

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

December 4, 2019  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

<p>Tempe: Mayor Mark Mitchell, Chair          *Glendale: Mayor Jerry Weiers, Vice Chair          Apache Junction: Councilmember Robin Barker          #Avondale: Mayor Kenneth Weise          *Buckeye: Mayor Jackie Meck          Carefree: Mayor Les Peterson          Cave Creek: Vice Mayor David L. Smith          Chandler: Mayor Kevin Hartke          El Mirage: Mayor Alexis Hermosillo          *Florence: Mayor Tara Walter          Fort McDowell Yavapai Nation: President Bernadine Burnette          Fountain Hills: Mayor Ginny Dickey          *Gila Bend: Mayor Tommy Lee Sikes          *Gila River Indian Community: Governor Stephen Roe Lewis          Gilbert: Vice Mayor Eddie Cook as proxy for Mayor Jenn Daniels          Goodyear: Mayor Georgia Lord</p>	<p>*Guadalupe: Mayor Valerie Molina          Litchfield Park: Mayor Thomas Schoaf          *City of Maricopa: Mayor Christian Price          *Maricopa County: Supervisor Steve Chucri          *Mesa: Mayor John Giles          *Paradise Valley: Mayor Jerry Bien-Willner          Peoria: Mayor Cathy Carlat          Phoenix: Mayor Kate Gallego          *Pinal County: Supervisor Todd House          Queen Creek: Mayor Gail Barney          *Salt River Pima-Maricopa Indian Community: President Martin Harvier          *Scottsdale: Mayor W.J. "Jim" Lane          Surprise: Mayor Skip Hall          *Tolleson: Mayor Anna Tovar          #Wickenburg: Mayor Rui Pereira          #Youngtown: Mayor Michael LeVault          State Transportation Board: Mr. Sam Elters          *State Transportation Board: Mr. Jack Sellers</p>
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\* Those members neither present nor represented by proxy.  
 # Attended by telephone conference call.

1. Call to Order

A quorum of the MAG Regional Council was present. Chair Mark Mitchell, Tempe, called the meeting of the MAG Regional Council to order at 11:32 a.m.

Joining the meeting by teleconference were Vice Mayor Robin Barker, Mayor Rui Pereira, and Mayor Michael LeVault.

2. Pledge of Allegiance

Chair Mitchell led the Council in the Pledge of Allegiance.

3. Call to the Audience

An opportunity was provided to members of the public to address the Regional Council on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens were requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

No comment cards were received.

4. Executive Director's Report

MAG Executive Director Eric Anderson reported on items of general interest. He began by discussing the recent "Never Too Old: To Connect. To Change. To Choose." conference. Mr. Anderson thanked Mayor Kate Gallego and Chair Mitchell for presenting at the conference that was attended by more than 300 people. The conference underscores MAG's leadership on aging issues in Arizona. A panel presentation focused on transportation for older adults as well as health issues and workshops featured best practices in building livable communities. He displayed photos from the event and thanked MAG Deputy Executive Director Amy St. Peter for her work in organizing the conference.

Mr. Anderson moved on to highlight the National Association of Regional Councils (NARC) Executive Director's Conference held in Scottsdale last October. Approximately 75 Regional Council directors from around the country attended the conference. He thanked Chair Mitchell for giving the opening address as well as Mayor W. J. "Jim" Lane for providing remarks at a welcoming reception. Two mobile tours for attendees included a Native Nations tour of

the Salt River Field and another of the Valley Metro Operations and Maintenance Center. Waymo displayed a self-driving car as part of the keynote lunch presentation which showcased our region's leadership in the autonomous vehicle field.

Mr. Anderson next featured the MAG Human Services Conference held earlier this week. He thanked Chair Mitchell for providing welcoming remarks. The conference was focused on building resilient communities and was attended by more than 150 people.

Mr. Anderson indicated there would be an invitation only ceremony for the opening of the South Mountain Freeway later this month. Regional Council members are invited to the event and should RSVP to the Governor's Office no later than Friday, December 6. He noted South Mountain has been a part of the transportation planning process for more than 30 years and will be a great addition to our region's transportation system.

Mr. Anderson stated MAG plans to host the MAG Regional Leaders Pedestrian Safety Forum in Phoenix on December 17. The agenda will include a safety panel to discuss best practices from around the country and will feature representatives from New York, Florida, and Texas, a discussion of the anatomy of a pedestrian crash, as well as a pedestrian safety panel discussion with representatives from Buckeye, Cave Creek, and Phoenix.

5. Approval of Consent Agenda

Chair Mitchell noted that agenda items 5A through 5P were on the Consent Agenda.

Chair Mitchell asked if members had questions or requests for a presentation on any of the Consent Agenda items.

Mayor Thomas Schoaf asked for item 5M to be removed from the consent agenda and to be discussed in conjunction with item 10 – Update on Proposition 400 Extension Tasks.

Mayor Gail Barney moved to approve Consent Agenda items 5A through 5L and 5N through 5P. Mayor Kate Gallego seconded the motion, and the motion passed unanimously. Vice Mayor Barker, Mayor Pereira, and Mayor LeVault voted in favor of the motion via teleconference.

5A. Approval of the October 23, 2019, Meeting Minutes

The Regional Council, by consent, approved of the October 23, 2019, meeting minutes.

5B. MAG Federally Funded, Locally Sponsored Project Development Status Report

The MAG Regional Council, by consent, accepted the MAG Federally Funded, Locally Sponsored Project Development Status Report.

The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, outline the requirements for local agencies to submit status information on the development of their federally funded projects. MAG produces the Development Status Report twice each year, with project changes completed quarterly or as needed.

The report is limited to projects that receive sub-allocated federal funding administered by the Federal Highway Administration and that are developed for federal authorization through the ADOT administered, federal design and review process. Arterial Life Cycle Program projects and projects in the MAG Unified Planning Work Program are not included in the Report.

5C. Proposed 2020 Edition of the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and have been reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that 2020 Edition will be available for purchase in early January 2020.

This item was on the agenda for information and possible discussion.

5D. Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

Fixing America's Surface Transportation Act (FAST Act) reauthorizes surface transportation programs through Federal Fiscal Year (FFY) 2020. MAG, in coordination with the Arizona Department of Transportation Financial Management Services, developed revised suballocated Federal Highway Administration projections for the MAG region. MAG, in coordination with Valley Metro/Regional Public Transportation Authority and the City of Phoenix as the Designated Recipient/Direct Recipient of Federal Transit Administration (FTA) funds, developed revised FTA projections for the MAG region based on guidance information and historical projections. These federal projections will be used during the development of the Draft FFY 2020 Transit Program of Projects (POP), Draft FY2020-2024 Transportation Improvement Program (TIP), and the Draft FY 2040 Regional Transportation Plan update.

This item was on the agenda for information and possible discussion.

5E. Arterial Life Cycle Program, Freeway Life Cycle Program, and Arizona Department of Transportation Project Changes

The MAG Regional Council, by consent, approved of amendments and administrative modifications, as appropriate, to the Fiscal Year (FY) 2018-2022 MAG Transportation Improvement Program, 2020 Arterial Life Cycle Program, and 2040 MAG Regional Transportation Plan.

The Fiscal Year (FY) 2018-2022 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 28, 2017. The MAG TIP includes listings for the Arterial Life Cycle Program, Freeway Life Cycle Program, and Arizona Department of Transportation five-year program. Additional changes and modifications to the TIP are needed for these programs.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2018-2022 MAG Transportation Improvement Program and 2040 Regional Transportation Plan. The amendment and administrative modification involve changes to general transit projects, Freeway Life Cycle Program projects, and Arterial Life Cycle Program projects. 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.

This item was on the agenda for consultation.

5G. Project Changes - Amendment and Administrative Modification to the FY 2018-2022 MAG Transportation Improvement Program, FY 2019 Transit Program of Projects, and 2040 MAG Regional Transportation Plan

The MAG Regional Council, by consent, approved of amendments and administrative modifications as appropriate to the Fiscal Year (FY) 2018-2022 MAG Transportation Improvement Program (TIP), FY 2019 Transit Program of Projects, and 2040 MAG Regional Transportation Plan.

The Fiscal Year (FY) 2018-2022 MAG Transportation Improvement Program (TIP), and the 2040 MAG Regional Transportation Plan (RTP), were approved by the MAG Regional Council on June 28, 2017. The 2019 Transit Program of Projects (POP) was approved by MAG Regional Council on June 26, 2019. The last modifications to the TIP, and RTP were approved at the

October 23, 2019, MAG Regional Council meeting. Since then, additional changes and modifications have been requested by member agencies.

5H. Approval of the Draft July 1, 2019, Municipality Resident Population Updates

The MAG Regional Council, by consent, approved of the draft July 1, 2019, Municipality Resident Population Updates for MAG member agencies provided that the county control totals are within two percent of the final control total.

MAG staff has prepared draft July 1, 2019, Municipality Resident Population Updates for MAG member agencies. The updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Since there may be changes to the Maricopa County and Pinal County control totals by the Arizona Office of Economic Opportunity on November 5, 2019, the MAG Population Technical Advisory Committee recommended approval of these draft updates provided that the Maricopa County and Pinal County control totals are within two percent of the final control total. The Pinal County control total and sub-county figures will be presented to the Central Arizona Governments Regional Council.

5I. 2019 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. Arizona Revised Statute §28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2019 Annual Report is the 15th report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. The full report is available on the MAG website.

This item was on the agenda for information and discussion.

5J. Consultation on Potentially Regionally Significant Projects for the Draft FY 2020-2024 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2020-2024 MAG Transportation Improvement Program has been prepared.

This item was on the agenda for consultation.

5K. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2020 CMAQ Funding

The MAG Regional Council, by consent, approved of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2020 CMAQ funding and retain the prioritized list for any additional FY 2020 CMAQ funds that may become available due to closeout or additional funding received by this region.

The FY 2018-2022 MAG Transportation Improvement Program contains \$1,536,506 in FY 2020 Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. On October 31, 2019, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2020 CMAQ funding and to retain the prioritized list for any additional FY 2020 CMAQ funds that may become available due to closeout or additional funding received by this region. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 21, 2019 in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

5L. Federal Fiscal Year 2019 Year End Actuals Report of Federal Highway Administration Sub-allocated MAG Regional Funds

Federal Fiscal Year (FFY) 2019 Federal Highway Administration (FHWA) funding that is sub-allocated to the MAG region is distributed for project implementation in the Transportation Improvement Program and Unified Planning Work Program. An update is being provided for the FFY 2019 year end actuals. For the seventh year in a row, MAG has met the ADOT funding target and utilized all sub-allocated funds.

This item was on the agenda for information.

5N. Update to the MAG Committee Operating Policies and Procedures

The MAG Regional Council, by consent, approved of the updated MAG Committee Operating Policies and Procedures.

On September 25, 2019, the MAG Regional Council updated the MAG Committee Policies and Procedures. An update to the MAG Transportation Policy Committee (TPC), Section 4.02 – Composition, was inadvertently not changed. In September 2017, MAG updated its Committee Operating Policies and Procedures and By-Laws to reflect removing the Citizens Transportation Oversight Committee (CTOC) seat and adding an At-Large seat to the TPC composition under Five-Cities/Towns elected officials. The Executive Committee is requested

to approve the update to the MAG Committee Operating Policies and Procedures.

50. Appointment to the MAG Economic Development Committee Business Member Education Seat

The MAG Regional Council, by consent, approved of the appointment of Mr. James Griffiths, Vice President of University Engagement for Arizona Christian University, to the Business Member Education seat on the MAG Economic Development Committee.

The MAG Economic Development Committee (EDC) includes 15 Business Member positions that have two-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. These business member positions consist of four education representatives. Due to the recent retirement of Dr. Mark Benedetto, Arizona Christian University, an education seat on the EDC has become vacant.

On October 23, 2019, a letter was sent to the MAG Regional Council requesting that letters of interest for the vacant seat be received by November 6, 2019. Two letters were received, one from Arizona Christian University recommending James Griffiths, Vice President of University Engagement, and one from the City of Surprise recommending Dr. Dennis Tyner, President, Surprise Ottawa University. On November 18, the Executive Committee recommended the appointment of James Griffiths to the EDC Business Member Education seat. The Regional Council is requested to approve this recommendation.

5P. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2020 CMAQ Funding

The MAG Regional Council, by consent, approved the selection of Wilson & Company to complete the Gila River Indian Community Transit Feasibility Study for an amount not to exceed \$100,000.

The Gila River Indian Community Transit Feasibility Study will gauge the need for enhanced and/or expanded transit service throughout the Gila River Indian Community, as well as identify potential connections to destinations and amenities outside the community. MAG received proposals from two consultants prior to the November 12, 2019, deadline, including CivTech and Wilson & Company. On November 20, 2019, the evaluation team met, reviewed proposals, and recommended the selection of Wilson & Company to conduct the Gila River Indian Community Transit Feasibility Study for an amount not to exceed \$100,000.

6. I-10 Broadway Curve: Transportation Demand Management Strategies

Chair Mitchell introduced Mr. John Bullen, MAG Transportation Economic and Finance Program Manager, and Mr. Robert Samour, ADOT Senior Deputy State Engineer to give an



overview of the I-10 Broadway Curve project and discuss transportation demand management strategies. Mr. Bullen stated he would talk about some of the challenges and risks associated with the project as well as strategies the team developed to help mitigate some of those risks.

Mr. Samour began the presentation by telling the committee that he heads ADOT's major projects group, which is currently leading the \$1.6 billion South Mountain project and also is handling procurement for the I-10 Broadway Curve project. A number of previous studies have informed the current I-10 Broadway Curve Study and provided some of the proposed improvements being incorporated into the current project. This year, ADOT was asked to combine some of the outcomes of the Near Term Improvement Plan as well as the Spine Study to put together the procurement for this project.

Mr. Samour displayed a map showing the preferred alternative for the Broadway Curve project. He indicated the project would go from the I-10 Freeway at the SanTan Interchange in Chandler to the I-17 (Split). The project consists of one HOV and four general purpose lanes between Ray Road and Baseline Road. From Baseline Road to the Split, there will be an addition of two general purpose lanes and a second HOV lane. ADOT will introduce a collector distributor system, which will allow traffic to use the collector distributor to make local access points to help eliminate the weave in and around US 60. There also will be some widening along the US 60, reconstruction of SR-143, as well as the addition of several pedestrian bridges.

Mr. Samour stated a large work component of the project will come between US 60 and SR-143 where workers will lengthen the existing bridges on Broadway Road and the two bridges that comprise 48th Street. He displayed pictures of the freeway profile at I-10 at 48th Street which showed the existing bridge compared to the preliminary concept bridge, which is much wider. He also showed an aerial view of the proposed improvements at the SR-143 interchange. He noted that five new bridges will need to be constructed for this project. Additionally, the project will require the removal of the old Broadway Road Bridge and SR-143 bridges. Mr. Samour indicated that work on the Broadway Curve would affect more than 250,000 cars per day and cautioned that it would take a series of closures to put bridges up over existing traffic. The ADOT team anticipates up to 50 weekend closures of the Broadway Curve over the course of the three-year project duration. He added that when you close Broadway Curve at SR-143 you also have to close US 60. These closures would have an impact on inter and intra state traffic.

Mr. Samour indicated that ADOT's partnership with MAG will help bring awareness that this project is coming as well as communicate construction impacts. He explained that ADOT wants to know what alternative routes the public will take when it closes I-10. Mr. Samour commented ADOT thinks Loop 101 and South Mountain will be good alternatives. For people traveling from Tucson to California, a good alternative would be the I-8 to I-85. He noted that

Mr. Bullen's presentation would address the steps being taken to help prepare the region to handle changes in traffic patterns during closures. Mr. Samour added that he would present additional updates to the committee on this project as needed.

Planners anticipate the Broadway Curve project will take more than three years to complete. Mr. Samour said ADOT is looking at data to determine if there would be a benefit to closing SR-143 for six to nine months to expedite construction. ADOT is currently in the procurement process and does not yet have a signed contract. A Request for Proposals will be sent out this week and will have short-listed teams. He noted ADOT will utilize a design-build method under Arizona's Public-Private Partnership (P3) Law for this project.

Mr. Samour stated ADOT's partnership with MAG will allow for the study of traffic patterns when there are closures. He commented that typically ADOT studies the traffic pattern for a 20-year horizon and this is one of the first projects he has worked on that will model the closures during the construction of the project. The modeling will look at impacts to arterial streets and how ADOT could best utilize the transportation system to allow for alternatives and movements it believes will lead to better connectivity for motorists.

Mr. Bullen indicated due to the high traffic volumes and work that needs to be done in the area, this project will be a challenge to implement. He emphasized that improvements are needed and will improve the region's overall transportation system. This will be the first major urban reconstruction project in this region and will take place in a corridor that provides critical access to employers and activity centers. Mr. Bullen advised that construction of the Broadway Curve improvements would be underway during the tentative Proposition 400 extension vote. He stated that MAG has taken steps to mitigate some of the challenges of the project and today is requesting additional funding to continue some of the planned mitigation strategies.

Mr. Bullen noted one of the items implemented has been tied in to follow the opening of the South Mountain Freeway. The new freeway will provide an alternate route for people traveling through Phoenix. In addition, the widening of the Price Freeway will be completed and also will help mitigate the impact of construction on the Broadway Curve Project. Planners have been cognizant that the project will be a challenge from a maintenance and traffic perspective, which is in part why ADOT chose the design-build method. MAG and ADOT also have been exploring different strategies including smart work zones and dynamic construction methods. He added a third element is items categorized as transportation demand management strategies. MAG has been working closely with ADOT to develop these strategies, which are intended to augment the efforts of the selected design-build team. The selected team will take the lead on many of these items, but given the importance and magnitude of impact of this project, MAG feels it is prudent to get out in front of any potential issues and offer possible solutions.

Mr. Bullen indicated MAG sees three primary components of the transportation demand management (TDM) strategies which include comprehensive data and analysis efforts; identification and deployment of traffic mitigation measures; and communication and outreach activities. He noted MAG has begun collecting some of the data and said staff has deployed more than 44 smart sensors around the project area. The sensors will provide data on where motorists are coming from, where they are going, travel times, and travel patterns. He noted this information would be combined with traffic count information. Traffic count information will tell officials how many vehicles are on the road at any given time as well as the type of vehicles traveling the corridor. Mr. Bullen emphasized that data collected will play a significant role in the identification and deployment of additional traffic mitigation measures. He stated MAG is working to develop a traffic simulation model to analyze what the traffic patterns will be during construction of this project and will couple it with additional intelligent transportation system (ITS) solutions.

Mr. Bullen stated that MAG is studying additional maintenance of traffic strategies that include smart work zones which embed sensors within a work zone to allow for things like sending messages to motorists in traffic notifying them there is a delay ahead and giving them a suggested alternate route or dynamic speed limits to slow down or speed up traffic, as well as deploying messages to various transit providers. He added that MAG sees transit as solution and said staff has been working in partnership with the City of Phoenix's Public Transit Department as well as Valley Metro.

Mr. Bullen commented that while this project is new to the Valley it is something that has been done in other places around the country. MAG has been studying what was done in other areas to capture best practices and incorporate them into this project. MAG has contracted Texas A & M Transportation Institute, one of the national leaders in transportation research. MAG and ADOT also are learning from other regions who have conducted similar projects to develop a plan that will mitigate some of the impacts of construction. He noted that Las Vegas just completed a similar billion-dollar project and said MAG staff would be meeting with the Nevada Department of Transportation as well as the City of Las Vegas next week.

Mr. Bullen indicated that the final element is comprehensive communication and coordination outreach. MAG will work with ADOT and the four local agencies impacted by this project to develop a multipronged approach; establish a strategic communication plan; leverage local agency resources; and, work in partnership with Valley Metro. Additionally, MAG will reach out to major employers in the corridor and business groups to communicate construction plans. He noted the importance of communicating the benefits of the project and ensuring residents are aware that this project is coming.

Mr. Bullen stated MAG is requesting to program \$1.5 million from the Freeway Life Cycle Program for this effort. He advised that additional funding may be requested in the future for

additional capital for ITS solutions. The amount requested today would not adversely impact any of the other projects funded in the program.

Mayor Gallego mentioned this item was also discussed during the November Transportation Policy Committee (TPC) meeting. She said it is important to talk about what it means for the region's most complicated project to be under construction during the vote for the extension of Proposition 400. She noted the project would take place close to Sky Harbor International Airport and that some of the closures would need to take place on the weekend. Mayor Gallego commented that Friday night and Sunday are the busiest times for air travel. She noted that typically road closures have taken place on the weekends because they are not the busiest times but said it would be different for this corridor. Mayor Gallego said she does not want someone who missed a flight due to traffic or a freeway closure to vote against the extension. She added that the six to nine months closure of the 143 would have a significant impact on airport traffic.

Mr. Samour stated there is a proposal to close the 143 for six to nine months but added that planners are waiting for data from the study on the origin-destination of vehicles moving in and around the 143 before making a decision. He indicated ADOT also would be collecting data around the east and west airport entrances.

Mayor Gallego said the Regional Council may be interested to hear some of the anticipated numbers for how often ADOT would have to close the I-10 during construction of the Broadway Curve project.

Mr. Samour indicated the contract states there will be approximately 50 closures of the Broadway Curve to construct the five necessary bridges and complete the widening of the road. He added that in addition to the bridges, piers as well as other elements must be constructed before completing the bridge work.

Mayor Gallego indicated it is important for the Regional Council to understand that construction on this project will be ongoing when the public decides if they want to continue to invest in the region's transportation system. She stated this investment is vitally important and will affect every community in the region, even if the project is not located within an individual city or town. Mayor Gallego stated the Broadway Curve project is important but questioned the timing of the project. She added that some construction projects include a component for compensation for the project team where members of the community or local organization provide input to evaluate how well the project team is doing in its communication with stakeholders and in trying to reduce impacts. Mayor Gallego asked if that is something ADOT is considering for this project.

Mr. Bullen emphasized those are the types of strategies MAG and ADOT are considering with the project consultant team. He stated the end goal is to make sure that whatever is brought

forward works and also recognizes the significant impact of the project to the region.

Mr. Samour stated that during the November TPC meeting there were some compliments on the outreach done for the South Mountain project and said that ADOT would be mirroring the integration of the public involvement plan for that project. He stated the chosen contractor as well as ADOT and MAG would share responsibility for the plan. Mr. Samour said that ADOT recognizes the significance of this project to the region as well as the potential for this project to impact the voters' consideration of the extension of Proposition 400. He noted ADOT already has conducted a business outreach meeting, an environmental public hearing, and is doing what it can to raise awareness about the project. Mr. Samour stated that a new element for this project would be in reaching visitors to Arizona coming in through the airport. MAG plans to meet with officials in Nevada to learn best practices for how to best communicate with destination travelers.

Chair Mitchell emphasized the importance of communication. He stated that Tempe worked recently to mitigate the impact of projects such as light rail and offered to share some best practices. Chair Mitchell recalled the positive comments at the recent TPC meeting regarding communication about the South Mountain Freeway project. He asked how much the project will cost and what the impact of delays would have on the overall cost. Chair Mitchell commented the project will greatly affect the southeast valley. He noted the project has been in planning for many years and that changes are greatly needed. Chair Mitchell said the project is a good opportunity to show taxpayers dollars at work and if communication is done in the right way, could help in the extension efforts.

Mr. Anderson stated the communication strategy for this project must incorporate the message of tax dollars at work and that it will lead to improved traffic conditions. He indicated the Broadway Curve project has been in the planning stages since the 1980s. Mr. Anderson added that this project differs from the region's typical highway projects due to the length of the corridor. He noted this is a \$700 million project and the second largest highway project in the state that will have significant impact to the traveling public. Mr. Anderson stressed the importance of outreach to the airport and business community along the corridor. He added that MAG is looking at having dedicated resources in each of the affected communities in the corridor to help coordinate member agency efforts. When an interstate closes, it puts the burden on the parallel arterial street system. With the dynamic simulation model, MAG will be able to look pre-emptively at where traffic will go during the different closures and augment parallel infrastructure to handle the increased traffic.

Mr. Anderson commented construction of this project will be an opportunity for the region to shine. MAG will be working with Valley Metro and City of Phoenix Transit to determine if there can be commuter bus service during construction to serve Ahwatukee to Tempe, including ASU. He mentioned a side benefit to this would be providing more members of the public the opportunity to experience bus service. Mr. Anderson indicated that a delay in the

project would add significant cost.

Mayor Kevin Hartke moved approval of an amendment to the Freeway Life Cycle Program to program \$1.5 million for transportation demand management (TDM) strategies related to the I-10 Broadway Curve project. Mayor Georgia Lord seconded the motion and the motion carried unanimously. Vice Mayor Barker, Mayor Pereira, and Mayor LeVault voted in favor of the motion via teleconference.

## 7. Regional Transit Framework Study Update

Chair Mitchell introduced MAG Transportation Planning Program Manager Ms. Audra Koester Thomas to present the Regional Transit Framework Study Update key findings. Ms. Thomas indicated that approximately two years ago, MAG initiated an update to its Regional Transit Framework Study with a focus on high capacity transit modes. MAG defined high capacity transit as frequent, all day service, which is important because of the size, scale, and cost of investment associated with implementing these modes, particularly light rail.

Ms. Thomas stated that modes analyzed include light rail, bus rapid transit, and enhanced bus. Bus rapid transit (BRT) is a mode that has not yet been implemented in our region. It is often characterized by service that exists within dedicated right of way to ensure fast and reliable service. She noted that enhanced bus service also offers frequent, limited stop service, but is not always in a dedicated right of way.

Ms. Thomas commented the region has seen the benefits of the implementation of high capacity transit in the Phoenix metropolitan region. She added it is important to recognize the viability of high capacity transit is reliant on specific characteristics, including development pattern and travel flows, but the most important factor for driving transit demand is the population and employment density immediately adjacent to corridors and stations. Various socioeconomic characteristics can also have an impact on high capacity transit service, including households without a vehicle. When considering opportunities to service those who are not transit dependent, so-called "choice riders", high capacity transit service must be frequent, reliable, and fast enough to lure people away from the convenience of their personal automobile.

Ms. Thomas stated the Regional Transit Framework Study Update was a very technically driven study with robust transportation modeling, socioeconomic and land use analysis for the purpose of identifying corridors that have the best probability for supporting high capacity transit. She highlighted that this is an example of one of those studies for which agency technical staff were actively involved in providing guidance and input from start to finish. Ms. Thomas displayed a graphic of potential corridors and noted that the study ended up evaluating more than twice as many corridors as first anticipated, responding to requests and interest from member agencies. The evaluation of the potential corridors allowed planners to

better understand how underlying socioeconomic and density characteristics play a role in the success of high capacity transit.

Ms. Thomas went over key findings and highlighted the support MAG received from member agency technical staff in completing the Key Findings report. She commented there were several rounds of comments and one-on-one meetings with agencies.

Ms. Thomas emphasized the Regional Transit Framework Study Update is a first step and noted there is more work ahead. She highlighted that MAG, in coordination with the city of Phoenix, has initiated a regional bus rapid transit study. The study results have also helped to inform Phoenix's own evaluation of BRT corridor propensity. Several other member agencies continue work on specific corridor and feasibility analyses, work Ms. Thomas noted should continue.

Ms. Thomas stated in addition to commuter rail work done previously, agency technical staff requested MAG conduct a study on the viability of commuter bus options, particularly the opportunity for feasibility of various markets and the implementation of commuter bus with destinations besides downtown Phoenix. She noted MAG began this study several months ago working with agency technical staff and indicated findings from the study would be available next year.

Ms. Thomas stated there was unanimous support from the Transit Committee as well as the Transportation Review Committee for the Regional Transit Framework Study Update key findings.

Mayor Cathy Carlant moved to recommend acceptance of the Regional Transit Framework Study Update key findings. Mayor Hartke seconded the motion and the motion carried unanimously. Vice Mayor Barker, Mayor Pereira, and Mayor LeVault voted in favor of the motion via teleconference.

#### 8. Freeway Life Cycle Program Update

Mr. Bullen presented a brief update on the Freeway Life Cycle Program (FLCP). He stated that in May 2019, the MAG Regional Council approved the rebalanced FLCP. The approval was contingent on air quality conformity, which occurred in the summer of 2019 and culminated with the formal approval of the program on September 25, 2019.

Mr. Bullen reviewed freeway program projects currently under construction. Some of those projects include South Mountain; Pinnacle Peak and Happy Valley Road interchanges; Fairway Drive interchange; widening of the 101 between I-17 Pima Road; widening of the Price Freeway between Baseline and the 202; and, drainage improvements along I-17. MAG anticipates four additional projects will be advertised for construction this fiscal year. This

includes an overcrossing at Central Avenue to support the South Central light rail; widening and interchange construction on the Loop 303; widening on I-10 from SR-85 to Verrado Way; and, construction of a phase one roadway on SR-24 up to the last mile, which is located in Pinal County and is not funded through the Proposition 400 program.

Mr. Bullen indicated that the ending cash balance of the FLCP following the rebalance is approximately \$265 million. The tightest year will occur in fiscal year 2022, when the fund balance drops to approximately \$100 million, but stays above ADOT's cash flow guidance. He commented these balances do not include updated revenue projections published by ADOT this fall.

Mr. Bullen stated that ADOT continues to work on bi-annual cost updates, which were one of the items staff discussed as part of the rebalance. Staff anticipates that updates to revenue estimates will be used to generate the next annual update of the Freeway Program. He noted staff planned to present revenue updates to the committee in the spring. MAG and ADOT continue to track construction cost trends that have been a significant concern over the last year. MAG worked with the University of Arizona to conduct a construction cost analysis for the last ten years which reaffirmed the significant increase in the cost of construction. Mr. Bullen said copies of that report would be made available to committee members upon request.

Mr. Bullen stated one of the big items remaining in the freeway program is acquisition for right of way for the future SR-30 corridor, between the 303 and the 202. He announced the environmental assessment and a finding of no significant impact were issued in November. There is approximately \$500 million set aside for advanced right of way and utility work on the corridor. MAG and ADOT held a cost-risk assessment with member agency planning staff, going parcel by parcel to examine potential challenges and identify costs associated with those challenges.

Mr. Bullen noted as discussed during the rebalance process, MAG is working with ADOT to move to a year over expenditure based cash flow model and anticipated it will take effect during next year's Freeway Program update. He added staff would present additional information about the change during the next update.

There were no questions from membership. The item was on the agenda for information and discussion.

9. Preparations for the Draft FY 2020-2024 MAG Transportation Improvement Program and Draft 2040 MAG Regional Transportation Plan Update

Ms. Thomas gave the committee an update on preparations for the draft FY 2020-2024 MAG Transportation Improvement Program (TIP) and draft 2040 MAG Regional Transportation Plan



Update. She indicated federal law requires both the Transportation Improvement Program and Regional Transportation Plan be updated at least every four years. Historically at MAG, those documents have been updated approximately every two years. Staff is currently preparing the draft Transportation Improvement Program and update to the 2040 Regional Transportation Plan to capture the recently approved changes to the Freeway Life Cycle Program, Transit Life Cycle Program, and Arterial Life Cycle Program. The last updates to the TIP and RTP occurred in 2017.

Ms. Thomas commented this would be the last formal update of the Proposition 400 Regional Transportation Plan. She stated over the course of the next two years, MAG would be developing a new regional transportation plan and strategic investment strategy to inform the extension of Proposition 400. Ms. Thomas stated there were some changes to MAG's Public Participation Plan earlier this year and wanted to update the committee on what to expect over the next couple of months as well as answer any questions. A 30-day public comment period will begin December 19, 2019, and MAG will host a public open house January 9, 2020. She indicated the items would go to the Air Quality Technical Advisory Committee and Transportation Review Committee for review in January then proceed to adoption of the RTP and 2020-2024 MAG TIP through the policy committee approval process in February 2020.

There were no questions from membership. This item was on the agenda for information and discussion.

#### 10. Update on Proposition 400 Extension Tasks

Ms. Thomas provided the committee with an update on items associated with the development of the next regional transportation plan and extension of Proposition 400. She began by giving the committee an update on two contracts. MAG recently signed a contract with the Regional Transportation Plan Management Consultant and work is underway. Ms. Thomas noted that responses were due in November for the RTP Public Awareness and Engagement Strategy. She reported MAG received five proposals and the evaluation process is underway with an expected consultant selection recommendation for Regional Council in January 2020.

Ms. Thomas stated that with the decision to defer enabling legislation, Regional Council had requested additional information on varying funding options besides the half-cent transportation sales tax. MAG has begun initial research and intends to present initial findings in early 2020.

Ms. Thomas indicated that at last month's Regional Council meeting, MAG staff was directed to accelerate the plan development process and specifically was asked to advance the call for projects to January 2020. MAG is responding to that request by outlining the process to

facilitate the call for projects.

Ms. Thomas stated that in response to interest for increased involvement for the Management Committee in the development of the next regional transportation plan and the extension of Proposition 400, MAG staff identified potential options to accommodate this request over the course of the last month. Last week at the Management Committee meeting, staff presented the four options which include: (1) convening to provide periodic updates to managers; (2) extending Management Committee by scheduling the existing committee meetings for two or more hours; (3) holding a study session to occur before or subsequent to Management Committee with a public posting in case of a quorum and no action taken; (4) establishing Management Committee work group that can meet to review and discuss transportation policy material that would be a posted meeting with no action taken. She reported that after deliberation, the Management Committee took action to establish a work group of the committee. Ms. Thomas added that conversations are continuing related to the work group. The work group intends to meet for the first time in December to further discuss the group's focus as well as to provide review and feedback for the call for projects process.

There were no questions regarding this item which was on the agenda for information and discussion.

#### 5M. Draft MAG Policy Principles

Mayor Schoaf asked Chair Mitchell to introduce agenda item 5M which he earlier requested be pulled from the consent agenda. He noted in the Transportation Policy statement within the Policy Principles document, there is a statement which says "support pursued of enabling legislation in 2021 state legislative session." Mayor Schoaf said the statement seemed fine, except that those members who have been around for a while remember similar language that talked about supporting enabling legislation in 2020, maybe 2019. He noted that during the process of supporting this enabling legislation, MAG has accomplished essentially nothing. Mayor Schoaf said the Regional Council is not in a position today to support enabling legislation at the legislature, which is a big problem. He added that he spoke to a few mayors who mentioned there are individuals at the legislature who are talking about drafting their own plan so it can be reviewed this year.

Mayor Schoaf stated one of the comments at a recent meeting is that MAG needs to go through and make a list of wants and needs and prioritize them within the spending amount that is available. He added this list needs to go to the legislature so they understand what can be included in the plan with a framework for how to spend the money. Mayor Schoaf said this framework needs to include how projects will be spread throughout the valley so that it is fair and equitable for all of the county's residents. He stated it should also include flexibility so that as things change over the next 25 years, leaders will be able to deal with the change and modify the plan to best serve citizens. Mayor Schoaf commented that the Regional Council

should have had this information available last year and not having it has left a vacuum of leadership at the legislature which someone will fill and it may not be MAG. He emphasized that MAG must have a sense of urgency and process for a framework that the Regional Council membership can support politically and take to the legislature to begin building support.

Mayor Schoaf recalled that another Regional Council member also recently stated that while there is a difference between the plan and the enabling legislation, they are one and the same in the political process that MAG will go through. He added the enabling legislation is not the plan but to get support for the enabling legislation, the plan will end up being modified to gain support at the legislature. Mayor Schoaf stated that the Regional Council cannot start that process without a framework from MAG. He noted MAG is the only body that can bring together the politics across the valley so the Regional Council can support one thing to discuss with individual legislators and build support for the plan. Mayor Schoaf commented if this is not down now, the plan will not be passed in 2021 and the legislature may pass something for MAG. He urged staff to review the comments from the last meeting and come back with specifics. Mayor Schoaf stated he planned to support this item but noted his disappointment that MAG is once again changing this language without have something to go to the legislature with.

Mr. Anderson responded by stating MAG is ahead of schedule relative to where it was for Proposition 400. MAG received enabling legislation for Proposition 400 in January 2004, which was signed by the governor in February 2004, for a November 2004 election. He noted at the last Regional Council meeting, staff was asked to accelerate the Call for Projects which it has done. The Call for Projects item will be vetted by the newly created Management RTP Work Group next week and will be on the street as soon as possible. Mr. Anderson said the Call for Projects is the only piece of information lacking right now in terms of needs. He added staff knows what the freeway and transit needs are and now need to know what the Regional Council and member agencies want to have staff consider through this process in the plan. Mr. Anderson stated he anticipates MAG will have that information in February or March 2020 and to get it back to the Regional Council for review. He indicated MAG is moving on this as quickly as possible and stated that if 2021 is a problem, MAG could try for 2022, which would still give MAG enough time to do its work. Mr. Anderson commented putting together a regionally balanced plan with political support across the region is not easy. As noted in the presentation staff gave to TPC and Regional Council in September, the region already has a \$30 billion deficit in terms of regionally identified needs in the transit and freeways components. He added this does not include the local street component and the numbers will only grow.

Mr. Anderson stated the region must have a discussion about public transportation. He indicated that would require in-depth discussion at the Transportation Policy Committee in terms of if the region wants its current transit system as it is today, or if it needs to be

expanded geographically and with an increase in the frequency of service. Today in many places across the region there is no transit service or poor transit service. Mr. Anderson reiterated that MAG is ahead of schedule as compared to 2004 for Proposition 400. He noted there are not balanced needs across the region and that it will be much more difficult to put the plan together this time around than it was for Proposition 400. Mr. Anderson stated MAG is moving as fast as it can and has a consultant under contract to assist. He added that staff has listened to the Regional Council and responded.

Mayor Georgia Lord stated MAG should follow the legislature's trend of beginning conversations early. She noted the legislature may decide that the plan needs to happen in a particular way but MAG should be making the decisions and not the legislature.

Mayor LeVault stated it is important for the Regional Council to recognize how difficult this task will be and that they should be laser focused on convincing key members of the legislature that they need to be on board with what MAG is doing, especially in light of difficult issues such as maintenance. He added that he hopes MAG will not push the legislation to 2022 and said that it is important to continue to engage legislators now. Mayor LeVault stated that once the legislation is on the ballot the real work will begin to sell the extension to the public in a time when there is a lot of competition for tax dollars.

Mr. Anderson emphasized that staff is working with legislative leadership now on possible statewide solutions, which was another task the Regional Council requested in October. He stated he had an encouraging meeting with Senator Karen Fann and Representative Russell Bowers to talk about statewide funding solutions for transportation. Mr. Anderson reminded membership that 2020 is an election year and he does not anticipate any movement. Relative to MAG's legislative strategy, it also is important to understand that after the 2020 elections, MAG will have to reevaluate the composition of the legislature. He noted that 30 years of experience in transportation has taught him to be flexible and understand changing conditions. Mr. Anderson commented he believes MAG will be ready to go in 2021 but it will depend on the results of the election. He added MAG must be prepared to adjust its strategies appropriately.

Chair Mitchell stated that based on the Manager's Work Group and comments made at today's meeting, there is movement being made in the process. He added that the Regional Council made the decision to move the timeframe back to 2021 - not MAG staff. The decision was based on the political climate and the fact that 2020 is an election year. Chair Mitchell said he appreciates the comments made and everyone working on this process. He recognized that the region is \$300 million in the negative now and the region needs to pass an extension just to get the current projects finished, not including the costs for arterial street needs. Chair Mitchell said members of the Regional Council need to do their part in getting out in front with legislators and legislative leadership.

Mayor Schoaf asked for membership to consider what would happen if legislation is not passed. He stated the extension is different from Proposition 400 because for Proposition 400 the region was coming from a position where if it did not pass, it would not be the end of the world. Mayor Schoaf said that if the extension of Proposition 400 does not pass it will leave a huge hole that will affect the valley for many years. He commented that waiting longer than is necessary to go to the legislature and not being ready now is risky. Mayor Schoaf stated he is glad to see that MAG is continuing to make progress but said he is frustrated by how slowly government is moving to make a relatively simple decision.

Mayor Carlat commented she is glad a working group of the Management Committee is in place to allow Regional Council members to be briefed on the progress of the extension efforts by their staff members.

Mr. Anderson stated that the work group will be effective in advising the TPC and Regional Council. He noted that in September, staff talked about the transportation needs in the region and how the recession caused a funding drop of 40 percent which led to the need to defer projects. Mr. Anderson added that the deferred projects will have first priority in an extension and there may not be a lot of money for additional projects.

Mayor Lord stated that the projects in the extension need to be of regional benefit and that economic development needs to be considered.

Mayor Ginny Dickey moved to approve the MAG Policy Principles. Mayor Gallego seconded the motion and the motion carried unanimously. Vice Mayor Barker, Mayor Pereira, and Mayor LeVault voted in favor of the motion via teleconference.

#### 11. Legislative Update

MAG Policy and Government Relations Director Nathan Pryor gave the Council an update on legislative items of interest with a focus on the expansion of the Border Crossing Card. The bill would allow frequent, low-risk, short term visitors holding Border Crossing Cards to travel throughout the entire state of Arizona.

Mr. Pryor stated the idea for the expansion is to grow economic opportunities. The Southwest Tourism Expansion Act would allow holders of a U.S. issued Border Crossing Card to travel anywhere in the state of Arizona. That means more visitors to the Grand Canyon, Flagstaff, Sedona, Native nations within the state, and to sports and entertainment venues in greater Phoenix. For the past several years, the Maricopa Association of Governments and its partners have supported an initiative to improve our economy by allowing pre-cleared Border Crossing Card holders to be able to travel beyond the current Tucson and Yuma limits (75 and 25 miles, respectively). These cardholders travel frequently to Arizona to conduct business, visit family and friends, or shop at local stores, spending billions of dollars. He noted that the legislation

was put on hold early this year but has been seeing movement since October.

Mr. Pryor stated that consultants have been working with Senator Martha McSally and Representative Greg Stanton who have indicated their support for the bill. Mr. Pryor commented that the legislation would be included in the Continuing Resolution that could be introduced as soon as December 20. He added that MAG planned to send out an action alert to membership when the bill was introduced. Mr. Pryor commented as long-standing supporters of this legislation, MAG is asking membership to contact the rest of the Arizona Congressional Delegation urging them to support this bill.

There were no questions or comments on this item.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Council

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

Chair Mitchell wished everyone a happy holiday season.

Adjournment

There being no further business, the meeting adjourned at 12:51 p.m.

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Chair

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Secretary