

**SPECIAL SESSION
January 10, 2003**

The Board of Supervisors of Maricopa County, Arizona convened at 9:00 a.m., January 10, 2003, in the Board of Supervisors' Conference Room, 301 W. Jefferson, Phoenix, Arizona, with the following members present: Fulton Brock, Chairman; Andy Kunasek, Vice Chairman; Don Stapley, and Mary Rose Wilcox. Absent: Max W. Wilson. Also present: Fran McCarroll, Clerk of the Board; Shirley Million, Administrative Coordinator; David Smith, County Administrative Officer; and Paul Golab, Deputy County Attorney. Votes of the Members will be recorded as follows: (aye-no-absent-abstain).

TELEPHONE PARTICIPATION

Item: The full participation in this meeting by telephone of Board members not able to attend in person.

This item was withdrawn because a quorum was present at the meeting.

AMEND RESOLUTION NO. MCDOT 02-07 (3)

Item: Amend Resolution No. MCDOT 02-07 (3) to reflect revision to the composition of the Regional Transportation District Board of Directors from solely the five members of the Board of Supervisors to an eleven-member board of directors comprised of the five Maricopa County members of the Board of Supervisors, five Mayors, and the Governor or her designee. (C20030100)

Tom Buick, Director of MCDOT, (Maricopa County Department of Transportation) said he would revisit some points the Supervisors may already be familiar with in his PowerPoint presentation, to emphasize the importance of certain aspects of this resolution, and how changing one portion of the original could benefit the County's position. One of the County's Strategic Priorities is to "Provide regional leadership for a regional transportation system" and, as the only existing elected body directly accountable to all voters in the County and with jurisdictional authority to act in the regional interest independent of local interests, the County believes itself to be the obvious choice to head the new Regional Transportation District. Nevertheless, there is expected to be opposition to County leadership from the cities and towns who may be parochially biased.

Mr. Buick pointed out the transportation improvements that have already been completed by McDot that have proven to benefit the region and which illustrate the County's ability to perform as a regional leader. These include Loop 303, Baseline Road improvements, the Gilbert Road crossing of the Salt River, 51st Avenue which provided one of the first regional access routes, and AZTech which has become a model used across the nation for deployment of information. He said that without a Regional Transportation Authority traffic congestion, already spreading from freeways to contiguous city streets throughout the Valley, will continue to accelerate to unacceptable levels of congestion leaving these areas as jammed as the freeways are now.

He spoke of MAG involvement (Maricopa Association of Governments) in the freeways, which has been confined to design recommendations for the State to implement and which has a 2006 freeway completion date. Mr. Buick reminded Members that the Interstate system is already completed and no further funding will come from the federal government. Other shortcomings he listed that impact the current transportation system included an over-dependency on SOV (single occupant vehicles) and freeways; parochialism stemming from statutory restrictions and old governing structures when what is needed is an ability to collaborate across jurisdictional boundaries. He said jurisdictional boundaries are transparent to drivers passing through; and inadequate funding with disconnected allocation of funds.

SPECIAL SESSION
January 10, 2003

Those vying for regional leadership are the State, MAG, Maricopa County, RPTA (Regional Public Transportation Association) and the cities, including Phoenix. Positioning for appropriations of the half-cent sales tax revenue has already begun between ADOT (Arizona Department of Transportation), Phoenix and RPTA. Phoenix is estimating a \$4 billion need and ADOT a \$12 billion need.

Supervisor Stapley said that the half-cent sales tax only adds up to a total of \$9 billion over a 20-year period and questioned the validity and/or honesty of the above projections of costs as requested.

Chairman Brock agreed and said he'd been informed by a reliable source that it costs \$115,000 a mile to maintain a high usage road today and he also asked how the figures given by Phoenix and ADOT could be accurate or reliable. He charged that operation and maintenance costs have been deliberately left out or shaded. He suggested the County inform the public of these hidden costs and the inaccuracies being alleged as facts.

Supervisor Stapley said that MAG has no money with which to maintain their freeway system in the future. He cited this as proof of the failure of the current governing methods, alleging these lacks are caused by the cities and towns refusing to "lose" their parochical mindset and accept the necessity for cooperation.

Discussion ensued on the trail system being implemented around the County as a mode of transportation; the conveyance of travel news to residents via correlation between news agency helicopters and planes and live feed to AZTech central which is online; and the need for commuters to participate in the Trip Reduction Program, and the enforcement of violators, since this was mandated and will remain a part of the transportation solution.

Diane Sikokis, Government Relations, introduced Craig Whitney, an associate with Matt Salmon and On The Mark group who was hired by the County to help in lobbying for legislative action to support the County's position, and Lee Stein, Fennemore Craig Law Firm, who has also been retained.

Motion was made by Supervisor Stapley and seconded by Supervisor Wilcox to amend Resolution No. McDOT 02-07 (3) to reflect revision to the composition of the Regional Transportation District Board of Directors from solely the five members of the Board of Supervisors to an eleven-member board of directors comprised of the five Maricopa County members of the Board of Supervisors, five Mayors, and the Governor or her designee. The motion was followed by statements from all the Supervisors.

Supervisor Stapley said he favors the modification of the resolution which recognizes that changes must be made to coalesce all agencies under a central and unified leader. He stated that a fragmented transportation system won't work. He felt the State would also welcome this change even though they originally had supported the Board of Supervisors to head the transportation board for reasons of practicality. He explained that there is a 20-year history surrounding this question that must be recognized and appreciated. MAG has long impacted transportation and MAG is mainly populated and controlled by Valley mayors. He believes it is a prudent move to expand the original five-member board to an 11-member board composed of the Board of Supervisors, five mayors and the Governor or her designee.

Supervisor Wilcox said she believes this is a good way to transition and should lend some comfort to the cities by providing a very good way to ease all into regional government efficiencies and cost savings.

MARICOPA COUNTY BOARD OF SUPERVISORS MINUTE BOOK

**SPECIAL SESSION
January 10, 2003**

Supervisor Kunasek quoted the resolution as follows: "WHEREAS, the Board of Supervisors is the only existing elected body, directly accountable to the voters, with a jurisdictional range that encompasses the entire metropolitan region and that may act in the regional interest, independent of local interests." He said that this proposed change introduces conflicting language by increasing the size and including others. He felt that Maricopa County is the only legitimate established body qualified to guide transportation issues without parochialism or prejudice creating difficulties. He said, "This is a raw, philosophical issue with me and I would like to see the resolution stay the same. I cannot support this change."

Chairman Brock said he would support this and considered it a positive step forward even as he recognized that many elements had to be considered in making the decision. He called for the question.

Motion was approved by a majority vote (3-1-1) with Supervisors Stapley, Wilcox and Brock voting "aye" and Supervisor Kunasek voting "no." (Supervisor Wilson was absent.)

MEETING ADJOURNED

There being no further business to come before the Board, the meeting was adjourned.

Fulton Brock, Chairman of the Board

ATTEST:

Fran McCarroll, Clerk of the Board