.

Ms. Thomas provided notes on the programs identified to move forward regarding feedback received at the work group and Management Committee meetings earlier in the month. There are two programs listed that were not identified as Prop 400-era programs: BRT and intersection improvements. There was a question about bus rapid transit and if it had been included in the original 2003 RTP. She stated it was included but in name only. It represented commuter bus or express bus service using the freeway network and not what the region is envisioning as a real opportunity to invest in true bus rapid transit (BRT) – a new mode for this region. In partnership with the City of Phoenix, the region is studying and sees viable application for BRT implementation. Ms. Thomas noted the implementation of BRT is potentially eligible for Capital Investment Grant (CIG) funding, which is discretionary transit funding for fixed guideway investments for which this region has been competitive on in the past with rail projects.

Ms. Thomas also talked about intersection improvements. The region has invested in and has been able to address several intersections improvements as part of the Arterial Life Cycle Program (ALCP). MAG's recommendation is, based on the tremendous need the region has as well as the cross cutting strategies such as safety, Intelligent Transportation System (ITS), and multimodal opportunities, a brand new program be established specifically for arterial intersections.

Ms. Thomas highlighted two programs proposed to move forward for consideration because they are insufficiently funded through HURF: freeway/highway operations and maintenance and local roadway pavement preservation. She characterized feedback received at the most recent work group as well as at last week's Management Committee meeting as no one wanting to provide any excuse for the state legislature not to act on

remedying HURF. Staff also heard strong opinions about not wanting to support freeway maintenance and operations investments. Staff did hear some interest about further evaluating local roadway maintenance or local pavement preservation as part of the regional tax. There also is recognition that working to stretch a half-cent is hard and there are difficult conversations ahead.

Ms. Thomas again reiterated that MAG staff is seeking direction on the recommended regionally significant programs. Programs deemed regionally significant will move to the next step in the performance-based evaluation process. She commented that even if the program meets the regional significance test and moves on to the next step, it does not guarantee funding. The portfolio of projects and programs is still fiscally unconstrained. This is only the first opportunity to remove programs from further consideration. She added that as we move through this process, more programs will be eliminated or narrowed or even brought back. Ms. Thomas reminded the committee the planning process is iterative.

Ms. Thomas stated that the draft policy question frameworks have been included in the agenda packet for information and that the draft needs catalog (Version 1) is requesting review and feedback. Staff is specifically seeking direction this month for which regionally significant programs should move forward to the evaluation process. She commented the September 30 work group will focus on the initiation of a regional conversation about future transit investments.

Mayor Barney asked for staff to provide the committee with the total funding amount needed if all projects deferred in Proposition 400 were brought back into the program as well as the required amount to maintain existing transit obligations. Mr. Anderson stated that MAG has the numbers and is working to put them together. He mentioned another request from the work group was to calculate a baseline cost to fund current transit operations the region is funding, as well as continuation of litter and landscape on the region's highways for the next 20-25 years.

Chair Gallego commented that tough decisions are being made which are important for our region. She stated she appreciated hearing that other regions have a lot more resources to work with.

Supervisor Sellers commented Maricopa County is the fastest growing county in the U.S., growing by 200 people a day. He stated policymakers need to understand that growth is continuing and factor that into the plan. Supervisor Sellers stated he feels strongly about not wanting to take pressure off of the legislature to do their job in providing the maintenance of the system that we build with capital dollars.

Mayor Barney agreed with Supervisor Sellers' comments that the region is growing fast and that we need to keep open the opportunity for new capital and arterial programs as well as maintain that for the communities already built out and make sure that they also have repair and maintenance needs met. He added it will be difficult to balance these issues because the needs are so great and the costs so high.

Mayor Hartke echoed the comments of both Supervisor Sellers and Mayor Barney. He noted the original agreement was that the region build and the state maintain. Mayor Hartke commented he is reticent about adding onto the scope with the limited amount of funding the region has to complete as well as further projects from the East Valley, Central, and West Valley.

Mayor Lord stated she agrees with Supervisor Sellers and said it is time for the governor and legislature to step forward.

Ms. Thomas asked if committee members were providing direction to pull off freeway maintenance and operation and pavement preservation, moving those two items into the column of programs recommended to be dropped from the evaluation process.

Mayor Hartke stated he agrees with moving the freeway operations and maintenance. He noted some of the pavement preservation is more sub region and local jurisdiction that may or may not be covered by that. Mayor Hartke said his understanding was that it was currently part of the local HURF.

Ms. Thomas explained HURF is the substantial fund to not only to provide capital operation and maintenance for freeways and highways statewide, but also is an important revenue source distributed locally for city and county level roadway improvements. The HURF is prohibited from being used for transit. She added this is the kind of feedback staff is looking for on what should be taken off the list for regional funding consideration and to what extent that furthers conversations with the state legislature.

Mayor Hartke clarified that he is not in favor of removal of pavement preservation but is in favor of removal of freeway maintenance and operations.

Councilmember Binsbacher stated she agrees with Supervisor Sellers in taking freeway maintenance off of the table for consideration in the extension. She asked at what future meeting could committee members expect the information regarding the total funding amount needed if all projects deferred in Proposition 400 were brought back into the program as well as the required amount to maintain existing transit obligations.

Ms. Thomas stated staff is preparing that information now. She added that staff had presented some of that information last fall but do not necessarily have it calculated and outlined in some of these categories. Staff will be presenting the information in the upcoming months.

Mayor Anderson asked if in conversations, anyone at the state has reacted to the prevailing thought that freeway operation and maintenance should be paid for by the state or if there has been a give and take conversation of any kind.

Ms. Thomas stated something unique to Maricopa County is that we are prohibited from consideration for more than a half cent. All other counties have the option for going up to a full cent. She deferred to Mr. Anderson to talk about some of the conversations MAG has had with the governor's office and legislators.

Mr. Anderson indicated MAG has had extensive conversations over the years with the legislature and the governor's office. MAG was hopeful last year that a bill run by Representative Noel Campbell for increases in the gas tax. That bill did not make it out of the legislature but was close. He noted this past session Representative Campbell ran another bill to make all vehicles pay their fair share for registration, including electric and alternative fuel vehicles. With pandemic, that bill went by the wayside. Mr. Anderson stated MAG would continue to work with the legislature to get a bill passed. Representative Campbell is not running for re-election but had been a champion for MAG in the legislature and for transportation. Current Senator Transportation Chair Senator Karen Fann and staff for Governor Doug Ducey indicated he will not support a tax increase.

Chair Gallego suggested the committee invite a speaker from the governor's office to hear what the governor's agenda is for statewide transportation. Mr. Anderson said he would extend that offer.

Supervisor Sellers stated there are a number of organizations working to get something moving at the state level and added he is involved with a number of those organizations. He added he is not sure if it would be productive to have someone from governor's office speak to the committee right now.

Ms. Daniels commented that Mr. Ben Blink would be the individual from the governor's office to contact regarding speaking to the committee. She added it would be a terrific idea, especially if membership is aligned as it would make the process smoother later on. She would like to see collaboration on this effort in advance of any legislation. Ms. Daniels stated she knows Senator Livingston is also working on this effort and suggested he also

be included in the conversation as Chair of the Senate Transportation and Safety Committee.

Chair Gallego commented that would be a great idea. She added it is her sense that everyone is interested in having a responsive transportation system. Chair Gallego acknowledge comments received by Mayor Lord and Ms. Lombard who offered their support for a discussion with governor's office and legislative staff.

Mayor Hartke indicated he would like further consideration for microtransit and circulators to be included in programs recommended to move forward in the evaluation process. He stated if there is no discussion of the items recommended to be dropped from consideration they will not move forward.

Supervisor Sellers stated he is not sure who will replace Representative Campbell in the House but added the current speaker, Representative Rusty Bowers, is supportive of having the state take responsibility in this area. Representative Bowers might be someone who could be helpful after the election.

Chair Gallego commented Representative Bowers represents a district where freeway maintenance is very important.

Chair Gallego clarified that the committee is comfortable removing freeway operations and maintenance from programs recommended to move forward in the evaluation process and sending a message to partners at the state level.

Mr. Anderson indicated that staff has a good sense of direction from the committee. He added this is an iterative process so the committee may see things move back and forth through the process. As the committee addresses the funding side of things this is great feedback for staff.

Chair Gallego thanked MAG staff and the committee for today's discussion.

## 6. Legislative Update

MAG Policy and Government Relations Director Nathan Pryor shared one item of note which is that Fixing America's Surface Transportation (FAST) Act legislation for transportation funding is set to expire September 30. The House of Representatives made moves this week to extend the Act by one year without any increase in funding levels. He stated that the positive news is that there has been recent bipartisan conversation supporting future funding in transportation. Staff will continue to track this activity and

report back as warranted.

7. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

8. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Adjournment

There being no further business, Chair Gallego adjourned the meeting at 12:59 p.m.

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Secretary

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Chair