

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
May 8, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Tom Remes for David Cavazos, Phoenix
Dr. Spencer Isom, El Mirage, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | * Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | Carl Swenson, Peoria |
| * Stephen Cleveland, Buckeye | # John Kross, Queen Creek |
| * Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| * Usama Abujbarah, Cave Creek | * Dan Worth, Scottsdale |
| Rich Dlugas, Chandler | Michael Celaya for Chris Hillman, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Andrew Ching, Tempe |
| Ken Buchanan, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Patrick Banger, Gilbert | John Nelson for John Halikowski, ADOT |
| Brent Stoddard for Dick Bowers, Glendale | John Hauskins for Tom Manos,
Maricopa County |
| # Brian Dalke, Goodyear | JymeSue McLaren for Steve Banta,
Valley Metro/RPTA |
| * Bill Hernandez, Guadalupe | |
| # Darryl Crossman, Litchfield Park | |

- * Those members neither present nor represented by proxy.
Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Vice Chair Spencer Isom at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

John Kross, Brian Dalke, Darryl Crossman, George Hoffman, and Chris Hagen joined the meeting via teleconference.

Vice Chair Isom welcomed to the Committee Andrew Ching, who was recently named Tempe City Manager.

Mr. Ching thanked the Committee for the welcome and that he looked forward to participating.

Vice Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Vice Chair Isom stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Vice Chair Isom recognized public comment from Marvin Rochelle, a resident of the Valley since 1944. Mr. Rochelle stated that Loop 202 needs to continue to SR-85 instead of joining Interstate 10 at 51st Avenue or 55th Avenue. He said that this would keep pollution out of the Phoenix area and away from the West 43rd Avenue monitor. Mr. Rochelle stated that express lanes on Interstate 10 could be done fairly easily from 91st Avenue to 35th Avenue, because there is lot of space, but finding a solution will be more difficult for the central section. Mr. Rochelle stated that the plan for Goodyear and Avondale is an excellent solution. Vice Chair Isom thanked Mr. Rochelle for his comments.

Vice Chair Isom recognized public comment from Joseph Ryan, who provided Exhibit B to those in attendance at the meeting. He noted that he had provided Exhibit A about 20 years ago. Mr. Ryan explained that the map is based on the work of John Shaw, an engineer, who invested thousands of unpaid hours in developing an overhead rail system. Mr. Ryan stated that the map shows all of the routes that could be built using John Shaw's system of elevated rail. He stated that the entire region could receive rail service for a lower cost than the 20-mile light rail route. He explained that John Shaw's system cost is lower because the infrastructure is prefabricated. Mr. Ryan stated that several miles can be built in one week because work is done at night. He reported that lower transportation costs reduce the cost of the market basket, which is higher in this state than the national average. Mr. Ryan expressed his wish that decision makers would rethink slow light rail. He stated that John Shaw's system could go to the backs of stores and deliver goods from warehouses, saving money. Vice Chair Isom thanked Mr. Ryan for his comments.

Vice Chair Isom recognized public comment from John Rusinek, who said he has had dust problems for years on a neighbor's 81-foot driveway. He said that there have been three attempts to fix the problems, including a scam by the owner to spray water instead of soil shield. Mr. Rusinek stated that the City of Phoenix reported to him that the court approved the system the neighbor used, but when he asked for the court records, he found they did not go to court. The second attempt was June 2012, when the neighbor did not meet other criteria, the city shut him

down. In July 2012, the installation of the gravel was done incorrectly and conditions are worse than ever. His time expired and he continued speaking. Mr. Rusinek said he had been told it is a civil matter. Vice Chair Isom requested that Mr. Rusinek conclude his comments but he continued speaking. After being requested twice more to conclude his comments, Mr. Rusinek left the podium. Vice Chair Isom thanked Mr. Rusinek for his comments.

Vice Chair Isom recognized public comment from Pat Vint, who said it was nice to see some new faces who would maybe listen. Mr. Vint stated that people are getting after Sal DiCiccio called SalDiLiar.com. He stated that Councilman DiCiccio approved a \$78,000 raise for David Cavazos, to \$360,000. He noted that two reporters from The Arizona Republic have been writing about what has been going on at the City of Phoenix. Vice Chair Isom requested that Mr. Vint restrict his comments to topics under the jurisdiction of MAG, in accordance with the adopted MAG public comment process. Mr. Vint ignored the request and continued speaking over Vice Chair Isom. Vice Chair Isom informed Mr. Vint that comments were limited to issues under the jurisdiction of MAG and that he would need to return to his seat if he did not follow MAG's speaking guidelines. Mr. Vint asked if this was Russia. Vice Chair Isom once more explained to Mr. Vint that public comments would be taken only on issues under the purview of MAG. Mr. Vint argued that the blue card said he was allowed to speak on anything. Vice Chair Isom once more informed Mr. Vint that the comments he was making were not under MAG's jurisdiction. Mr. Vint asked Vice Chair Isom if he knew what the problem was. Vice Chair Isom allowed Mr. Vint ten seconds to state the problem. Mr. Vint stated that this was a disaster in progress and that Vice Chair Isom was a sick individual. Vice Chair Isom thanked Mr. Vint for his comments.

Vice Chair Isom recognized public comment from Dianne Barker, a resident of Phoenix. Ms. Barker stated that public money is involved here. She said that membership in MAG is voluntary and is paid with public money, but the MAG organizational chart does not show the citizens, the city organizational charts do. Ms. Barker registered her objection to converting \$156 million in over programmed arterial roads to be repaid with 2018 Regional Area Road Funds for at-grade light rail. She said that people are afraid to talk about elevated rail because the Valtrans vote was defeated in 1988. Ms. Barker expressed support for the extension of express lanes on Interstate 10. She also urged the implementation of express buses, which can take people around the entire region faster without tearing up the infrastructure. Ms. Barker stated that you will either step forward into growth or back into safety. She added that going back is not safe. Vice Chair Isom thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He displayed a map of the draft proposed MAG Metropolitan Planning Area (MPA) Boundary that was hand delivered to the Governor. Mr. Smith noted that MAG is awaiting the Governor's announcement of the MAG MPA Boundary. He added that the Governor had sent a letter on May 6, 2013, designating the new Sun Corridor MPO boundary.

Mr. Smith stated that following the Governor's decision, the Regional Council will consider approving the amendment to the MAG By-Laws and new members, and issuing new member

certificates. Mr. Smith stated that new members then would be included in the dues and assessments for the new fiscal year.

Mr. Smith stated that the next round of federal TIGER grants was announced on April 26, 2013, and the application due date is June 3, 2013. He noted that MAG's applications for these grants have never been funded. Mr. Smith stated that staff are working on developing a successful process to improve the chances of being awarded. He stated that the grant amounts are not great amounts – approximately \$14 to \$16 million per project with a 40 to 60 percent cost share. Mr. Smith stated that the goal is for the coordinating agencies, MAG, RPTA, Valley Metro, and Maricopa County, to put forth later this month a ready-to-go project to the Regional Council that the entire region could support. He noted that a regional application would not preclude any municipal applications.

Mr. Hauskins asked if there was any feeling for the size of the project that should be submitted. He noted that the minimum project size was \$12 million. Mr. Smith replied that typical projects are in the \$14-\$16 million range, but he thought it was premature to discuss a project size until the group meets and discusses it.

Mr. Smith stated that the Connecting Caring Communities Conference on May 14, 2013, from 9:00 a.m. to 4:00 p.m., at the Black Canyon Conference Center in Phoenix. The event will feature a national initiatives panel, local leaders, and workshops on older adults and transportation. Mr. Smith stated that the event is sponsored by the Grantmakers in Aging and the Pfizer Foundation. He encouraged the attendance of senior center staff at this event. Mr. Smith noted that many MAG programs are on the cutting edge, such as the Transportation Ambassadors, and are held as models nationwide.

Vice Chair Isom thanked Mr. Smith for his report. No further questions were noted.

5. Approval of Consent Agenda

Vice Chair Isom stated that agenda items #5A, #5B, #5C, and #5D were on the Consent Agenda.

Vice Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted.

Vice Chair Isom recognized public comment from Mr. Ryan, who spoke about the transit study and air quality. He said that he did not know why John Shaw's suggestion that Palo Verde Nuclear Plan make hydrogen gas was not followed. Mr. Ryan stated that John Shaw invented a hydrogen motor years ago that does not pollute. He said that the only cost to hydrogen gas as a fuel is distribution along the way. Mr. Ryan commented on the transit study by saying that light rail is not light, it is heavy. He said that John Shaw spent thousands of hours on engineering drawings to save time and money. Mr. Ryan stated that the most expensive hotel rooms and office space are those by railroad tracks because they save time for the executives who stay in them. He spoke of the elevated system in New York City with four lanes: inside lanes are express lanes and the

outside lanes are local lanes. Mr. Ryan stated that decision makers have not considered the non-productive time wasted waiting for the cotton-picking trolley. Vice Chair Isom thanked Mr. Ryan for his comments.

Vice Chair Isom recognized public comment from Ms. Barker, who requested to speak on agenda items 5B, 5C, and 5D. Ms. Barker stated that she would be speaking on action items but not agenda item #9, which is a blue card and an item under MAG's jurisdiction that is not for action. She said that she was going to find out the definition of COG from the federal government or whoever. Ms. Barker stated that MAG receives federal funds through the state to avoid Scottsdale and Tempe meeting each other with guns. She stated that MAG gets its authority from the citizens but they are not mentioned on the organizational chart. Ms. Barker stated that 5B has to do with connectivity and 5C and 5D have to do with conformity and all link into and she called attention to getting involved with the EIS for the South Mountain bypass that would be a reliever on I-10. Ms. Barker stated that there are critical problems. She noted that ADOT is holding a public hearing on the EIS at the Phoenix Convention Center on May 21, 2013, from 10:00 a.m. to 8:00 p.m. and there are shuttles to transport people. Ms. Barker stated that the draft EIS can be seen at public libraries. She stated that the South Mountain Freeway was proposed in 1985 and was on Proposition 300. There was not enough money to finish, so there was Proposition 400, and that revenue is down 40 percent. Ms. Barker stated that Eric Anderson is putting the truth out there through the MAG Mayors' meeting. She asked if we could really afford \$1 billion and we need to look at innovative ideas. Ms. Barker stated that Mr. Ryan is a kid and McDonald's did not discount the messenger and used 16-year-old ideas. Vice Chair Isom thanked Ms. Barker for her comments.

With no further discussion, Vice Chair Isom called for a motion.

Mr. Swenson moved to recommend approval of Consent Agenda items #5A, #5B, #5C, and #5D. Mr. Wright seconded. Vice Chair Isom asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the April 10, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the April 10, 2013, meeting minutes.

5B. Southwest Valley Local Transit System Study

The MAG Management Committee, by consent, recommended acceptance of the Southwest Valley Local Transit System Study short-, mid-, and long-range findings and recommendations. The FY 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, included the Southwest Valley Local Transit System Study. The study was launched in October 2011 to investigate what a future transit system for the Southwest Valley area would look like. The study area includes portions of the cities of Avondale, Goodyear, Litchfield Park, Phoenix, and Tolleson, the Town of Buckeye, and unincorporated portions of Maricopa County. Valley Metro is also a participant in the study. The study identifies opportunities and strategies for improving the existing transit service in the Southwest Valley and

developed a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and also connects to the regional transit system. The study is complete and staff is requesting acceptance of the study recommendations. The Transit Committee and the Transportation Review Committee both recommended acceptance of the study in April 2013.

5C. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of the amendments and administrative modifications to the fiscal year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update. The FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty four times, with the last approval on March 27, 2013. Since then, there is a need to modify projects in the programs. Table D includes a list of proposed administrative corrections and project changes in the Highway programs. These modifications include deferrals, advancements, project modifications, new projects, and financial updates. On April 25, 2013, the MAG Transportation Review Committee recommended approval of Table D.

5D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including projects funded by federal Highway Safety Improvement Program Rail Grade Crossing, Congestion Mitigation and Air Quality Improvement Program, Safe Routes to School, and Transportation Alternatives. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

6. Update on MAG Socioeconomic Projections

Anubhav Bagley, MAG Information Services Manager, provided an update on the MAG socioeconomic projections. In accordance with Executive Order 2011-04, MAG works with state agencies on the development of socioeconomic projections. These projections are done every three to four years. Mr. Bagley stated that MAG is required to use the county projections as control totals to develop sub-regional projections.

Mr. Bagley stated that the sub-county projections are used as input to the transportation and air quality models. MAG, other councils of governments, universities, and state agencies are members of the Council for Technical Solutions, which works with the State Demographer's Office in the preparation of county projections. He said that the county level projections were approved by the Regional Council in December 2012.

Mr. Bagley stated that the population was approximately 3.8 million in 2010 and is projected to be 6.1 million in 2040. Employment was 1.7 million in 2010 and is projected to be 3.1 million in 2040. Mr. Bagley noted that this is a decrease from the last set of projections done in 2007 and are about a decade lower.

Mr. Bagley explained the projections process and timeline, which began in 2011. Land use plans, data sets, housing, development projects, and employment data are fed into the projections. He said that the MAG Population Technical Advisory Committee (POPTAC) reviews the data, assumptions and the model. Mr. Bagley stated that they are using a new model AZ-SMART that is based on UrbanSim, a nationally used model. Mr. Bagley noted that POPTAC is in the final stages of reviewing the draft projections by traffic analysis zones.

Mr. Bagley said that the region was divided into three sub-regional zones: Central, East, and West. He displayed charts of resident population change by sub-region, by decade. Mr. Bagley noted that the biggest change in terms of total population is the West Valley, amounting to approximately 1.1 million over 30 years. He noted that Central region holds its share at about 700,000 and the East Valley about 560,000. Mr. Bagley stated that buildout in the East Valley is reached about 2030, and most of the growth could be attributed to redevelopment projects. He added that growth in the Central Valley also is attributed to redevelopment.

Mr. Bagley then discussed the share of resident county population. Currently, the West share is about 24 percent, East is 37 percent, and Central is 39 percent. Mr. Bagley stated that the 2040 projection points to a fairly evenly split distribution of 32 percent West, 32 percent East, and 39 percent Central.

Mr. Bagley then reported on employment change. He said that the East will see more jobs, at about 490,000, Central at about 450,000, and West at 450,000. Mr. Bagley stated that in terms of employment share, the East and Central regions remain the largest, but the West does increase its share from 14 percent to 22 percent, with the East and Central Valleys losing some share.

Mr. Bagley reported on the MAG POPTAC review to date and advised that it is important that each agency confirm its numbers with MAG. He stated that the POPTAC will consider the projections later in May, followed by the Management Committee and Regional Council in June. Mr. Bagley stated that they will then do annual population projections of the incorporated area, which is a new requirement per Executive Order, and bring them back in August.

Vice Chair Isom thanked Mr. Bagley for his report and asked if there were questions.

Mr. Smith stated that the last set of projections was done in 2007. He asked how long this set of projections would be in effect once they are approved. Mr. Bagley replied that the state is required to develop county and state set of projections in 2015, and MAG will be redoing them in 2016.

Mr. Smith remarked how important the projections are because they feed into the transportation model. If you are looking for a transportation project and it does not score well, the projections

are the base and that is why it is important to have the numbers scrubbed by staff. Mr. Smith encouraged members to consult with their staff members who might be working on the projections.

7. Maricopa Association of Governments Agency Performance Review Questionnaire

Audrey Skidmore, MAG Information Technology Manager, provided a report on the recently conducted performance review questionnaire. She stated that 829 invitations to take the survey were sent to member agencies, federal agencies, other COGs/MPOs, state agencies, cities and counties outside of MAG, and other stakeholders, and 370 responded. Ms. Skidmore stated that the list of invitees was developed by the MAG Division Managers with input from the Executive Committee.

Ms. Skidmore stated that the survey first asked respondents their level of involvement and experience with MAG and the importance of each of the MAG program areas. The questions asking about MAG's effectiveness in meeting changing needs and opportunities, collaborating with other entities, and as a forum to work on regional issues showed a large majority indicated answers of "strong yes" and "yes."

Ms. Skidmore stated that the respondents indicated positively that MAG exercised and stayed within an appropriate role and function in the region, and remained apolitical. When asked about MAG's receptiveness to new ideas and requests for assistance from its member agencies, the majority of respondents indicated answers of "strong yes" and "yes," and none answered "strong no."

Ms. Skidmore reported that the survey showed that a majority of respondents felt that MAG takes seriously stakeholder perceptions of the organization and amends its processes and procedures over time to adjust to changes. She also noted that based on MAG's publications, reports, Internet material, presentations, and participation in meetings, almost all of the respondents indicated that MAG communicates effectively. Ms. Skidmore stated that the majority indicated positive or neutral when asked if MAG works effectively with local media.

Ms. Skidmore said that respondents were asked if there is sufficient understanding in the community for what MAG does. She said that there was possibly not as strong a yes response because MAG tries to put forward its member agencies rather than itself. When asked if MAG is an important resource in the region and had earned a positive reputation as a partner in regional issues, almost all of the respondents indicated a "strong yes" or "yes."

Ms. Skidmore stated that one of the questions asked if MAG had been successful in seeking out program support from non-governmental sources and in containing costs of its services. She said that although about one-third of respondents answered in the positive, people did not feel they had enough knowledge of this aspect to answer, hence a majority replied "neutral" and "no opinion/undecided."

Ms. Skidmore displayed a graph showing MAG's relationships with various entities, including local elected officials, member agency staff, Native American Indian communities, state agency staff, federal agency staff, state legislators and staff, congressional staff, nonprofit agencies, community groups, was in the "good" range.

Ms. Skidmore stated that the survey revealed that the quality of MAG's data is considered "high" and "moderately high." She noted that one of the strongest positive responses was to the question asking respondents to rate the competence of MAG staff. Ms. Skidmore stated that respondents were positive when asked if successful in empowering its staff to conceive, design and pursue the development of new programs and ideas, including potential revenue sources.

Ms. Skidmore stated that most respondents felt MAG was effective in facilitating a solution between member jurisdictions on one hand and state and/or federal agencies and that MAG takes the appropriate level of initiative in becoming involved in new issues and in developing new programs and services.

Ms. Skidmore stated that most respondents felt that MAG is program driven, followed by board driven. The leadership of MAG as an organization was rated good to excellent by more than three-quarters of the respondents. Overall, MAG's effectiveness at serving the region as a council of governments and metropolitan planning organization was rated similarly. She noted that 43 respondents also submitted written comments, for example, on the MAG committee process, communications, and praise for the organization and staff.

Vice Chair Isom thanked Ms. Skidmore for her report. No questions from the committee were noted.

8. Approval of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Becky Kimbrough, MAG Fiscal Services Manager, reported on the development of the FY 2014 MAG Unified Planning Work Program and Annual Budget. She noted that the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget was being presented for a recommendation of approval. Ms. Kimbrough stated that budget presentations were given beginning in January 2013. Ms. Kimbrough noted that any adjustments or changes to the budget were presented to the Management Committee, Regional Council Executive Committee, and Regional Council. She said that there were no appreciable changes to the budget between the April presentation and today's presentation.

Ms. Kimbrough stated that the draft FY 2014 draft Work Program and Annual Budget reflects a slight increase overall of 4.28 percent, without including the carryforward project estimates. She noted that the largest dollar increase is in the budgeted personnel cost; the next largest increase is maintenance and repair, mostly due to costs of the Regional Community Network equipment, copying equipment, and computer equipment. Ms. Kimbrough noted that the largest dollar decrease is for project consultants, followed by capital outlays, because they completed the

renovation project and purchased accounting software. Ms. Kimbrough stated that there is an overall decrease to overhead of four percent.

Ms. Kimbrough stated that each year, the budget is submitted to the Government Finance Officers Association. She noted that this will be the 15th consecutive year for submission and award winners will be notified in January 2014.

Ms. Kimbrough stated that once MAG is notified of the Governor's announcement of the MAG MPA Boundary, the planning boundary narrative will be updated, the dues and assessments will be revised, and some project narratives will be added.

Vice Chair Isom thanked Ms. Kimbrough for her report. No questions from the committee were noted.

Mr. Buss moved to recommend approval of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments. Mr. Buchanan seconded, and the motion passed unanimously.

9. Recommendation from the MAG Managed Lanes Network Development Strategy - Phase I Study

Eric Anderson, MAG Transportation Director, provided a report on the MAG Managed Lanes Network Development Strategy - Phase I project, which assessed the overall feasibility of the system. He noted that the MAG Regional Council had approved moving on to Phase II of the study.

Mr. Anderson said that the study was divided into four phases, and the recommendations from Phase I are included in the Draft Executive Summary. Mr. Anderson stated that Phase I assessed overall system feasibility. Mr. Anderson advised that no decision had been made on implementing tolling and more study of the specifics was needed.

Mr. Anderson said that this study was a high level look at managed lanes, HOT lanes, and express lanes. He explained that express lanes and managed lanes are lanes dedicated for a certain use. He stated that the region's HOV system is a managed lanes system and is the fourth largest managed lanes system in the nation. Mr. Anderson noted that one of the study recommendations is to maintain the transit and the existing HOV 2+ configuration in HOV lanes at no charge.

Mr. Anderson stated that a concept from Phase I is to increase throughput on the system. He explained that the system breaks down when approaching 1,600 vehicles per hour per lane and the theoretical maximum is 2,000 to 2,200 vehicles per hour per lane. Mr. Anderson stated that the capacity could be brought to 2,000 and throughput could be increased by 25 percent without adding infrastructure and could restore reliability by utilizing other concepts. He stated that staff will provide detailed briefings to members as requested.

Mr. Anderson explained active traffic management that applies technology to operate the freeway system in a more effective and efficient manner. He stated that through active traffic management

the speed limits can be changed by lane to slow down traffic earlier if there is an incident, rather than a sudden slowdown, or shockwave, which causes other accidents. Mr. Anderson spoke of a project in Melbourne, Australia, which demonstrated the effectiveness of active traffic management in reducing congestion and the duration of congestion.

Mr. Anderson stated that express lanes use dynamic tolls or congestion pricing to allow single occupant vehicles to use HOV lanes. He indicated that with dynamic pricing the toll increases as the number of vehicles in the lane increases to ensure a certain travel speed is maintained. Mr. Anderson stated that the express lanes were screened for capacity and constructibility and using a single lane system (Scenario One) and a dual lane system (Scenario Two). Mr. Anderson advised that dual lanes are more beneficial, but are more difficult to implement.

Mr. Anderson stated that the top performing segments for a single lane system are Interstate 17 and Interstate 10. He pointed out that the Broadway Curve section did not perform well under a single lane system because the HOV lane is so full of high occupant and transit vehicles, but performs well in a double lane system.

Mr. Anderson then discussed revenue forecasts and costs over a 30-year period. The single lane scenario is projected to generate \$100 million per year in net cash flow. He indicated that he thought the revenue numbers might be generous and the construction cost numbers might be low. He remarked that it is a significant amount, but not a huge revenue generator, and is equivalent to approximately 25 to 30 percent of the half cent sales tax. Mr. Anderson stated that Scenario Two generates less net revenue, about \$50 million, due to construction costs of a two-lane system. Mr. Anderson advised that these figures are very preliminary and will be studied in Phase II.

Mr. Anderson stated that Phase I of the study showed the overall feasibility of express lanes in terms of travel time savings and reliability. He said that Phase II will look at a broad array of mobility options, including managed lanes and congestion pricing. He said that this is the second level of analysis and no recommendation on implementation is being made. Mr. Anderson stated that another component of Phase II is community outreach. He added that they think active traffic management has a lot of promise.

Mr. Anderson stated there were also four sub-recommendations, one of which is a communications plan and an overall branding strategy. He noted that the goal is to clearly communicate to the public what they are talking about when they discuss active traffic management, express lanes, or managed lanes.

Mr. Anderson stated that the next recommendation is to identify a opportunity to institute an active traffic management pilot project, possibly on Interstate 10 in the West Valley. He noted that this segment has significant traffic congestion, semi-truck travel, and accidents. Mr. Anderson indicated that they think a demonstration on Interstate 10 beginning at SR-85 and going eastward in could show an advantage to this technology. He advised that this pilot would not include tolling, just be lane control and hard shoulder running, etc., to increase throughput.

Mr. Anderson stated that another recommendation is to have a very small congestion pricing managed lanes demonstration project. He said that he guessed this technology could not be implemented for many years in this region. Mr. Anderson stated that Los Angeles just rolled out express lanes and it joins San Diego, Seattle, Denver, Minneapolis, and Houston with dynamic pricing.

Mr. Anderson stated that the last recommendation is to review guiding policies, for example, the striping of HOV lanes, which is not in compliance with the national standard. Another policy that could be reviewed is changing the hours of HOV operation to perhaps 6:00 am to 5:00 pm. Mr. Anderson stated that these sub-recommendations would be studied in Phase II.

Vice Chair Isom thanked Mr. Anderson for his report and asked if there were questions.

Mr. Swenson thanked Mr. Anderson and Bob Hazlett for coming to the City of Peoria and answering their questions. He indicated that he still had some questions and concerns but their input was appreciated and he was happy to see the study move forward.

Mr. Ching asked if there was more detail on the overall public outreach element of Phase II. Mr. Anderson replied that a number of elements are planned. (1) Use clear terms and convey correct meanings. (2) Conduct polling, not just on managed lanes or tolling, but transportation funding. (3) Branding strategy. He noted that Washington state program, called "Good to Go," combined the tolling program with other elements of the transportation system, such as ferry or transit, to increase mobility.

Vice Chair Isom offered an additional public comment period to Mr. Ryan, who stated that no one discusses the cost per seat mile. He said when he did planning, this was an important consideration. Mr. Ryan stated that the Red Line bus was canceled when light rail was built, but what that does is forces people to transfer. He stated that the light rail vehicles are built in Japan and Canada, but why not in the United States because it is taxpayer money being spent. Mr. Ryan expressed concern with the time lost from people waiting and cars having to make U-turns because of the trolley. He also said that transportation to and from the airport should be easy. Vice Chair Isom thanked Mr. Ryan for his comments.

10. Legislative Update

No report.

11. Request for Future Agenda Items

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

No requests were noted.

12. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management 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.

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:10 p.m.

Chair

Secretary