

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 9, 2011
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair	Bill Hernandez, Guadalupe
Charlie Meyer, Tempe, Vice Chair	Sonny Culbreth for Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Miranda Culver for Christopher Brady, Mesa
Charlie McClendon, Avondale	Jim Bacon, Paradise Valley
Stephen Cleveland, Buckeye	Karen Peters for David Cavazos, Phoenix
Gary Neiss, Carefree	# John Kross, Queen Creek
Wayne Anderson for Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Patrice Kraus for Rich Dlugas, Chandler	David Richert, Scottsdale
# Spencer Isom, El Mirage	Michael Celaya for Mark Coronado, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Reyes Medrano, Tolleson
Rick Davis, Fountain Hills	# Gary Edwards, Wickenburg
Rick Buss, Gila Bend	Lloyce Robinson, Youngtown
* David White, Gila River Indian Community	Steve Hull for John Halikowski, ADOT
Collin DeWitt, Gilbert	Kenny Harris for David Smith, Maricopa Co.
Jamsheed Mehta for Ed Beasley, Glendale	Paul Hodgins for David Boggs, Valley Metro/RPTA
Romina Khananisho for John Fischbach, Goodyear	

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Carl Swenson at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Swenson noted that George Hoffman, Gary Edwards, John Kross, and Spencer Isom were participating in the meeting via teleconference.

Chair Swenson noted that a map of the region's PM-10 monitors and a legislative summary were at each place.

Chair Swenson announced that public comment cards were available to members of the public who wish to comment. He noted that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair Swenson stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Swenson noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair Swenson noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He displayed a photo of MAG Regional Council Chair Tom Schoaf, Mayor of Litchfield Park, at the launch of the Chandler facility for ECOtality electric vehicle charging stations for residential use. Mr. Smith stated that also attending the event was one of the first owners of the Leaf vehicle, who calculated that what it cost him to drive the Leaf was the equivalent of paying four cents per gallon. Mr. Smith stated that some cities have experienced some difficulties with ECOtality contracts for charging stations at municipal facilities, and MAG's General Counsel will be assisting with a contract/licensing agreement for charging stations for municipalities. He remarked that the goal is to make the process as easy as possible.

Mr. Smith reported that the MAG Municipal Aging Services Project received a \$110,800 grant from the Virginia G. Piper Charitable Trust. He explained that the Human Services Technical Committee and the Human Services Coordinating Committee will work on this project, which will include an inventory of services currently provided by local governments, conducting community outreach to determine needs, and producing a service model to meet these needs.

Mr. Smith provided an update on recent activities of the MAG Economic Development Committee (EDC). He stated that Jerry Colangelo, Co-Chair of the Arizona Commerce Authority, gave a presentation at the last EDC meeting. Mr. Smith stated that the EDC is working with the state on an economic development summit with Canada that will focus on I-11, freight movement, etc. He stated that the Canadian Consulate and the Canadian Business Council also attended the EDC meeting and the committee learned that Canada is one of Arizona's largest trading partners. Mr. Smith stated that the Canadians have a lot of capital to invest.

Mr. Smith stated that MAG hosted a workshop on Census 2010 on February 22, 2011, to learn about new census tools and using census data. He commended MAG staff member Heidi Bickart for her outstanding efforts on the workshop, which was attended by more than 130 people. He advised that the county and place information is expected this week and MAG staff will be sending the information out to all levels of member agencies, such as the Population Technical Advisory Committee, the Management Committee, and the Regional Council. Mr. Smith noted that the census numbers will be used for determining state shared revenue.

Mr. Smith reported on the new Don't Trash Arizona anti-litter campaign called, "Grow up. Don't Litter." Mr. Smith stated that light rail cars are wrapped with anti-litter slogans from the campaign. He informed the committee that the MAG Don't Trash Arizona campaign paid for the installation of the wrap on the light rail cars and he thanked MAG's partner, METRO, for including the MAG program as part of its Community Wrap Program.

Chair Swenson thanked Mr. Smith for his report and asked members if they had questions.

Mr. Harris asked for clarification on the assistance provided by the MAG General Counsel on the ECOTality contracts. He noted that Maricopa County has a few sites downtown they are trying to move forward. Mr. Smith clarified that he should have said that assistance is available to all member agencies. He added that Ms. Bisman, who has done considerable work with municipalities, was in attendance at the meeting if anyone had questions or needed assistance. Mr. Smith indicated that he thought a different approach might have been more appropriate. He added that if a contract is given to ten different cities who have ten attorneys review it, you will get ten different versions. Mr. Smith stated that he thought the best alternative is to get a standard boilerplate to correct the mistakes.

5. Approval of Consent Agenda

Chair Swenson stated that agenda items #5A, #5B, and #5C were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda.

Chair Swenson asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Mr. Davis moved to recommend approval of #5A, #5B, and #5C. Mr. Hernandez seconded, and the motion passed unanimously.

5A. Approval of February 9, 2011, Meeting Minutes

The Management Committee, by consent, approved the February 9, 2011, meeting minutes.

5B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2010, to December 31, 2010. Of the 97 notices received, seven had an impact to the State Highway System.

5C. Amendment to the FY 2011 MAG Unified Planning Work Program and Annual Budget to Include Funding for Two Public/Business Forums in Coordination With the Sustainable Transportation Study

The Management Committee, by consent, recommended approval to amend the FY 2011 MAG Unified Planning Work Program and Annual Budget to include \$48,650 to conduct two (2) public and business forums in support of the Sustainable Transportation and Land Use Integration Study. As part of the FY 2011 MAG Unified Planning Work Program and Annual Budget, MAG is

currently conducting a Sustainable Transportation and Land Use Integration Study. To increase participation in the planning process, MAG is requesting that the FY 2011 MAG Unified Planning Work Program and Annual Budget be amended to provide MAG federal planning funds in the amount of \$48,650 to conduct two (2) public and business outreach forums. The forums will be conducted by the Urban Land Institute (ULI), a national leader in promoting best practices in all aspects of the real estate industry.

6. Arterial Life Cycle Program Deficit and Scenarios for Balancing the Program

Eileen Yazzie, MAG Transportation Program Manager, provided the Management Committee with an update on efforts to rebalance the Arterial Life Cycle Program (ALCP). She noted there is a deficit in the half cent sales tax (Regional Area Road Fund or RARF), a funding source of the ALCP. Ms. Yazzie first reviewed the RARF projected revenues, and said that the forecast from October 2009 to November 2010 showed a deficit of \$245 million. She noted that this deficit spurred the rebalancing exercise that began in November 2010.

Ms. Yazzie displayed a graphic of the availability of funds and she noted that it showed the impact of the decline in revenue. She stated that the current policy for balancing the ALCP, which says that project reimbursements will be deferred in priority order, negatively affected some jurisdictions more than others. Ms. Yazzie stated that a Working Group of member agencies developed different scenarios, and narrowed them down to three scenarios that were presented to the Transportation Policy Committee (TPC) in February. She noted that Scenario III was recommended by the TPC to balance the ALCP.

Ms. Yazzie stated that under the current policy, projects would be deferred in priority order, which meant that those projects at the end of the Program were more affected. She said that some member agencies had a significant number of projects at the end of the program. Ms. Yazzie stated that Scenario III looks at projects collectively through the entire life of the program. She displayed a chart of the impact of Scenario III to Lead Agencies. Ms. Yazzie noted that the target is to rebalance approximately \$245 million in the program, which they hope to accomplish through deferrals and deletions.

Ms. Yazzie stated that a Congestion Management Process is a tool MAG created in October 2010. She said that Lead Agencies will use this tool along with the fiscal balancing. Ms. Yazzie explained that it provides an analysis from a congestion management standpoint.

Ms. Yazzie pointed out the aggressive schedule for working on rebalancing the ALCP, and she added that the draft revised ALCP program would be presented in the July timeframe for action by the Management Committee, Transportation Policy Committee, and Regional Council.

Chair Swenson thanked Ms. Yazzie for her report and asked members if they had questions.

Mr. Harris asked if the opportunity for review by affected member agencies would be provided prior to the time when the revised program would be presented for approval in July. Ms. Yazzie replied that there would be opportunities for agency input and discussion in April and May. She added that the drafts also could be put through the committee process, if desired.

7. Freight Transportation Framework Study Update

Tim Strow, MAG Transportation Planner, provided a report on the Freight Transportation Framework Study, which began in January 2011. He stated that the project is being managed by MAG with input from the Joint Planning Advisory Council (JPAC). Mr. Strow noted that JPAC was formed in 2009 by MAG, the Central Arizona Association of Governments and the Pima Association of Governments through a resolution stating their desire to jointly coordinate planning efforts in the Sun Corridor. He stated that the Freight Transportation Framework Study area includes Maricopa, Pinal and Pima counties.

Mr. Strow stated that the total United States trade has experienced a steep decline during the past few years, however, in 2010 both imports and exports increased and that positive trend is projected to continue in 2011. Mr. Strow displayed a view of the commodity flows between continents, and he pointed out the heavy flows from Asia to the west coast, through the Panama Canal to the Gulf of Mexico and the eastern United States.

Mr. Strow stated that international containers from Asia come to the deep sea ports of the west coast, such as Seattle, Oakland, Los Angeles/Long Beach, and then are distributed to the interior of the United States primarily by rail to major intermodal hubs located in Chicago, Kansas City, Memphis and the Dallas/Fort Worth area.

Mr. Strow stated that the ports of entry of Nogales and Yuma, Arizona, experience a significant amount of inbound truck traffic. He said that in 2009, almost 300,000 trucks crossed the border at the Nogales port of entry, along with approximately 600 trains. Mr. Strow noted that approximately 76 percent of Arizona's goods are brought in by truck, 24 percent by rail and the rest by air.

Mr. Strow stated that two new sets of locks, one on the Pacific side and one on the Atlantic side, are being added to the Panama Canal, which will increase freight capacity there 20 percent. He reported that the main trade corridor that moves the most tonnage through the Panama Canal is the east coast of the United States to Asia route. Mr. Strow stated that with the increase in capacity some of the shippers that continue to use the west coast ports and ship cargo across the country to east coast markets could shift trade corridors and start using the Panama Canal if it is cost effective.

Mr. Strow stated that the freight study will include a survey and conduct interviews of shippers and carriers inside and outside of Arizona to understand their perspective on how and why freight moves both nationally and regionally. He pointed out that a poll showed schedule reliability and consistency rank high on their list of priorities.

Mr. Strow displayed a list of the domestic and international freight coalitions from across the country, and he said that these coalitions are very active and are developing strategies to move freight more efficiently and enhance economic development opportunities for their members. He noted that one coalition that will have an effect on the flow of goods in our region is the West Coast Corridor Coalition, which represents federal, state, and local governments, shippers, carriers and other businesses relying on freight movement.

Mr. Strow stated that the ports of Los Angeles/Long Beach continue to add capacity, but the surrounding supporting infrastructure is overloaded, which affects the shippers' top priority of schedule reliability and consistency. He displayed a map from the West Coast Corridor Coalition that identifies key west coast regional bottlenecks and pointed out the choke points from Mexico to the Canadian border. Mr. Strow stated that the choke points in the west coast region not only impact the flow of goods around the ports, but they also impact the overall movement of goods across the country. He noted that this could ultimately provide more opportunities for regions like the Sun Corridor.

Mr. Strow stated that the main goal of the Freight Transportation Framework Study is to identify and develop freight related economic development opportunities. He said that the process will begin with a commodity flow analysis that will tell the commodities that are coming into Arizona, the mode (truck, rail and air cargo), the origin, the destination, and the value add being placed along the supply chain. Mr. Strow noted that shippers and carriers will be surveyed and interviewed to get their perspective on regional and national freight trends. He stated that the results from these two tasks will evaluate the feasibility of an inland port and other freight related opportunities for the Sun Corridor.

Mr. Strow stated that the study also will evaluate Mexican seaports, including the future deep sea port of Punta Colonet and the existing port of Guaymas. He noted that the port of Guaymas is located about 420 miles south of Phoenix, and in 2010, it shipped approximately two million tons, mostly grains and minerals. Mr. Strow stated that the study team met with stakeholders last week in Tucson, and he said that forming good relationships with these stakeholders looks promising.

Mr. Strow stated that the future deep sea port of Punta Colonet has been in the works for about ten years. He noted that Punta Colonet is located about 150 miles south of Tijuana, Mexico, and is currently a fishing village. Mr. Strow stated that freight experts have advised that another west coast port will be needed, and he added that the Punta Colonet port will primarily move containers to Arizona, California, and New Mexico. He stated that a Border Crossing Feasibility Study is underway to identify a railroad crossing into the United States, and he noted that Marisa Walker from the Governor's Canamex Task Force has been assisting in the effort.

Mr. Strow stated that the study also will be evaluating Interstate 11 (I-11), which could address the lack of north/south access in the Intermountain West. He noted that if completed to the northwestern United States, I-11 could act as a reliever for Interstate 5 and could potentially open up many opportunities for the Intermountain West.

Mr. Strow stated that they are currently in the process of purchasing the commodity flow data and starting the stakeholder outreach for Maricopa, Pinal, and Pima counties. He said that during the next few weeks the study team will be setting up meetings with different departments of the member agencies to talk about existing and future plans in regard to the movement of freight and economic development plans.

Chair Swenson thanked Mr. Strow for his report and asked members if they had questions.

Mr. Smith asked Mr. Strow to relate what occurred in Seattle regarding the Boeing Corporation. Mr. Strow stated that the MPO in Seattle was working on the region's long range transportation plan. When the plan was finalized, the plan left out freight stakeholders discussion and focused

more on a bicycle/pedestrian plan. He stated that a few months later, Boeing decided to relocate its corporate office from Seattle, which meant the loss of about 6,000 jobs. Mr. Strow said that when Boeing was asked the reason for the relocation, Boeing responded that it had informed the MPO what it needed to stay in the region and the MPO did not listen. Mr. Strow remarked during the study process, MAG will listen to stakeholders to see what they need to expand or create new jobs in Arizona.

Mr. Smith stated that the Seattle event shows it is not just about bringing in new jobs, it is also about taking care of existing business.

Chair Swenson asked if an action plan of recommendations for local and regional governments would result from the study. Mr. Strow replied that was correct. He indicated the outcomes of the study were yet unknown, but a Phase II is built into this study and any opportunities identified will be pursued.

Chair Swenson asked the length of the study. Mr. Strow replied the study kicked off in January 2011 and they anticipate its completion in 18 months. Chair Swenson asked if future presentations on the study would be provided to the Management Committee. Mr. Strow replied yes.

Mr. Cleveland asked for clarification how the Economic Development Committee was involved in the study. Mr. Strow replied that the consultants have given one presentation on the study to the EDC and the EDC, the Regional Council, and JPAC will be involved throughout every step in the study process.

Chair Swenson commented that he thought this coordination was critical.

8. Update on the MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, noted that the Arizona Department of Environmental Quality, with MAG's support, withdrew the MAG 2007 Five Percent Plan for PM-10 on January 25, 2011. She noted that the withdrawal will enable the use of new information to help improve the plan. Ms. Bauer stated the Environmental Protection Agency (EPA) published the Finding of Failure to Submit in the Federal Register on February 14, 2011, and this date will drive the schedule of the new plan.

Ms. Bauer stated that EPA would impose sanctions if a new complete plan is not submitted within 18 months from the finding of failure to submit (August 14, 2012). She noted that this could mean tighter controls on business and industries. Ms. Bauer noted that if a new complete plan is not submitted within 24 months from the finding of failure to submit (February 14, 2013), it could mean the loss of federal highway funds and \$1.7 billion would be at risk in the FY 2011-2015 MAG Transportation Improvement Program (TIP).

Ms. Bauer noted that staff from the Arizona Department of Environmental Quality (ADEQ), Maricopa County, and MAG have been working on technical approvability issues. She stated that the EPA had a lot of criticism of the emissions inventory and work is focusing on that element. Ms. Bauer advised that submittal of a new plan and a completeness determination by EPA will stop the 18 month and 24 month sanctions clocks, and EPA approval of the plan will stop the

imposition of a federal implementation plan. Ms. Bauer reported that a new plan would need to be submitted by January 2012, because the EPA completeness determination may take six months and it is needed by August 14, 2012, in order to avoid the sanctions. She stated that EPA plan approval action is needed by February 14, 2013.

Ms. Bauer pointed out that since the MAG Five Percent Plan was submitted in 2007, the region has had no violations at the monitors during stagnant conditions. She reported that EPA has emphasized that the focus of the new plan needs to be high winds. Ms. Bauer remarked that with the severe economic downturn in this region, it is an inopportune time for additional mandates, which could further burden business and the region.

Ms. Bauer stated that EPA's Clean Data Policy is the best case scenario for the region. She explained that if the region has three years of clean data at the monitors (2009, 2010, 2011), EPA could then issue a finding of attainment. Ms. Bauer noted that 2009 might be a clean year, 2010 was a clean year, and if 2011 is a clean year, the region would have three years of clean data at the monitor and a chance for attainment. She reported that Clean Air Act requirements would be suspended for reasonable further progress, attainment demonstration, and contingency measures as long as the area remains in attainment. Ms. Bauer stated that work could then begin on a maintenance plan.

Mr. Smith stated that a new plan might not be needed if there are three years of clean data at the monitors. He remarked that additional mandates would be disadvantageous if this region is competing with the state of California.

Ms. Bauer stated that the prevention of windblown exceedances is critical. She stated that EPA likes the Clark County, Nevada, approach, which has been successful in attaining and maintaining the PM-10 standard. She reported that Clark County's natural events action plan for high wind conditions is to watch the monitors and when high winds are forecasted, they notify the facilities they will be sending out inspectors. Ms. Bauer stated that the inspectors then fan out from the monitors. She stated that MAG staff attended a workshop in Clark County in 2007, and at the workshop, Clark County said its natural events action plan was an important part of its plan.

Ms. Bauer stated that leadership from MAG is critical and joint efforts with Maricopa County are needed. She said that MAG is asking its members for their ideas on what they can do to prevent windblown exceedances. Ms. Bauer stated that MAG hosted an air quality workshop on March 7, 2011. Some of the ideas from the workshop included: customized high wind action plans for cities/towns; ADEQ notifications to cities/towns when high winds are forecasted; cities/towns could watch real time monitor readings; cities/towns could be the "eyes and ears" for Maricopa County and ADEQ inspectors; review potential sources under the control of cities/towns; check city/town operations that are dust-generating to ensure that dust control measures are in place; distribute air quality monitor maps to city/town contractors and other contractors that come in for local permits; cities/towns could check sources around monitors located in their jurisdiction and notify the County and ADEQ.

Ms. Bauer stated that at the workshop, staff was requested to develop a high wind action plan template. She noted that the email addresses of workshop attendees has been provided to ADEQ for notifications on high wind days. Ms. Bauer pointed out the map of the PM-10 monitors that was at each place and she said that the focus will be preventing exceptional events at the monitors.

Chair Swenson thanked Ms. Bauer for her report and asked members if they had questions.

Mr. McClendon asked the wind speed required to pick up dust. Ms. Bauer replied that the staff found that when they looked at the friction velocity and the surface roughness with the fine silty soils in the area, only about 13 miles per hour wind is needed, whereas in the Clark County area, which has a different type of soil, a 25 mile per hour wind is needed.

Vice Chair Meyer asked for clarification on special activities that might occur during high wind days. He asked if jurisdictions are being asked to ensure the measures are in compliance or to potentially have the authority to take extraordinary efforts for dust generating activities, much in the same way that no-burn days are imposed based on air quality. Ms. Bauer replied that they are talking about all of the things he mentioned. She said that for controls already in place, they are talking about ensuring they are being implemented. Also, if a jurisdiction has city operations in the vicinity of a monitor, go above and beyond to keep the dust down. Ms. Bauer stated that preventing exceedances at the monitor is a way out of the situation.

Mr. Smith stated that the region was very close to being in attainment. He explained that MAG had completed its Serious Area Plan and had made it to December when a severe dry spell occurred. He noted that the Serious Area Plan contains 77 measures and the Five Percent Plan contains 53 measures. Mr. Smith stated that the plan is working and that is why there have been no exceedances during stagnant conditions days, and that is why they think high winds are the problem, not the measures. Mr. Smith stated there are nine to ten months left in the year and that is why the alert was sent to cities to designate a contact. He remarked that preventing exceedances is the best course of action and he urged working collectively with the county and the state. Mr. Smith stated that the possibility that the \$7.5 billion MAG TIP could be stopped and that \$1.7 billion in federal funds could be lost should get our attention. Mr. Smith expressed the hope that the EPA says 2009 is a clean year and then a clean 2011 will be needed to attain the standard.

Ms. Bauer advised that under the Clean Data Policy, the region would need to stay clean, because EPA does not want to say a region is clean and then have to say it is not.

Mr. Rodriguez asked if a weight was given to different stations. Ms. Bauer replied that no weights are given to various stations. She said that the West 43rd Avenue monitor has been the problem in EPA's eyes recently. Ms. Bauer stated that in high wind events, a variety of monitors goes over the standard. She stated that there was one exceedance at the Greenwood monitor in 2010 and one exceedance at the West Chandler monitor in 2011. Ms. Bauer advised that a monitor cannot have more than three exceedances in a three year period, so they have to keep careful watch on all of them.

Mr. Cleveland encouraged managers to engage their staff -- parks, police, and fire personnel -- because they see events and circumstances that could lead to violations. He stated that reporting incidents provides the ability to send inspectors out. Mr. Cleveland suggested bringing the Clark County video to this group.

Mr. Culbreth asked the radius around a monitor from which the readings are collected. Ms. Bauer replied that the EPA has siting criteria the County has to follow. She said that staff found that dust particles can travel about two miles during stagnant conditions, and perhaps about four miles during high winds.

Chair Swenson asked if the high wind action plan template would be a protocol cities and the county could follow when there are high wind alerts. Ms. Bauer replied that was correct. She said it would include phone numbers a jurisdiction could call if there are reportable issues, and also instructions.

Chair Swenson asked when the template might be completed. Ms. Bauer replied that they are currently working on the template. She said that additional coordination is needed, but they will get it finished as soon as possible. Ms. Bauer stated that they will be sending out the PM-10 monitor map and some contact information via email later that day.

Chair Swenson asked that the template be presented at a future Management Committee meeting.

Mr. Smith stated that this strategy with industry as a partner is working.

9. Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, provided a report on the draft FY 2012 MAG Unified Planning Work Program and Annual Budget. She stated that the draft document was sent to members this month, and it includes program narratives and division budgets. Ms. Kimbrough noted that the elements of the budget document are about 70 percent complete.

Ms. Kimbrough stated that the Dues and Assessments were brought forward in January and a 50 percent reduction is recommended. The proposed new projects were brought forward in February. She said that comments on the Work Program are accepted up until May, when the draft budget is submitted for approval.

Ms. Kimbrough noted one change to the Gila Bend Small Area Transportation Study. She said that the Town of Gila Bend and the Maricopa County Department of Transportation have contributed \$25,000 to the project and the total is now \$95,000.

Ms. Kimbrough then directed attention to page A-16 in the appendix of the draft budget. She explained that the remodel of the MAG floors that was included in this year's capital budget has slowed considerably due to a Title 34 procurement process. Ms. Kimbrough stated that this delay in the schedule will require the remodel budget to be carried forward into the draft FY 2012 Work Program.

Ms. Kimbrough informed the Management Committee that the Intermodal Planning Group meeting to review the budget is scheduled for the morning of March 29, 2011. She explained that representatives of the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the City of Phoenix, Maricopa County, Regional Public Transportation Authority (Valley Metro), METRO, and the Arizona Department of Environmental Quality will attend the meeting. Ms. Kimbrough said that information from this meeting will be brought to the Management Committee in April.

Chair Swenson thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Smith stated that completion of the building remodel is anticipated for August 2011. He added that offsite meetings may be needed to accommodate the remodel schedule.

10. Legislative Update

Nathan Pryor, MAG Intergovernmental Policy Coordinator, provided an update on legislative issues of interest. He noted that a legislative summary was at each place.

Mr. Pryor first addressed the federal budget. He stated that the federal government is dealing with the federal deficit and is operating under a continuing resolution that will expire March 18, 2011. Mr. Pryor stated that if not resolved by March 18, another continuing resolution will be needed to avoid a government shutdown.

Mr. Pryor then updated the Management Committee on state activities. He said that the Governor's proposed FY 2012 budget may transfer \$2.2 million from the state 9-1-1 fund. Mr. Pryor advised that staff is working on scenarios on how this could affect the MAG 9-1-1 system budget. He said that the MAG 9-1-1 Oversight Team will discuss this at their next meeting, and input will be reported at the April Management Committee meeting.

Chair Swenson thanked Mr. Pryor for his report and asked members if they had questions.

Mr. Cleveland asked for a definition of regulatory bill of rights, as noted in Senate Bill 1598. Mr. Pryor replied that this was recently added to the legislative summary and he would research this further. Mr. Cleveland asked Mr. Pryor to also look at the meaning of prohibited acts by county or municipality.

Chair Swenson pointed out that Senate Bill 1201 may be of interest to municipalities because it could have significant fiscal impacts to their budgets. He reported that this bill would allow citizens to carry firearms into public buildings. Chair Swenson stated that in Peoria, the capital cost of metal detectors for all of its public buildings would be approximately \$250,000, with \$500,000 in annual operating costs.

11. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting was requested. No requests from the Committee were noted.

12. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Committee were noted.

Adjournment

The meeting was adjourned at 1:05 p.m.

Chair

Secretary