

# COUNCIL MINUTES

January 9, 2003

The City Council of the City of Mesa met in a Study Session in the lower level meeting room of the Council Chambers, 57 East 1st Street, on January 9, 2003 at 7:30 a.m.

## COUNCIL PRESENT

Mayor Keno Hawker  
Rex Griswold  
Kyle Jones  
Dennis Kavanaugh  
Janie Thom  
Claudia Walters  
Mike Whalen

## COUNCIL ABSENT

None

## OFFICERS PRESENT

Mike Hutchinson  
Debbie Spinner  
Barbara Jones

1. Discuss and consider the City of Mesa's regional transportation funding priorities.

Assistant Development Services Manager Jeff Martin and Assistant to the City Manager Jim Huling addressed the Council relative to this agenda item. Mr. Martin explained that the purpose of today's presentation is to obtain Council input and approval relative to a revised list of recommended regional transportation priorities. (See Attachment)

Mr. Martin reported that the proposed list of priorities reflects the "return to sender" concept, which has been developed by a group of Mayors from different municipalities. He explained that the concept would call for half of transportation funding to remain in place for regionally significant projects and to be funded by the region, and the other half of the funding would be distributed back to the cities in the region based on population, sales tax generated in each community, or a combination thereof.

Mr. Martin advised that staff has identified the following items as "Regionally Significant Projects":

1. Williams Gateway Airport Parkway – Hawes Road to Meridian: Santan Freeway Improvements to provide connection with WGA Parkway at Hawes Road TI;
2. HOV Lanes on the Red Mountain and Santan Freeways;
3. Rubberized Asphalt on the Red Mountain, Santan and Superstition Freeways (east of Val Vista);
4. Funding for Quality of Life/Freeway Mitigation Measures.

Mr. Martin noted that the remaining items on the list itemized as "Other Priorities" would be funded at the discretion of the City Council should the "return to sender" concept be adopted by the Maricopa Association of Governments (MAG).

Mr. Huling provided the Council with a brief update relative to the progress of the "return to sender" concept. He commented that at the request of the MAG Transportation Policy Committee, the Behavior Research Center recently conducted a poll regarding the issue; that voter response indicated a strong preference for the concept; that with a 20-year sales tax extension, the State would raise approximately \$8.3 billion for regional funding, and that with a 25-year sales tax extension, the figure would increase to \$10.375 billion.

Mr. Martin advised that at the November 21, 2002 Transportation Committee meeting, the members of the Committee reached a consensus basis on the following projects:

1. Williams Gateway Airport Parkway – Hawes Road to Meridian: Santan Freeway Improvements to provide connection with WGA Parkway at Hawes Road TI; Cost – approximately \$271 million;
3. Rubberized Asphalt on the Red Mountain, Santan and Superstition Freeways (east of Val Vista Drive);
4. Funding for Quality of Life/Freeway Mitigation Measures.

The following were "Other Priorities":

1. Add Additional Capacity to the 101 and 202 Traffic Interchanges per the MAG Bottleneck Study;
2. Add General Lane or Greater Capacity to the Red Mountain Freeway from Price Road to Higley Road and on the Santan Freeway from US 60 to Williams Gateway Airport;
3. Provide Additional Capacity for Areas Designated as a Bottleneck on the Red Mountain Freeway outside City of Mesa limits;
4. Traffic Interchange Improvements: (dual lefts, etc.) on US 60 at Greenfield, Higley, Sossaman, Ellsworth, Crismon and Signal Butte;
5. Pueblo Avenue Crossing over the Red Mountain Freeway;
6. Lighting/Red Mountain Freeway: Price to Country Club;
7. US 60 Landscaping: Ellsworth to Meridian;
8. New Traffic Interchanges as needed;
9. Higley Parkway, US 60 to the Beeline;
10. Bridge Crossing at Gilbert Road over the Salt River/Shared with MCDOT;
12. Shared-Use Path Along Canal Banks and Freeway Right-of-Ways;

13. Intelligent Traffic System Improvements for Freeways and City Streets;
14. Other Transportation Projects as identified in the Mesa Transportation Plan;
21. Regional Funding for Bus Routes Across Multiple Jurisdictions with one additional bus purchase and one replacement;
22. Park 'N Ride Lots – Red Mountain at Gilbert, Red Mountain at Greenfield, and Superstition at Country Club.

It was moved by Councilmember Whalen, seconded by Vice Mayor Kavanaugh, that the recommendations of the Transportation Committee relative to the above-referenced transportation priorities, be approved.

Carried unanimously.

Mayor Hawker requested that Mr. Martin address individually the remaining transportation priorities that received split votes at the November 21, 2002 Transportation Committee meeting.

2. HOV Lanes on the Red Mountain and Santan Freeways

Mr. Martin reported that the Transportation Committee voted 1-2 on this item. He explained that in an effort to encourage carpooling, MAG has created a regional HOV lane program to increase the number of HOV lanes throughout the Valley.

Mayor Hawker asked the members of the Transportation Committee for input regarding their votes on this project.

Councilmember Whalen, as Chairman of the Transportation Committee, stated that he was supportive of the issue and commented that the HOV lanes are essential in order to move traffic in an expedient manner.

Councilmember Thom commented that although she is not opposed to carpooling, in her opinion, since all taxpayers pay for the HOV lanes, they should be available to everyone, including vehicles containing just one person. She also stated that she would prefer the addition of another general lane as opposed to an HOV lane.

Councilmember Griswold said he welcomed this dialogue with the full Council and stated that if HOV lanes are going to be used for rapid transit, express buses and rail corridors, he would support the matter. He noted, however, that if HOV lanes were intended strictly for the benefit of carpool drivers, then he would not support the concept.

In response to a question from Mayor Hawker, Mr. Martin clarified that one of the purposes of HOV lanes is to accommodate express buses.

Vice Mayor Kavanaugh explained that the HOV lane concept is one that has gained regional and national consensus for many years and noted that it can be utilized for a variety of functions.

It was moved by Vice Mayor Kavanaugh, seconded by Councilmember Whalen, to include HOV Lanes on the Red Mountain and Santan Freeways as one of Mesa's "Regionally Significant Projects."

Councilmember Walters expressed support for the motion and commented that as the population of the Phoenix metropolitan area continues to grow, the establishment of an efficient regional freeway system will become imperative and will need to include HOV lanes.

Mayor Hawker voiced support for the motion and commented that HOV lanes work well in conjunction with Park 'N Ride lots and rapid transit bus service. He added that they also help to eliminate freeway congestion and encourage ride sharing.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

11. Bridge Crossing at Dobson Road over the Salt River (Potential cost share with MCDOT and the Salt River Pima-Maricopa Indian Community (SRPMIC))

Mr. Martin reported that the members of the Transportation Committee voted 2-1 with regard to this item. He explained that although the project is listed as a potential cost-share with other entities and it may not serve Mesa residents to a great extent, it is staff's recommendation that it be included on the City's list in an effort to provide the SRPMIC with another route into their community.

In response to a question from Mayor Hawker, Mr. Martin clarified that although Mesa's share of the costs for the bridge crossing would be limited, by supporting its construction and including it on the City's list of priorities, Mesa may potentially assist the Indian Community in obtaining regional and Federal funding for the project.

Mayor Hawker voiced support for the City of Mesa assisting the Indian Community on the Dobson Road bridge crossing, as well as other future co-sponsored projects.

Councilmember Jones expressed concerns regarding earmarking \$23 million for the Dobson Road bridge crossing when, in reality, the City has no intentions of funding the entire project.

In response to Councilmember Jones' concerns, Mr. Martin explained that the purpose in listing the items under "Other Priorities" is to ensure their inclusion in MAG's analysis/update of its Regional Transportation Plan. He stressed that it will be at the discretion of the Council which projects will or will not be funded. Mr. Huling also stated that both MCDOT and the Indian Community have listed this project as a priority for MAG to include in its analysis and added that there is a strong interest on the part of those entities in cost-sharing the construction of the bridge crossing.

Discussion ensued relative to the fact that MAG's analysis of the concept will include the projected traffic flow at the bridge crossing to determine the cost effectiveness of the project, and the fact that the Indian Community anticipates the development of a major commercial center at the McKellips Road corridor.

Vice Mayor Kavanaugh commented that from Mesa's perspective, it is reasonable for MAG to conduct an analysis of the project, especially with the close proximity of the Hurley property, and also to determine if the bridge crossing could benefit north/south traffic in the future.

Councilmember Thom commented on the fact that Mesa already has three river crossings within two miles of the proposed Dobson Road bridge crossing. She stated the opinion that it would be more appropriate for the City to fund the construction of bridge crossings further to the east, such as at Higley Road.

Councilmember Walters noted that although she is not opposed to MAG studying this project, in her opinion, she would not consider it a significant funding priority for the City. She stated that she is having difficulty with these items being identified by staff as "priorities," and stressed the importance of informing Mesa residents that the concepts under discussion are not, in fact, transportation priorities, but rather possible future needs.

In response to Councilmember Walters' concerns, Mr. Martin explained that when MAG develops a potential list of projects for funding, the items are typically classified as "priorities." He stated that staff elected to use the same terminology in referencing the specific projects they wish MAG to consider as part of the Regional Transportation Plan.

Councilmember Walters reiterated that if the term "priorities" is misleading to her, she could only conclude that it would be misleading to the general public as well.

Councilmembers Whalen and Jones concurred with Councilmember Walters' comments.

It was moved by Vice Mayor Kavanaugh, seconded by Councilmember Whalen, that the inclusion of the Bridge Crossing at Dobson Road, as a project for additional study by MAG, be approved.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

15. Transit/Commuter Rail – West Mesa to Williams Gateway Airport

Mr. Martin commented that the members of the Transportation Committee voted 2-1 regarding this item. He reported that MAG is currently conducting a High Capacity Transit Study and that staff anticipates the study may include a funding recommendation to accommodate for some level of commuter rail service.

In response to questions from Mayor Hawker, Mr. Martin clarified that the City's relationship with the Union Pacific Railroad is in its infancy and that a variety of issues have yet to be addressed.

Mayor Hawker expressed support for MAG's analysis of the concept and stated that he would prefer that the item remain on the list as a "placeholder" until such time as an assessment of the cost effectiveness of the project is determined.

Discussion ensued relative to the interest expressed by various West Valley municipalities with regard to future commuter rail service in their communities, and the fact that MAG's study is focused on a limited level of commuter rail service and its cost effectiveness.

Mayor Hawker commented that in recent visits to Salt Lake City, Utah and Dallas, Texas, he and other Councilmembers have seen firsthand how the rail corridors in those cities have been converted to high-speed connections for alternative modes of transit. He stated that if MAG considered the possibility of rerouting the Union Pacific Railroad around the Phoenix metropolitan area, it would provide a basis for replacing the rail corridor with a transit corridor.

Councilmember Whalen advised that it has come to his attention that recent negotiations between the West Valley and the Union Pacific Railroad have "broken down." He suggested that staff schedule a meeting with Union Pacific representatives to "brainstorm" their plans relative to rail corridors in the future.

Councilmember Thom stated that she would be supportive of a commuter rail system that would connect to Williams Gateway Airport; she added, however, that if Union Pacific representatives express no interest in the concept, she would prefer that the item be eliminated from Mesa's list of transportation priorities.

Councilmember Walters concurred with Councilmember Whalen's suggestion that the City meet with Union Pacific Railroad representatives. She reiterated her previous comments regarding the misleading nature of the term "priorities" and the fact that the issue is not a top priority of the Council, but merely a project requiring further analysis by MAG.

Additional discussion ensued among the Councilmembers relative to modifying the term "priorities."

Councilmember Jones stated that with regard to ranking the transportation priorities, in his opinion, the Transit/Commuter Rail item should be placed at the bottom of the City of Mesa's list. He expressed concerns with regard to the order of the current listing and Mesa residents' perception of the items.

Vice Mayor Kavanaugh suggested that the title "Mesa Transportation Priorities for the RTP" be modified to reflect "Mesa Transportation Possibilities." He concurred with Mayor Hawker's comments that the concept remain on the City's list for further study by MAG.

It was moved by Councilmember Whalen, seconded by Councilmember Walters, that the inclusion of Transit/Commuter Rail – West Mesa to Williams Gateway Airport, as a project for additional study by MAG, be approved.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

16. Grade Separated Light Rail – Main Street/Longmore to Mesa Drive

Mr. Martin explained that the members of the Transportation Committee voted 1-2 on this issue.

Mayor Hawker briefly commented on his and other Councilmembers' visits to Vancouver and Burnaby, British Columbia and the opportunity to ride and become familiarized with their elevated light rail systems. He expressed support for a grade separated light rail system into the downtown area and recommended that the concept be included on the City's list for further study by MAG.

Councilmember Whalen stressed the fact that the City has not identified a specific light rail termination location in the Town Center area and added that the ultimate decision relative to bringing light rail into the City rests with Mesa voters.

Councilmember Walters cautioned that at this point in time, the Council should only be considering whether the concept should be included in MAG's analysis. She also concurred with Councilmember Whalen that a specific light rail corridor has not been designated.

It was moved by Councilmember Walters, that the inclusion of Grade Separated Light Rail – Main Street/Long to Mesa Drive, as a project for additional study by MAG, be approved.

Vice Mayor Kavanaugh seconded the motion, but modified the motion to read, "That the inclusion of the Grade Separated Light Rail Terminus to the Mesa Town Center, as a project for additional study by MAG, be approved."

Councilmember Walters concurred with Vice Mayor Kavanaugh's modification of the motion.

Councilmember Griswold voiced opposition to the motion due to the fact that the concept is part of the existing rail system. He stated that if the item was a high-speed elevated light rail system, he would be supportive of the motion.

Discussion ensued relative to the City of Tempe's continued participation in the light rail transit project.

Upon tabulation of votes, it showed:

AYES - Hawker-Jones-Kavanaugh-Walters-Whalen

NAYS - Griswold-Thom

Mayor Hawker declared the motion carried by majority vote.

#### 17. High Capacity Transit on Main Street – Mesa Drive to Ellsworth Road

Mr. Martin reported that the members of the Transportation Committee voted 2-1 on this item. He advised that this project, as well as Item No. 18 (High Capacity Transit on Power Road), both arose out of MAG's High Capacity Transit Study. Mr. Martin also stated that it is anticipated that both concepts will be ranked high by MAG as future high-capacity transit corridors, and that it is the recommendation of staff that this concept be used as a placeholder for further analysis.

It was moved by Vice Mayor Kavanaugh, seconded by Councilmember Walters, that the inclusion of High Capacity Transit on Main Street – Mesa Drive to Ellsworth, as a project for additional study by MAG, be approved.

Councilmember Thom expressed opposition to the item due to the fact that the Mesa Transportation Plan shows Main Street with three lanes in each direction and that this project would require one traffic lane in each direction to be used as a high capacity or light rail corridor. She also commented that at the present time, there are no plans to widen Main Street to three lanes in each direction if the light rail or high capacity corridor is implemented.

Mayor Hawker voiced support for the motion and added that he would have great difficulty anticipating that one lane in each direction on Main Street would be dedicated as a high-capacity transit corridor.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

#### 18. High Capacity Transit – Power Road

Mr. Martin reported that the members of the Transportation Committee voted 2-1 on this matter.

Councilmember Thom expressed opposition to the concept due to the possible elimination of general traffic lanes and thereby a reduction in traffic flows on major arterial streets.

Mayor Hawker stated that although he would be opposed to the elimination of general traffic lanes, he supports the continued study of the project as a high-capacity transit corridor due to the fact it will serve as a major thoroughfare from Williams Gateway Airport to key areas of the City.

Councilmember Griswold concurred with Mayor Hawker's comments.

It was moved by Councilmember Walters, seconded by Vice Mayor Kavanaugh, that the inclusion of High Capacity Transit – Power Road, as a project for additional study by MAG, be approved.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

#### 19. Downtown Mesa Transit Center

Mr. Martin stated that the Transportation Committee voted 2-1 on this concept.

It was moved by Vice Mayor Kavanaugh, seconded by Councilmember Whalen, that the inclusion of the Downtown Mesa Transit Center, as a project for additional study by MAG, be approved.

Councilmember Thom stated that she could not support the motion because a specific location for the facility has not been selected.

Upon tabulation of votes, it showed:

AYES - Hawker-Griswold-Jones-Kavanaugh-Walters-Whalen  
NAYS - Thom

Mayor Hawker declared the motion carried by majority vote.

20. Additional Express Service/New Routes on the Red Mountain, Santan and Superstition Freeways, with initial bus purchase and one replacement.

Mr. Martin reported that the vote of the Transportation Committee relative to this agenda item was 2-1. He explained that express bus service is limited at this time, but that staff anticipates an increased demand for additional service in the future.

Councilmember Walters reiterated her previous comments that at this time, the Council is only being requested to consider the inclusion of this item on Mesa's list of projects to be studied by MAG.

It was moved by Councilmember Walters, seconded by Councilmember Griswold, that the inclusion of Additional Express Service/New Routes on the Red Mountain, Santan and Superstition Freeways, with initial bus purchase and one replacement, as a project for additional study by MAG, be approved.

Councilmember Thom expressed opposition to the motion and stated that she would not be in favor of eliminating general traffic lanes for express bus service.

Councilmember Whalen requested that the motion be modified to eliminate the language "with initial bus purchase and one replacement."

Councilmember Walters amended her motion to reflect Councilmember Whalen's suggestion.

Councilmember Griswold concurred with Councilmember Walters' modification of the motion.

Carried unanimously.

Mayor Hawker expressed appreciation to the Council for their discussion and input during this process.

2. Acknowledge receipt of minutes of boards and committees.

- a. Board of Adjustment meeting held December 10, 2002
- b. Design Review Board special meeting held December 18, 2002
- c. Downtown Development Committee meeting held December 19, 2002
- d. Parks and Recreation Board meeting held December 12, 2002
- e. Police Committee meeting held December 9, 2002

It was moved by Vice Mayor Kavanaugh, seconded by Councilmember Walters, that receipt of the above-listed minutes be acknowledged.

Carried unanimously.

3. Hear reports on meetings and/or conferences attended.

The following members of the Council provided brief updates on various meetings/conferences they attended as follows:

Vice Mayor Kavanaugh  
Councilmember Walters  
Councilmember Jones  
Councilmember Griswold

East Valley Technology Center meeting.  
Neighborhood organizational meeting.  
Neighborhood meeting.  
Public meeting regarding the Hawes Loop  
Mountain Bike Trail.

4. Scheduling of meetings and general information.

City Manager Mike Hutchinson stated that the meeting schedule is as follows:

Thursday, January 16, 2003, 7:30 a.m. – Study Session

Thursday, January 23, 2003, 7:30 a.m. – Study Session

Thursday, January 23, 2003, 9:30 a.m. – Finance Committee Meeting

5. Prescheduled public opinion appearances.

There were no prescheduled public opinion appearances.

6. Items from citizens present.

There were no items from citizens present.

7. Adjournment.

Without objection, the Study Session adjourned at 8:46 a.m.

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KENO HAWKER, MAYOR

ATTEST:

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BARBARA JONES, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 9<sup>th</sup> day of January 2003. I further certify that the meeting was duly called and held and that a quorum was present.

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BARBARA JONES, CITY CLERK

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Attachment

DRAFT

Attachment

MESA TRANSPORTATION PRIORITIES FOR THE RTP

Annual Costs	One-Time Costs	*Federal Share	REGIONALLY SIGNIFICANT PROJECTS
	\$271,000,000		1 Williams Gateway Airport Parkway - Hawes Road to Meridian: Santan Freeway improvements to provide connection with WGA Parkway at Hawes Road TI
	\$181,400,000		2 HOV lanes on the Red Mountain and Santan Freeways
	\$18,450,000		3 Rubberized Asphalt on the Red Mountain, Santan, and Superstition Freeways (east of Val Vista)
	\$10,000,000		4 Provide funding for quality of life/freeway mitigation measures
	<b>\$480,850,000</b>	<b>\$0</b>	
<b>OTHER PRIORITIES</b>			
<b>Freeway Priorities</b>			
	Per MAG Stud		Add additional capacity to 101/202 Traffic Interchange per MAG Bottleneck Study
	\$151,200,000		Add general lane for greater capacity to Red Mountain Freeway from Price Road to Higley Road and Santan Freeway from the US60 to Williams Gateway Airport
	Per MAG Stud		Provide additional capacity for areas designated as a bottleneck on the Red Mountain Freeway outside of Mesa City limits
	\$18,000,000		Traffic interchange improvements (dual lefts, etc ) on US60 at Greenfield, Higley, Sossaman, Ellsworth, Crismon and Signal Butte
	\$3,000,000		Pueblo Avenue crossing over the Red Mountain Freeway
	\$1,000,000		Finish lighting Red Mountain Freeway, Price to Country Club
	\$2,500,000		US60 Landscaping - Ellsworth to Meridian
	\$8,000,000		**New traffic interchanges as needed
<b>\$0</b>	<b>\$183,700,000</b>	<b>\$0</b>	
<b>Other Modal Priorities</b>			
	\$50,000,000		Higley Parkway - US60 to the Beeline Highway
	\$23,000,000		Bridge crossing at Gilbert Road over the Salt River (Potential cost share with MCDOT and SRPMIC)
	\$23,000,000		Bridge crossing at Dobson Road over the Salt River (Potential cost share with MCDOT and SRPMIC)
	\$16,250,000		Shared-use paths along canal banks and freeway right ROW
	\$25,000,000		ITS Improvements for freeways and city streets
			Other transportation projects as identified in the Mesa Transportation Plan
<b>\$0</b>	<b>\$137,250,000</b>	<b>\$0</b>	
<b>Transit Priorities</b>			
Per MAG Stud	\$165,000,000		Commuter Rail - West Mesa to Williams Gateway Airport (15 miles)
\$2,400,000	\$78,000,000	\$78,000,000	**Grade Separated Light Rail - Main/Longmore to Mesa Drive (2.4 miles)
Per MAG Stud	\$165,000,000		High Capacity Transit on Main Street - Mesa Drive to Ellsworth Road (11 miles)
Per MAG Stud	\$210,000,000		High Capacity Transit on Power Road - Falcon Field to Williams Gateway (14 miles)
\$120,000	\$2,500,000	\$2,500,000	Downtown Mesa Transit Center
\$2,000,000	\$18,000,000		Additional express service/new routes on the Red Mountain, Santan, and Superstition Freeways initial bus purchase and one replacement
\$5,000,000	\$44,000,000		Regional funding for bus routes that cross multiple jurisdictions (initial bus purchase and one replacement)
\$50,000	\$12,000,000		Park and Ride Lots - Red Mountain at Gilbert; Red Mountain at Greenfield; Superstition at Country Club
<b>\$9,570,000</b>	<b>\$694,500,000</b>	<b>\$80,500,000</b>	

	Annual Costs	One-Time Costs	TOTAL
<b>TOTAL</b>	<b>\$9,570,000</b>	<b>\$1,496,300,000</b>	
<b>20-Year</b>	<b>\$191,400,000</b>	<b>\$1,496,300,000</b>	<b>\$1,687,700,000</b>

PROJECT COSTS ARE PRELIMINARY AND SUBJECT TO CHANGE.

PROJECT COSTS ARE IN 2002 DOLLARS.

OTHER PROJECTS MAY ALSO BE ELIGIBLE FOR FEDERAL FUNDING, SUBJECT TO REAUTHORIZATION OF TEA-21 AND COMPETITION FOR REGIONAL FUNDING

\*Funding list assumes 50% federal match for light rail and the downtown transit center.

\*\*Subject to City Council approval.

The above list is based on regional funding for regionally significant projects, and all remaining monies would be returned to the various cities based on population. Revenue forecasts for the regional transportation sales tax is \$8.3 billion over twenty years. Mesa currently represents approximately 13% of the regional population. An equitable distribution of these funds would result in \$1.08 billion in projects and funds returned to the City of Mesa.