

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 16, 2002
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Fred Carpenter, Wickenburg, Chairman
Scott Schrader, Avondale
Joe Blanton, Buckeye
*Jon Pearson, Carefree
*Usama Abujbarah, Cave Creek
Donna Dreska, Chandler
*Stuart Brackney, El Mirage
*Paul Nordin, Fountain Hills
Shane Dille, Gila Bend
*Urban Giff, Gila River Indian Community
Tami Ryall for George Pettit, Gilbert
Ed Beasley, Glendale
Jerene Watson for Stephen Cleveland,
Goodyear
Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park
Jim Huling for Mike Hutchinson, Mesa

*Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
*Cynthia Seelhammer, Queen Creek
Jacob Moore for Bryan Meyers, Salt River
Pima-Maricopa Indian Community
Jan Dolan, Scottsdale
Bill Pupo, Surprise
Shannon Wilhelmsen for Will Manley, Tempe
Chris Hagen-Hurley for Ralph Velez, Tolleson
Mark Fooks, Youngtown
Dick Wright for Victor Mendez, ADOT
Tom Buick for David Smith,
Maricopa County
Ken Driggs, RPTA
+Bryant Powell for Curtis Shook,
Apache Junction

*Those members neither present nor represented by proxy.
+ Non-voting
Participated by video conference or telephone conference call.

1. Call to Order

The meeting was called to order by Chairman Fred Carpenter, Wickenburg, at 12:03 p.m.

2. Pledge of Allegiance

Chairman Carpenter stated that transit tickets were available following the meeting from the RPTA.

Chairman Carpenter stated that supporting material was at each place for agenda item #6C, Cooperatively Developed Transit Program, #6D, Recommendation of Projects for CMAQ and STP Funding in FY 2007 of the FY 2003-2007 MAG Transportation Improvement Program, #8, MAG Governance Task Force Recommendations, and #9, Transportation Public Opinion Focus Groups and Regional Telephone Survey Preliminary Results.

Chairman Carpenter welcomed new managers, Donna Dreska for Chandler, Ed Beasley for Glendale, and Mark Fooks for Youngtown.

3. Approval of November 21, 2001 Meeting Minutes and November 30, 2001 Retreat Minutes

Chairman Carpenter asked if there were any changes to the minutes. Hearing none, he asked for a motion to approve.

Scott Schrader moved to approve the minutes of the November 21, 2001 meeting and the November 30, 2001 retreat. Shane Dille seconded and the motion carried unanimously.

4. Call to the Audience

Chairman Carpenter stated that a timer was available to assist the public with their presentations. He noted that public comments have a three minute time limit. Chairman Carpenter stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comments are limited to three minutes.

Chairman Carpenter recognized public comment from DD Barker, who called attention to comments by Mayor John Keegan, Peoria, about alternative transportation in the MAGAZine. Ms. Barker noted that the article states that one pound of emissions results from every 37 vehicle miles driven, and 70 million miles are driven daily in the region. Ms. Barker stated that the region has escaped ozone and carbon monoxide violations. That may not be entirely accurate, as there could be some variations because the monitors are sometimes down. Ms. Barker stated that two-thirds of the particulates in the city are coming from the area where light rail will be installed. She noted that the MAGAZine article states that “you may participate.” Ms. Barker stated that public comment is being solicited at five meetings on the FTA EIS. She commented that it is important to provide comments. Ms. Barker performed ballet steps. Chairman Carpenter thanked Ms. Barker for her comments.

Chairman Carpenter recognized public comment from Blue Crowley, who stated that he would participate in Scottsdale’s Parada del Sol and Wickenburg’s “Gold Rush Days.” He mentioned that he used to be able to go to the Gold Rush Days in Wickenburg by rail. Mr. Crowley commented on agenda item #9, Transportation Public Opinion Focus Groups and Regional Telephone Survey Preliminary Results. He stated that it was illegal because RPTA did not allow public comment in putting it together. Mr. Crowley stated that he had a question for the survey staff, who was told by RPTA staff not to answer his question. Mr. Crowley stated that light rail affects almost all communities because almost all have heavy rail. He commented on the accuracy of last month’s meeting minutes. Mr. Crowley stated that he spoke to Congressman Pastor and pointed out that until there is a recommendation letter from the feds, the amount of money for light rail is zero. He stated that he wants the election split—freeway and light rail on one election—and bus, pedestrian, bike, and rail on the other election. Chairman Carpenter thanked Mr. Crowley for his comments.

5. Executive Director’s Report

James M. Bourey stated that the Arizona Department of Environmental Quality has prepared draft legislation to address Regional Haze in National Parks and Wilderness Areas. It requires the Department to establish a mobile source emissions budget for any area of the state if the Director determines that mobile sources from that area are contributing significantly to visibility problems. The Department would also establish control measures, schedules, and a tracking system to manage the future growth of mobile source emissions. Mr. Bourey added that the bill

could have unintended negative consequences. The MAG region is already under three mobile source emission budgets for air quality conformity purposes. This bill could further complicate matters.

Mr. Bourey stated that a copy of a memo from Harry Wolfe on the Census Bureau 2002 Boundary and Annexation Survey was at each place. He mentioned that this memo had been transmitted to all cities. The memo is important because the contact information will be used for providing continual updates for the census.

Mr. Bourey stated that the Governor's Transportation Vision 21 Task Force presented their final report to the Governor. There are two important items that will be presented to the Legislature: Programming and Planning Changes; and enlarging the ADOT State Transportation Board from seven to nine members. Mr. Bourey explained that this last item will provide an additional Board member from Maricopa County and one at-large member, who could also be from Maricopa County.

Mr. Bourey stated that three budget workshops are being scheduled in different parts of the region next month to provide an overview of the next Work Program. Tentative sites include Phoenix, Glendale and Chandler. Mr. Bourey noted that the locations are being finalized and a notification would be sent out. Dates for the workshops are February 15, February 19, and February 25. Mr. Bourey encouraged participation at the workshops.

Mr. Bourey stated that ADOT had not proceeded with the GANs for a portion of the Santan Freeway, as a result of a lawsuit on bilingual education. He announced that he had just been notified that the project will be going forward at the direction of the Governor's office.

Mr. Pupo asked the staff contact if the memo on the Census Bureau 2002 Boundary and Annexation Survey had not been received. Mr. Bourey stated that member agencies could contact Harry Wolfe.

6A. ADOT Tentative Life Cycle Program for the MAG Regional Freeway System

Eric Anderson stated that each year, ADOT prepares the Tentative Life Cycle Program for the MAG Regional Freeway System and releases it for public review and comment. The Program provides the detailed plan for the design and construction of the MAG Freeway Plan for FY 2003-2007 given available resources. The Tentative Life Cycle Program incorporates updated revenue projections and cost estimates to reflect the latest information available. Mr. Anderson noted that the sequence of projects reflects the adopted priorities and the accelerated schedule to complete the Regional Freeway Program in 2007. Mr. Anderson explained that this list includes state highway projects and does not include regional freeway system projects, which would be addressed in the next agenda item. Mr. Anderson added that the Transportation Review Committee recommended approval of the projects at their meeting on December 11, 2001.

Chairman Carpenter recognized public comment from Blue Crowley, who was not present.

Chairman Carpenter asked if members requested that agenda items #6A, #6B, #6C, and #6D be considered separately. Donna Dreska requested that a separate vote on each item be taken. Chairman Carpenter asked for a motion on agenda item #6A.

Jan Dolan moved to recommend approval of the Tentative Freeway Life Cycle Program for the MAG Freeway System for public review and comment. Frank Fairbanks seconded, and the motion carried unanimously.

6B. Cooperatively Developed ADOT Highway Construction Program for FY 2007

Eric Anderson stated that each year, ADOT releases a new Tentative Five Year Highway Construction Program for public review and comment. The ADOT Tentative Five-Year Highway Construction Program provides the listing for the design and construction of State Highway system facilities. Mr. Anderson stated that MAG, RPTA and ADOT worked other MPOs and COGs, to develop a funding estimate for FY 2007 as part of the Resource Allocation Advisory Committee process. Mr. Anderson said that the FY 2007 estimate for the MAG region was \$197 million, plus an additional \$50 million from the bid savings on the U.S. 60 design-build project. Once the RAAC estimates were available, MAG, RPTA and ADOT worked to cooperatively develop as list of FY 2007 projects. Mr. Anderson reviewed some of the projects on the list that included widening on I-10, some work on the collector/distributor system on I-10, US 60 HOV lanes and interchange, I-17 widening, and the Wickenburg Bypass. Mr. Anderson noted that the MAG Transportation Review Committee reviewed and recommended approval of the FY 2007 project list at their December 11, 2001 meeting. Chairman Carpenter thanked Mr. Anderson for his presentation and asked if there were any questions. Hearing none, he asked for a motion.

Terry Ellis moved to recommend approval of the cooperatively developed ADOT funded projects for the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment. Shane Dille seconded, and the motion carried unanimously.

6C. Cooperatively Developed Transit Program

Mr. Anderson stated that each year, a transit federal funding program is developed by RPTA. Mr. Anderson stated that approximately \$40 million of CMAQ, 5307, 5309 and State STP funds are available for programming. He stated that the priority list of projects for funding consideration was recommended by the Transportation Review Committee on January 10, 2002. Chairman Carpenter thanked Mr. Anderson for his presentation and asked if there were any questions.

Ken Driggs stated that there was concern about the process expressed by the TRC. This process has been used for a number of years. Mr. Driggs explained the VMOS staff develops the recommendations and there were some concerns about voting and public participation.

Mr. Driggs moved to recommend approval of the cooperatively developed RPTA funded projects for the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment, and adjust the way RPTA transmits items to MAG so there will be a more comprehensive committee review. Jim Huling seconded.

Mr. Huling commended Mr. Driggs for bringing the re-evaluation of the process to the forefront. The vote on the motion carried unanimously.

Chairman Carpenter recognized public comment from Blue Crowley, who encouraged more cooperation and urged support for Indian gaming. Mr. Crowley asked why the City of Phoenix has been taking lottery funds since 1987 and has still not completed the express bus terminal on I-10. He urged them to abandon the terminal to the State or the County so that it can be

completed. If you want to be multi-modal, express bus is a part of it. Mr. Crowley commented that Roosevelt Street continues west from Central to 19th Avenue and has been a part of the city since the 1930's. He stated that there has never been a bus route on Roosevelt. Mr. Crowley encouraged getting heavy rail and having a separate vote. He brought up that only one-fifth of the entire bus system has infrastructure that is up to the standards, which state that if a stop has 11 boardings, there must be a bench. Mr. Crowley stated that not all stops have this. As a matter of fact, not all communities have buses. He stated that the State, as the largest employer, needs to do their part in reducing employees' single occupant vehicle travel. Chairman Carpenter thanked Mr. Crowley for his comments.

6D. Recommendation of Projects for CMAQ and STP Funding in FY 2007 of the Draft FY 2003-2007 MAG Transportation Improvement Program

Paul Ward stated that it is currently estimated that \$38.6 million will be available in CMAQ funds and \$3 million in STP funds for programming projects in FY 2007. Mr. Ward reviewed the dates and process for determining the list of projects. He explained that the TRC further reviewed the recommendations at their January 10, 2002 meeting. Mr. Ward stated that the revised list was faxed to the Management Committee and was also at each place. Mr. Ward reviewed the next steps for including the projects in the draft 2003-2007 TIP, which will be considered by the Management Committee and Regional Council for a conformity analysis in March. Chairman Carpenter thanked Mr. Ward for his presentation and asked if there were any questions.

Scott Schrader provided comments on the process. He expressed concern with what transpired with the initial list, which was then revised by the TRC. He encouraged examination of the process for scoring, weighting, and ranking. Mr. Schrader requested that those projects not making the final cut be given consideration as funding becomes available.

Dick Wright stated that ADOT has concerns with the process, which needs improvement. He commented that it is his understanding that MAG is forming a committee to examine the process.

Mr. Bourey stated that the involvement of the Management Committee is needed in this critical examination of the process.

Ms. Dreska stated that she would be happy to serve on this committee. She expressed her thanks to Mr. Schrader for bringing this issue to attention, that the process needs re-examination. Ms. Dreska stated her agreement that those projects negatively impacted be given consideration if funding becomes available.

Frank Fairbanks stated his support for the recommendation. He indicated that the process could bear examination. Mr. Fairbanks stated that this is a CMAQ program and it is preposterous that the lion's share of CMAQ funding goes to those areas that do not have air quality problems. It could cause problems if there is a process that diverts funds to those projects. Mr. Fairbanks stated that a process is needed that will ensure CMAQ funding goes to projects that will benefit air quality.

Jim Huling moved to recommend approval of the projects for CMAQ and STP funding in FY 2007 and to include those projects in the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment. Tom Buick seconded, and the motion carried unanimously.

7. ADOT Proposal to Accelerate State Route 85

Mr. Anderson stated that ADOT has proposed advancing the planned improvements on State Route 85. MAG has supported funding of the improvements on SR 85 during past funding cycles. A total of \$73.5 million has been allocated to this route over the past few years, which is a 30-mile section of SR 85 that connects I-10 with I-8. Mr. Anderson explained that the road carries significant heavy truck traffic and has experienced a number of fatal accidents over the past few years. He stated that because of these safety considerations, ADOT would like to complete all of the improvements on an accelerated basis, including projects already programmed and projects that have not yet been programmed for funding. The accelerated projects would be incorporated into the tentative FY 2003-2007 Transportation Improvement Program. Funding to repay the financing for the project will require about \$16.1 million for the four years 2007 to 2010. Mr. Anderson noted that the TRC recommended accelerating the planned improvements on State Route 85. Chairman Carpenter thanked Mr. Anderson for his presentation and asked if there were any questions. Hearing none, he asked for a motion.

Joe Blanton moved to recommend accelerating the planned improvements on State Route 85 and include the accelerated project in the Draft FY 2003 - 2007 Transportation Improvement Program. Mr. Dille seconded, and the motion carried unanimously.

Ms. Dreska asked if the motion on agenda item #6D included language that those projects adversely affected by the TRC cuts would receive consideration as funding becomes available? Mr. Bourey replied that it was his understanding that the motion did not include that language. Chairman Carpenter added that Ms. Dreska could make a motion with clarifying language.

Ms. Dreska moved to include language in the recommendation for agenda item #6D that those projects adversely affected by the TRC cuts would receive consideration as funding becomes available. Ms. Dolan seconded, and the motion carried unanimously.

8. MAG Governance Task Force Recommendations

Mr. Bourey stated that the Regional Council discussed the Governance Task Force recommendations that the Regional Council endorsed at their retreat on January 11, 2002.

Mr. Bourey read Recommendation #1 stated: That we delegate more responsibility and authority to an expanded executive committee, comprised of members from the MAG Regional Council. The supporting principles included: That an expanded Executive Committee would consist of from 9 to 11 members; that all cities over a certain number of residents would have a seat; that the Executive Committee membership would be balanced geographically and by size of jurisdiction; that the Executive Committee would continue to be voted on annually by the full Regional Council; that the Regional Council would continue to be responsible for setting policy and adopting regional plans and programs; that the Executive Committee would assume non-administrative responsibility for actions required to carry out the Regional Council directions.

Mr. Bourey read Recommendation #2 that stated: A policy committee would have additional power that could not be overruled with a simple majority vote. A super majority would be required at the Executive Committee to overrule a policy committee's recommendation. In the event there is no super majority, but a simple majority, the decision would be forwarded to the full Regional Council. He noted that there was much discussion by the Regional Council on this recommendation, and ended in a split vote.

Mr. Bourey read Recommendation #3 that stated: That we expand the business and other stakeholder representation on all of the MAG technical and advisory committees. The supporting principles included: When soliciting business and stakeholder representation, a listing of potential vacancies will be developed and sent to the members of the Regional Council requesting nominations to fill the vacancies; a process for making appointments to the MAG committees of additional members will be discussed by the Regional Council; when filling vacancies, balanced representation will be sought;

Mr. Bourey read Recommendation #4 that stated: That we hold Town Hall meetings, with a specific identified invitation list, that will advise the Regional Council on goals; Town Hall meetings would occur at least annually; Town Hall participants would be invited by the Regional Council and would include a broad section of the public, non-profit, and private sectors including interests representing a wide spectrum of regional views; Town Hall meetings would be open to the public to view and provide comments; Town Hall meetings would serve to give input to the Regional Council policy making process; Town Hall meetings would have a predetermined agenda to focus discussion and background material distributed prior to the meeting.

Mr. Bourey read Recommendation #5 that stated: That the Regional Council consider whether they want to extend voting participation to local governments in the contiguous urbanized area.

Mr. Bourey read Recommendation #6 that stated: That there be a compilation and report of the impact of proposed significant developments on the regional facilities for transportation, open space, wastewater and water, prior to the jurisdiction taking action on the development. Mr. Bourey noted that this would be a compilation of information, not a review of the merits of a proposal. He added that this compilation would be shared back with the jurisdiction.

Mr. Bourey read Recommendation #7 that stated: That data compiled on developments of significance would be integrated into the TIP and Long Range Transportation Plan, and 208 approval processes, where there is an action going forward to the Regional Council. He stated that the supporting principles of the recommendation included: MAG member agency staff where project resides would be informed prior to an agenda being sent out that a MAG action related to the proposed development is being scheduled; MAG staff would work with the MAG member agency in preparing a status report regarding the MAG comments that had previously been sent to the MAG member agency; MAG would prepare a draft status report and send it to the MAG member agency with a reasonable amount of time to comment on the status report; the final status report would be sent to the appropriate MAG committee that is scheduled to consider an action related to the development, such as approving a 208 Amendment or amending the Transportation Improvement Program or Regional Transportation Plan.

Mr. Bourey read Recommendation #8 that stated: That we integrate the local and regional transit planning into the regional transportation system planning effort in cooperation with Valley Metro. He noted clarifying language, "in cooperation with Valley Metro," was added by the Regional Council. Mr. Bourey read the accompanying principles that included: The advisory committee structure used for making initial transit recommendations will have a majority of its members from MAG member agencies that are making substantial local investments in transit; the list of investments will be cooperatively developed with the metropolitan planning organization.

Mr. Bourey read Recommendation #9 that stated: That after these recommendations are accepted, we look at re-branding MAG.

Mr. Bourey stated that the recommendations will be on the January 30, 2002 Regional Council agenda for discussion only, and no action is anticipated. Each concept will be further developed for final consideration by the Management Committee and Regional Council. Mr. Bourey stated that this item was on the Management Committee agenda for possible action, but action was not necessary. Mr. Bourey mentioned that the Regional Council wants the continued involvement of the Management Committee. Chairman Carpenter thanked Mr. Bourey for his update and asked if there were any questions.

Chairman Carpenter recognized public comment from Mr. Crowley, who stated that he would not be on the invited list for the Town Hall. He stated that the Executive Committee is the most citizen-unfriendly committee because they do not allow public comment. He added that the Management Committee is one of the best and goes out of its way to take public comment. Mr. Crowley stated that the Regional Council retreat was in violation, because it had no public input opportunity, which is the reason he did not attend. You are being reactive, not proactive. Mr. Crowley asked how many had read the Governor's Vision 21 report. After 16 years, you are a failure because 230 miles of freeway were promised, and you are 70 miles short. Mr. Crowley stated that MAG is not in compliance with TEA-21 because the citizens need to be a part of the process. He stated that the recommendations add more layers of government and ostracizes the citizens from the process. Mr. Crowley stated that the recommendations do not cover the district system. You should plan on severance pay. You didn't get the job done since 1985. Chairman Carpenter thanked Mr. Crowley for his comments.

Chairman Carpenter noted that action on the recommendations by the Regional Council is not scheduled for their January 30, 2002 meeting. Mr. Bourey explained that some of the recommendations may be approved in February, while others may take longer to finalize.

9. Transportation Public Opinion Focus Groups and Regional Telephone Survey Preliminary Results

Kathy DeBoer, WestGroup Research, stated that MAG participated with the RPTA to conduct focus groups and a regional public opinion poll to help assess community support for the extension of the regional one-half cent sales tax for transportation. Ms. DeBoer stated that five focus groups were held in Avondale, Glendale, Scottsdale, Mesa and Phoenix in December. Major issues identified included uncontrolled growth and sprawl, public transit, traffic congestion, road construction, commute times, education, crime, and air quality. Ms. DeBoer reviewed responses given by the focus groups. She said that overall there was strong support for extending the tax. Ms. DeBoer reviewed findings of the telephone survey, a copy of which was at each place. She explained that after the initial questions, 72 percent of the respondents favored the sales tax extension. Ms. DeBoer explained that after the initial questions, respondents were read the following statements: "Between now and 2021, the resident population in Maricopa County is projected to increase almost 55 percent while regional travel is projected to increase approximately 80 percent. Without significant new transportation investments, average commute times during rush hour could more than double in the region." Ms. DeBoer stated that after hearing the statements, the number of those favoring the extension of the sales tax increased to 79 percent. When respondents were asked if they agreed with a lesser amount going toward transportation, only 54 percent were in favor. Chairman Carpenter thanked Ms. DeBoer for her

presentation. He asked if this poll had been compared to any pre-1985 polls. Ms. DeBoer replied that she was unsure of polls conducted for the 1985 election.

Mr. Schrader asked if respondents were supplied detail of the difference between light rail and commuter rail. Ms. DeBoer replied that the surveyors read from the document and did not provide any additional detail.

Mr. Driggs commended Ms. DeBoer on the tremendous job by WestGroup Research. The results show a groundswell of support for the sales tax extension. Mr. Driggs commented on how polling data has eroded since the 1985 election. Early voting has brought back some of the accuracy of the polling data.

There being no further business, the meeting adjourned at 1:20 p.m.

Chairman

Secretary