

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
October 17, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman
*Scott Schrader, Avondale
*Joe Blanton, Buckeye
*Jon Pearson, Carefree
*Usama Abujbarah, Cave Creek
Stuart Brackney, El Mirage
*Paul Nordin, Fountain Hills
Shane Dille, Gila Bend
*Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Amy Rudibaugh for Martin Vanacour,
Glendale
Stephen Cleveland, Goodyear
Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park
Kevin Adam for Mike Hutchinson, Mesa
Tom Martinsen, Paradise Valley

Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
*David Easchief, Salt River Pima-Maricopa
Indian Community
Steve Olson for Jan Dolan, Scottsdale
Bill Pupo, Surprise
Shannon Wilhelmsen for Will Manley, Tempe
*Ralph Velez, Tolleson
Fred Carpenter, Wickenburg
Petra Mendez, Youngtown
Mary Lynn Tischer for Mary Peters, ADOT
Mike Sabatini for David Smith,
Maricopa County
Bryan Jungwirth for Ken Driggs, RPTA
+Curtis Shook, Apache Junction

*Those members neither present nor represented by proxy.

+ Non-voting

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:03 p.m.

2. Pledge of Allegiance

Chairman Harrell announced that beginning today, the Pledge of Allegiance would be said at Management Committee meetings.

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

3. Approval of September 5, 2001 Meeting Minutes

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

Bill Pupo moved to approve the minutes of the September 5, 2001 Management Committee meeting. Tom Martinsen seconded and the motion carried unanimously.

4. Call to the Audience

Chairman Harrell 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 Harrell 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 Harrell recognized public comment from DD Barker, who stated that all public comment should be included in the continuous phase process. She commented that she did not see where all comments were being incorporated. Ms. Barker reviewed past comment by Mr. Joseph Ryan on an analysis he performed that showed streetcars were the least effective form of public transportation and bus was the most effective. Use rubber tires on the streetcars and then streets will not have to be torn up. Ms. Barker stated that there is no integration between the Short Range Transit Plan and the CMAQ document. The Short Range Transit Plan says buses would be alternative fuel and the CMAQ document says they would be diesel. She referred to Blue Crowley's concerns that figures in the TIP and Short Range Transit Plan do not agree. Ms. Barker stated that she did not agree with Mayor Rimsza's comments in the August 23, 2001 Governance Task Force minutes that citizens are customers. She quoted Margaret Thatcher, who said, "The business of government is not government." Ms. Barker stated that government is here to serve the citizens. Multi-modal is good. Ms. Barker performed a cartwheel. Chairman Harrell thanked Ms. Barker for her comments.

Chairman Harrell recognized public comment from Blue Crowley, who stated that today's warning on air quality was not included in the agenda. Mr. Crowley expressed his thanks to Mr. Bourey for accurate reporting in the meeting minutes of his public comments that light rail stations are planned for locations where there are not bus stops and that the I-10 express terminal should be abandoned. RPTA paraphrased his comments in their minutes. Mr. Crowley stated that it is important for Phoenix to abandon the terminal, because then the State would take over the terminal. He stated that he wants the State to be sitting at the RPTA table and putting in funds. Mr. Crowley stated that the State is the largest employer in the State, and of the five largest employers, only Motorola is a non-government entity. He commented that multi-modalism is a part of the answer. Mr. Crowley stated that bus rapid transit is not going to all communities and needs to go to outlying areas. He noted that groundbreaking will soon take place on the Grand Avenue/27th Avenue/Thomas Road intersection. Mr. Crowley stated that this intersection needs to be bicycle and transit sensitive. If you look at the plan, it is not. Mr. Crowley stated that there are no provisions for permanent stops. He added that if the intersection is constructed the way it is planned, people will have to walk one-quarter of a mile out of their way to catch a bus, similar to the situation at 35th Avenue and Indian School Road.

5. Executive Director's Report

James M. Bourey stated that the Governor's Transportation Vision 21 Task Force met to discuss their recommendations. There was no discussion on Governance on October 16, 2001. There was no quorum, and no action was taken. Mr. Bourey stated that this discussion is planned for the next meeting on November 13, 2001.

Mr. Bourey stated that MAG recently hosted transportation professionals at the Western States Intermodal Planning Group 2001 Conference. He expressed his thanks to all who participated,

especially Dennis Smith and Mary Lynn Tischer. Mr. Bourey stated that the conference was a major success and the federal and state partners indicated that it was well received.

Mr. Bourey stated that a Contingency Planning Forum was held on Friday, October 5, 2001. The forum was attended by city staff and included discussion of plans in place in the event of terrorist activity. Mr. Bourey expressed his thanks to Frank Fairbanks for providing the services of Phoenix staff Marcus Aurelius, who gave a presentation on Phoenix preparedness. He added that strong interest was expressed in scheduling another forum that will include additional areas of information and will provide another opportunity for those unable to attend the first forum. Mr. Bourey noted that Frank Fairbanks, Bill Pupo and Horatio Skeete were among attendees at the forum.

Mr. Bourey announced that the "It All Adds Up to Cleaner Air" campaign received a Valley Forward Environmental Excellence Award of Merit. He noted that Kelly Taft served as the lead on the campaign.

Mr. Bourey stated that the Resource Allocation Advisory Committee has been meeting in a yearly process to determine cooperatively developed estimates for funds received to program each year of the TIP. Mr. Bourey displayed pie charts that showed that during the 1999 to 2003 program, the MAG region received only 10.5 percent return of their donor funds. This increased to 24.1 percent during the 2000 to 2004 program, and to 28.1 percent for the 2001 to 2005 program. Mr. Bourey noted that in the 2002 to 2006 program, the MAG region received 32.3 percent. Mr. Bourey explained that the recommended shares are 33.5 percent for the 2003 to 2007 program and 37.4 percent for the 2004 to 2008 program. He mentioned that the estimate for the 2007 program could fluctuate because of the economy and Congressional allocations. Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

6. Approval of Consent Agenda

Chairman Harrell stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually.

Chairman Harrell recognized public comment from Mr. Crowley, who commented on agenda item #7, Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2002 CMAQ Funding. He stated that he has commented in the past that the sweepers need to be vacuums, which supposedly they are. Mr. Crowley expressed his appreciation for the sweepers finally being purchased, after two delays. Mr. Crowley commented on agenda item #9, Administrative Adjustment to the FY 2002-2006 MAG Transportation Improvement Program to Reconcile the TIP with the MAG Unified Planning Work Program and Annual Budget. He stated that bus and light rail do not mesh. Mr. Crowley stated that he does not see MAG taking a lead role in air quality planning. He asked where will we get our gas if there is war? Mr. Crowley stated that buses are the answer, not putting a rail down Central. Chairman Harrell thanked Mr. Crowley for his comments.

Chairman Harrell asked members if there were any requests to hear a consent item individually. Hearing none, Chairman Harrell requested a motion to approve consent agenda items #7, #8, and #9. George Pettit moved, Mary Lynn Tischer seconded, and the motion carried unanimously.

7. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2002 CMAQ Funding

The Management Committee, by consent, recommended a prioritized list of proposed PM-10 certified street sweeper projects for FY 2002 CMAQ funding and retain the prioritized list for additional redistributed obligation authority, or federal funds made available to this region resulting from fiscal year close out and adjustments due to the federal revenue aligned budget authority. The FY 2002-2006 MAG Transportation Improvement Program contains \$960,000 in Congestion Mitigation and Air Quality (CMAQ) funding to purchase PM-10 certified street sweepers in FY 2002. MAG solicited PM-10 certified street sweeper projects from member agencies in the Maricopa County PM-10 nonattainment area. Fifteen projects requesting \$2 million in federal funds were received. The MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 certified street sweeper projects submitted for FY 2002 CMAQ funding.

8. 2001 Vehicle Miles of Travel Forecasting and Tracking Report

The Management Committee, by consent, recommended acceptance of the 2001 Vehicle Miles of Travel Forecasting and Tracking Report, subject to consultation. On June 22, 1999, the MAG Regional Council committed to annually update the forecast of vehicle miles of travel (VMT) and submit annual reports to the Environmental Protection Agency (EPA) as part of the Revised MAG 1999 Serious Area Carbon Monoxide Plan. The purpose of the annual report is to ensure that forecasts used in the Revised Plan remain accurate through the attainment year of 2000. The third and final report will be submitted to EPA by November 15, 2001 after consultation among all affected agencies.

9. Administrative Adjustment to the FY 2002-2006 MAG Transportation Improvement Program to Reconcile the TIP with the MAG Unified Planning Work Program and Annual Budget

The Management Committee, by consent, recommended approval of an administrative adjustment to the FY 2002-2006 MAG Transportation Improvement Program to reconcile the TIP with the FY 2002 MAG Unified Planning Work Program and Annual Budget by increasing the amount of FHWA STP funds by \$609,202 for FY 2002. In June 2001, the 2002 MAG Unified Planning Work Program and Annual Budget was adopted by the Regional Council. The 2002 Work Program had \$2,265,682 of MAG 2002 STP funding programmed. The FY 2002-2006 Transportation Improvement Program (TIP) shows a MAG STP programmed obligation of \$1,656,480 for transportation planning and air quality support and studies. As a result, there is a difference in 2002 STP funding of \$609,202 between the 2002 Work Program and FY 2002 of the current MAG TIP. An administrative adjustment to the 2002-2006 TIP is requested to address the difference in these funds.

Chairman Harrell stated that for the action items on the agenda, public comment is taken when the item is heard. Public comments are limited to three minutes.

10. FY 2002 MAG Early Phase Public Input Opportunity

Jason Stephens stated that the early phase input opportunity is provided as a part of the transportation public involvement process to gain input from the public and stakeholders. This input is compiled into the early phase report and provided to transportation decision makers. Mr.

Stephens stated that four opportunities were provided for input during the early phase, in addition to opportunities at MAG committee meetings. He summarized the comments received during the early phase process, including the need for improvements to existing freeways, integrating land use with transportation, improvements to Grand Avenue, improvements to transit, and improvements in services for transportation dependent people. Chairman Harrell thanked Mr. Stephens for his presentation and asked if there were any questions.

Mr. Cleveland requested that staff bring back to the Management Committee a progress report of how public concerns are being addressed in various MAG projects. He indicated that this would be helpful to share with the public and would bolster the confidence of the citizenry. Mr. Stephens replied that he would be happy to provide that.

11. High Capacity Transit Plan Consultant Selection

Dawn Coomer stated that the idea for conducting a high capacity transit plan was initiated at a Regional Council Transportation Subcommittee meeting. In May 2001, the MAG Regional Council approved the Unified Planning Work Program which included \$500,000 to develop a high capacity transit plan. She stated that commuter rail study will evaluate the use of existing railroad corridors for commuter rail, estimate costs and benefits, and assess how it would interact with other modes of transportation. Ms. Coomer stated that commuter rail might not work in some corridors, and other options, such as bus rapid transit, elevated rail, or subways, might be more appropriate. She added that there may be areas in the MAG region without railroad rights-of-way where high capacity transit may be warranted. Ms. Coomer stated that the High Capacity Transit Plan will pursue opportunities for commuter rail and high capacity transit. Ms. Coomer stated that three consultant proposals were received in response to a request for proposals that was advertised for consulting assistance in the development of the High Capacity Transit Plan. A multi-agency proposal review team interviewed all of the consultant teams and unanimously reached a consensus that the IBI Group team be retained to assist in the development of the High Capacity Transit Plan. Chairman Harrell thanked Ms. Coomer for her presentation.

Chairman Harrell recognized public comment from Blue Crowley, who stated that among the consultants selected most often by MAG are Parsons Brinckerhoff and SR Beard. He brought up a possible SR Beard indictment. Mr. Crowley stated that Parsons was the consultant on the original transit plan in 1989. One of their staff said that there was no regional standard, but there is one for Scottsdale. Mr. Crowley stated that light rail could be a feasible option on Thomas Road. Chairman Harrell thanked Mr. Crowley for his comments. He asked if members had any questions.

Mr. Fairbanks asked if the study would assess the willingness of the rail companies to use their tracks? Ms. Coomer replied that the study would. Mr. Fairbanks asked if the study would assess the safety and quality of the rails? Ms. Coomer replied that the study will assess the rails and also identify potential improvements.

Fred Carpenter asked what IBI stood for. Ms. Coomer replied that this is the only name she knew them by and was unsure if the letters stood for anything. She noted that the IBI Group is highly recommended for their work in Southern California.

Stuart Brackney asked the target completion date. Ms. Coomer replied that the study would begin in December 2001 and be completed in one year. This would allow the findings to be included in the Regional Transportation Plan.

Shane Dille asked if the total dollar amount included MAG staff time. Ms. Coomer replied that the total was the maximum amount for the consultant and did not include staff time. Chairman Harrell added that traditionally, when a dollar amount is placed on a study, the amount put in place is for consultant costs.

Mr. Carpenter asked if outlying areas would be included in the study. Ms. Coomer replied that all areas of the region would be considered.

Hearing no further discussion, Chairman Harrell asked for a motion. Mr. Carpenter moved to recommend selecting IBI Group as the consultant to develop the High Capacity Transit Plan for an amount not to exceed \$500,000. Mr. Pettit seconded, and the motion carried, with Mr. Fairbanks voting no.

12. Information on Potential 2005 MAG Special Census

Harry Wolfe provided an overview of the special census. He stated that because of the rapid growth and change in demographic structure that have occurred in this region, MAG member agencies conducted special census counts in 1985 and 1995. Mr. Wolfe stated that the special census count is used to provide an updated measure of population for the distribution of state shared revenue and to provide a base for the region's socioeconomic projections.

Mr. Wolfe stated that the 1985 special census cost about \$3.5 million, or \$2.00 per person and the 1995 special census cost about \$9 million, or \$3.00 per person. He noted that the population grew by about 45 percent in that 10 year span. Mr. Wolfe reviewed the redesign of the special census program, and explained that it included a 100 percent household count with corrections to the Master Address File, enhanced procedures for counting people in group quarters, more quality assurance, competitive pay rates, and an aggressive recruiting program.

Mr. Wolfe provided a cost comparison between the 1995 special census and 2000 census, including pay rate, training days, mileage rate, and inflation. The per person cost provided by the Census Bureau increased from the rate of \$3.05 per person for 1995 to approximately \$6.30 to \$7.00 per person for 2000. Mr. Wolfe explained that based on the 2000 cost, and accounting for inflation, the cost per person to conduct a special census could be approximately \$7.48 to \$8.31 per person in 2005. He noted that the cost today could total \$27 to \$30 million. Mr. Wolfe added that if the special census were financed as in 1995 census, half of the cost would be provided from transportation funds, and the out-of-pocket cost to MAG member agencies would be approximately \$13 to \$15 million.

Mr. Wolfe stated that current state legislation does not allow for alternatives to the census for distributing state shared revenue. The legislation passed in 1994 sunsetted June 30, 2001. He stated that past legislation allowed for use of a DES estimate, the 1990 census, or a census survey, instead of a special census. Mr. Wolfe clarified that any city over 50,000 in population was required to use a survey if it did not conduct a special census. Mr. Wolfe stated that there are issues associated with using an estimate. These included the accuracy of the county

population estimate computed by DES and the availability of surveys of occupancy rates and persons per household.

Mr. Bourey stated that this item was being presented now to see if there was an interest to pursue a special census. He mentioned that the Census Bureau wants 1½ to 2 years notice prior to 2005. This would also allow time for cities to be able to collect money for the census.

Mr. Brackney asked the benefits of doing a special census. Mr. Wolfe explained that the census count is used to distribute state shared revenue each year. With the rapid growth in some cities, they could obtain a greater share of the state pie. Mr. Wolfe mentioned that the counts would be useful in socioeconomic projections and air quality and transportation modeling. Mr. Brackney asked for clarification of legislation on the special census. Mr. Wolfe explained that the only figure that can be used is the official census count and there are no alternatives. He stated that legislation, which has been sunsetted, was in place at the last special census and the latest census is now used for distributing state shared revenue. Dennis Smith stated that if member agencies are considering a special census, one-half of the total could be funded by federal transportation funds. He noted that \$3 to \$4 million in federal dollars and city funds per year could be set aside. Mr. Smith added that adjustments to the amounts paid in would be made at the end of the special census.

Mr. Cleveland stated that the current legislation enables the balance of the state to have a mechanism to level the playing field so that they do not have to come up with the funds necessary to conduct a special census.

Tom Morales expressed concern with the results of undercounting Guadalupe in the 2000 Census. He commented that the Town of Guadalupe was the only community to show a decrease in population. Mr. Morales stated that, because of confidentiality issues, the Town has had difficulty in finding out what addresses the Census Bureau has, so that they can be verified. He added that the Town would be appealing the count. Chairman Harrell requested that Mr. Wolfe work with Mr. Morales on the 2000 Census count. Mr. Wolfe stated that he had called the Denver office of the Census Bureau about the possibility of obtaining a list of addresses, using the same confidential process used during Census 2000.

Mr. Pupo asked the trigger date for pursuing a special census. Mr. Smith replied that the special census would need to be in this cycle of the TIP, the deadline being March 2002 in order to have a four year period for collecting funds. Mr. Smith stated that a special assessment would need to be issued. Mr. Bourey noted that if the special census is not included in this cycle of the program, there would be less time and more cost per year to bear.

Chairman Harrell stated that the special census could be placed on ensuing agendas for discussion. It would be helpful to have a preliminary calculation of the dollar amounts cities would need to provide to participate in a special census. Mr. Bourey stated that Census Bureau staff indicated that the costs provided are preliminary and may change. They also indicated that they are willing to talk to MAG about how the special census will actually be conducted. Chairman Harrell asked when an answer from the Census Bureau would be forthcoming. Mr. Wolfe replied that he was unsure, because the Census Bureau had only indicated that its cost estimate was preliminary. Mr. Wolfe added that he would continue to follow up with the Census Bureau on a more definitive special census cost. Chairman Harrell encouraged proceeding on this, because cities need to know the cost parameters well in advance of program initiation.

Shannon Wilhelmsen asked how the Census Bureau intends to develop enhanced counting for group quarters? Mr. Wolfe stated that he was not sure, but the Census Bureau has indicated that they will make a more concerted effort and process. Mr. Wolfe stated that he would continue to follow up. Ms. Wilhelmsen asked if the enhanced group quarter methodology used in the Special Census would reduce the margin of error? If it will not reduce the margin of error, then it may not worth pursuing. Mr. Wolfe said that he would look into the matter.

Terry Ellis asked how many years the assessment would be spread across. Mr. Wolfe replied that the assessment could be distributed over four years.

Mr. Cleveland asked if alternatives had been considered to accomplish a count without spending the amount necessary to conduct a full special census. Mr. Wolfe replied that alternatives had not been examined because legislation does not allow for alternatives.

Mr. Bourey stated that the Census Bureau's Master Address File will put us ahead of where we were when the 1995 Special Census was begun. He noted that a statistically valid survey could be undertaken. The question is whether this would be acceptable to the Legislature, since the Legislature strongly opposed the use of sampling in Census 2000.

Ms. Wilhelmsen asked the intent of the legislation to provide alternatives to a special census. Mr. Wolfe replied that the intent was probably to provide smaller jurisdictions a less costly alternative. He noted that if a city had a population over 50,000, they were required to use a census survey under the legislation passed in 1994 that recently lapsed. Mr. Wolfe explained that the only jurisdiction that did a survey was the City of Tucson. He said the survey cost Tucson more than \$1 million. Chairman Harrell thanked Mr. Wolfe for bringing this issue to the table.

13. Management Committee Retreat

Chairman Harrell stated that the annual Management Committee Retreat is scheduled for November 30, 2001. He stated that Governance is a big issue that would be discussed at the retreat. Chairman Harrell stated that suggestions for additional agenda items were being requested from the Committee.

Mr. Bourey explained that the timing of discussion on Governance would be appropriate because the Retreat will take place after the Governance Task Force has drafted the recommendations that will be forwarded to the Regional Council, probably in December. Concurrence on discussing Governance at the Retreat was noted.

Chairman Harrell asked members to contact Mr. Bourey with additional items for discussion at the Retreat.

There being no further business, the meeting adjourned at 1:03 p.m.

Chairman

Secretary