

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 13, 2011
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair	Mark Gaillard for John Fischbach, Goodyear
Charlie Meyer, Tempe, Vice Chair	Bill Hernandez, Guadalupe
# Matt Busby for George Hoffman, Apache Junction	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale	Christopher Brady, Mesa
Stephen Cleveland, Buckeye	David Andrews for Jim Bacon, Paradise Valley
Gary Neiss, Carefree	Tom Remes for David Cavazos, Phoenix
Wayne Anderson for Usama Abujbarah, Cave Creek	John Kross, Queen Creek
* Rich Dlugas, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom, El Mirage	* David Richert, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	* Mark Coronado, Surprise
Rick Davis, Fountain Hills	Chris Hagen for Reyes Medrano, Tolleson
Rick Buss, Gila Bend	# Gary Edwards, Wickenburg
* David White, Gila River Indian Community	Lloyce Robinson, Youngtown
Collin DeWitt, Gilbert	John Halikowski, ADOT
Brent Stoddard for Ed Beasley, Glendale	Kenny Harris for David Smith, Maricopa Co. Bryan Jungwirth for David Boggs, Valley Metro/RPTA

* 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 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Swenson noted that Gary Edwards and Matt Busby were participating in the meeting via teleconference.

Chair Swenson noted that materials previously transmitted for agenda items #5M, #5C, #5K, and #8 were at each place. Additional materials at each place included a memorandum for agenda item #5L regarding the 911 Oversight Team decision to continue discussions on the 911 budget at a future Oversight Team meeting; a draft Rapid Response Plan Template and Tool Kit for agenda item #8; and a legislative summary for agenda item #11.

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 recognized public comment from Dianne Barker, who said that she came to the meeting by bus, rail and bicycle. Ms. Barker stated that using public transit in Phoenix is easy because the system is on time. She reported that she sometimes gives the transit tickets she is reimbursed at MAG to people in need. Ms. Barker stated that the saying that what goes around comes around is true, because soon after she gave her ticket to a woman, a man offered to help her get her bike off the bus. She stated that she is interested in regional transportation and she did not know that for conformity, traffic signal synchronization was exempt. Ms. Barker requested that MAG look at having one transportation synchronization authority like Las Vegas. Ms. Barker encouraged the use of the Microsoft Kinetics software for planning purposes. She remarked if we do look out where we are going, we might end up there. Chair Swenson thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith stated that the annual Continuum of Care luncheon was attended by more than 150 people on March 22, 2011. He reported that this is the tenth year that Mr. Jerry Bisgrove sponsored the luncheon for shelter operators with his own money. Mr. Smith stated that speakers at the event included Litchfield Park Mayor Tom Schoaf, Chair of the MAG Regional Council; Tempe Councilmember Shana Ellis, Chair of the MAG Continuum of Care Regional Committee on Homelessness; and Goodyear Councilmember Joanne Osborn, Vice Chair of the MAG Continuum of Care Regional Committee on Homelessness.

Mr. Smith stated that the MAG Regional Domestic Violence Council received the Distinguished Service Award from the Arizona Attorney General's office. He showed a picture of Phoenix Police Commander Kim Humphrey, Chair of the MAG Domestic Violence Council, receiving the award on April 12, 2011. Mr. Smith noted that the Governor's office provides funding for this

program, which provides jurisdictions with options for reducing the cost of domestic violence to their communities through better planning.

Mr. Smith stated that MAG received the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association. He noted that this is the 13th year MAG has received the award and commended Becky Kimbrough, MAG Fiscal Services Manager, and her staff for their efforts.

Mr. Smith reported that a draft license agreement for member agencies to use with the electric vehicle charging stations had been emailed out to Management Committee members the day before. He noted that Fredda Bisman, MAG General Counsel, worked on the review and finalization of the agreement.

Mr. Smith displayed March 2011 maps of residential properties foreclosed (18,781 units) and pending foreclosure, totaling 52,082 units. He noted that the previous version showed a total of 57,731 units, a reduction of about nine percent.

Mr. Smith updated the Committee on the Economic Development Committee (EDC). He noted that work is underway on a joint project with GPEC to create a website to help foster economic development. Mr. Smith reported that Mayor Tom Schoaf, MAG Chair, and Councilwoman Peggy Neely, EDC Chair, gave presentations to the Canadian Business Council, and Mayor Schoaf has requested that a roundtable with Canadian business be planned as a future event. Mr. Smith stated that presentations were given at the April EDC meeting by an entrepreneurial business from Gilbert and by a former Motorola executive on the importance of doing business with Mexico. Mr. Smith stated that on a related note, the Mexico SCT may visit the Valley. He added that this work is related to the addendum to the agenda, item #5M.

Chair Swenson thanked Mr. Smith for his report and extended his congratulations for the Government Finance Officers Association award. No questions from the Committee were noted.

5. Approval of Consent Agenda

Chair Swenson stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M 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. McClendon moved to recommend approval of #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M. Mr. Cleveland seconded, and the motion passed unanimously.

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

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

5B. FY 2011 Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants

The Management Committee, by consent, recommended forwarding the priority listing of applicants for the FTA Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation. The Federal Transit Administration (FTA) provides Section 5310, Elderly Individuals and Individuals with Disabilities Transportation Program funding, to the Arizona Department of Transportation (ADOT). These capital assistance awards support agencies and public bodies that provide transportation services for older adults and for people who have a disability. The Councils of Governments, including MAG, prepare priority listings of applications for ADOT to be used when determining awards. Approximately \$3.9 million is available statewide for funding this year's projects. The MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee recommended forwarding the priority listing of applicants for the FY 2011 Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program on March 29, 2011.

5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and FY 2011 Arterial Life Cycle Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Plan, the FY 2011 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified four times with the last modification approved in January 2011. The FY 2011 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 30, 2010, and has been modified once with the last modification approved in January 2011. Since January 2011, there have been requests from member agencies to modify projects in the programs. On March 30, 2011, the Transportation Review Committee recommended approval of the requested changes. Since the Transportation Review Committee took action, additional project change requests were received and transmitted to the MAG Management Committee.

5D. Interim Closeout of the Federal Fiscal Year 2011 MAG Federally Funded Program

The Federal Fiscal Year (FFY) 2011 Closeout Process is underway. To defer a project from FFY 2011 to a later year, MAG member agencies must complete and submit a deferral notification form, and, depending on the number of times previously deferred, submit a justification letter. The deadline to notify MAG of project deferrals is ongoing; however, MAG staff would prefer member agencies report project deferrals for a first analysis by Friday, April 15, 2011. It is also requested that member agencies submit project requests to utilize these unused FFY 2011 funds. The deadline to submit projects requests for closeout is Thursday, April 14, 2011; late project submittals are not allowed.

5E. Road Safety Assessments at Intersections

The Management Committee, by consent, recommended approval of the list of 23 intersections, prioritized based on MAG Crash Risk Rank, for performing Road Safety Assessments. Each year more than 60,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections. They result in a total of nearly 30,000 injuries and fatalities each year. The MAG Transportation Safety Committee (TSC) has recommended Road Safety Assessments (RSAs) as a regional initiative to help identify and address safety issues at intersections. Based on a prior MAG action, a total of \$398,000 is available for conducting RSAs, utilizing qualified MAG on-call consultants, and with assistance from the Arizona Department of Transportation's RSA Program. The MAG TSC recommended a list of 23 intersections for the first cycle of RSAs to be performed. It was also recommended that RSAs be prioritized using the MAG Rank based on intersection crash risk, in case the funds available are insufficient to address all locations. The recommendation was generated considering: (1) intersections nominated by MAG member agencies from the MAG Top 100 list of high crash risk intersections, and (2) intersections nominated by MAG member agencies based on crash history or observed safety/risk concerns.

5F. MAG Complete Streets Guide

The Management Committee, by consent, recommended approval of the MAG Complete Streets Guide. The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, included \$75,000 for the development of the MAG Complete Streets Guide. The Guide provides a process for integrating bicycle and pedestrian facilities as institutionalized components of streets. On February 15, 2011, the MAG Bicycle and Pedestrian Committee recommended approval of the MAG Complete Streets Guide. On March 30, 2011, the Transportation Review Committee recommended approval of the MAG Complete Streets Guide.

5G. Revised Approach for MAG Design Assistance Program

On February 17, 2011, Federal Highway Administration (FHWA) representatives and MAG staff met to discuss the MAG Design Assistance Program. FHWA representatives expressed concerns that the current program, which allowed designs for bicycle and pedestrian projects to be completed up to 95 percent, had to be changed since the design process went beyond what is allowed under federal guidelines. FHWA further asserted that there was a lack of federal oversight of the design process which at times preceded the environmental work. FHWA affirmed the value of the program but stated that the MAG Design Assistance Program can only support projects through the Scoping Phase (less than 15 percent). Since the inception of the program in 1996, approximately \$2.5 million has been spent on designs which resulted in \$23.3 million in constructed bicycle and pedestrian projects. MAG staff has revised the Design Assistance program accordingly. The process will remain the same for member agencies but future emphasis will be on scoping projects for design and construction funding through the Arizona Department of Transportation - Transportation Enhancement Funds, the Safe Routes to School program and the Congestion Mitigation and Air Quality program.

5H. Consultant Selection for the MAG Managed Lanes Network Development Strategy - Phase One

The Management Committee, by consent, recommended that Parsons Brinckerhoff be selected to conduct Phase I of the MAG Managed Lanes Network Development for an amount not to exceed \$500,000. The Transportation Policy Committee, at its October 20, 2010 meeting, passed a motion to conduct the MAG Managed Lanes Network Development Strategy - Phase I project. From this motion, the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, as approved by the MAG Regional Council in May 2010, was amended in November 2010 to include \$500,000 to conduct the project. This is a multi-phase project for a study that begins with an examination of the entire freeway system for introducing managed lanes as a strategy for congestion relief and as a potential private-public-partnership for implementation. A consultant selection process began on December 10, 2010 with a Request for Proposals to interested consultants to conduct the study. Proposals were due to MAG on January 6, 2011. The seven proposals that were received were evaluated by a member agency review team and MAG staff. Based upon the evaluation process, the committee conducted an interview process of four teams on March 8, 2011. At the conclusion of the interview process, the review team recommended to MAG the selection of Parsons Brinckerhoff to conduct the first phase of study.

5I. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) for the period between October 2010 and March 2011 addresses ALCP project work, the remaining Fiscal Year 2011 ALCP schedule, program deadlines, revenues, and finances.

5J. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

5K. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including Arizona Department of Transportation projects on Interstate-17, State Route 87, State Route 303 and Maricopa County projects on Northern Parkway. 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. Comments were requested by April 22, 2011.

5L. Fiscal Year 2011 Budget Limitations for the Maricopa Region 9-1-1 System

In January 2011, the Governor's proposed FY 2012 State Agency Budgets were released. A line item of that proposed budget included a \$2.2 million fund transfer (sweep) on statewide 9-1-1 funding. The State 9-1-1 Office has informed Maricopa Region 9-1-1 that this sweep would require a potential 20 percent cut in the regional 9-1-1 baseline budget. On April 6, 2011, the MAG 9-1-1 Oversight Team discussed the regional 9-1-1 baseline budget and decided to continue discussion at a later date so as to receive finalized budget amounts from Arizona Department of Administration, which are expected in May 2011. Following this meeting, a report will be provided to the Management Committee.

5M. Amendment of the FY 2011 MAG Unified Planning Work Program and Annual Budget to Increase the Funding for the Transportation Planning Services On-Call Project

The Management Committee, by consent, recommended approval to amend the FY 2011 MAG Unified Planning Work Program to add \$200,000 to the Transportation Planning Services On-Call Project. The FY 2011 Work Program included \$100,000 for Transportation Planning On-Call Services. Staff is proposing that an additional \$200,000 be added to the project to enable additional planning projects to be performed. One project currently being considered is to update a 2000 study conducted by the Arizona Department of Transportation that examined the cost of putting the Wellton Branch railroad line back in service. Also to be examined would be the cost for a new railroad line in the Hassayampa Valley, to connect the Union Pacific Railroad line to the Burlington Northern Santa Fe Railroad line. In addition, the cost of a new railroad line from Buckeye to the Union Pacific main line in Gila Bend would be examined.

6. Multimodal Transit System Tour Travel Costs - MAG Region Peer Cities

Marc Pearsall, MAG Transit Planner, reported on recent activities related to the multimodal transit tour of the Utah Transit Authority (UTA) system. He stated that purpose is to provide an educational tour for regional leaders and policy makers to learn about the benefits of a multimodal transit system. Mr. Pearsall reported that a date of October 13 to 14, 2011, was chosen because it would not conflict with the busy October/November conference season.

Mr. Pearsall stated that the cost per person is estimated at about \$500 to \$700, with airfare about \$350 and ground transportation about \$2 to \$25. He indicated that they are still researching rooms and would like to arrange for a block of rooms at a downtown Salt Lake City hotel. Mr. Pearsall reviewed the possible schedule: an evening reception the day of arrival, the next morning, begin the tour after a continental breakfast, an informational luncheon, and departure that afternoon.

Chair Swenson thanked Mr. Pearsall for his efforts to arrange the tour. He said that he felt this would be a good opportunity for staff and elected officials to experience a multimodal transportation system if they have not experienced it before. Chair Swenson remarked that commuter rail is a viable option and connectivity of modes is what makes a complete, integrated transportation system work. Chair Swenson asked members as they work through their budget, to encourage elected officials and decision makers from their community to attend.

7. Regional Freeway and Highway Program Update

Bob Hazlett, MAG Senior Engineer, provided an update on the status of the Regional Freeway and Highway Program. He stated that in October 2009, the MAG Regional Council approved a Tentative Scenario to balance the Regional Freeway and Highway Program and to incorporate it into the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program would be reevaluated in 18 months. Mr. Hazlett stated that as this 18-month period approaches its conclusion, he was providing an update on recent activities in delivering the Regional Freeway and Highway Program, similar to the presentation he gave to the Transportation Policy Committee in March.

Mr. Hazlett displayed a graph that showed Proposition 400 sales tax collections have started to increase, although not significantly. He pointed out the deficit between the 2003 forecast for Proposition 400 sales tax and the 2010 forecast. Mr. Hazlett then spoke about the cash flow deficit by year and said that between revenue and expenditures, there are significant cash flow issues in 2015 to 2016 that they are trying to address with the Regional Freeway and Highway Program.

Mr. Hazlett stated that even with the recession, there have been some amazing accomplishments with Proposition 400. He stated that approximately 150 HOV lane miles and approximately 100 general purpose lane miles have been added, in addition to the 20 miles added through the American Recovery and Reinvestment Act. Mr. Hazlett stated that 85 HOV lanes miles and 135 general purpose lane miles are under construction, mostly on Loop 303. He noted that about 500 lane miles of freeways will have been completed by the 2015 timeframe.

Mr. Hazlett reported on the Interstate 10/Papago Freeway in the West Valley. He said that the improvements are almost complete – the application of rubberized asphalt remains to be done – and there will be six-plus lanes from Loop 101 to Verrado Way, a distance of about 14 miles. Mr. Hazlett remarked that the residents are very excited about the completion of this project. He stated that a couple of traffic interchanges will be constructed about the 2015 timeframe and additional capacity will be added in conjunction with the South Mountain Freeway.

Mr. Hazlett reported on the Interstate 10/Maricopa Freeway to the East Valley. He noted that the ADOT cost opinion is a little higher than the 2009 Tentative Scenario, but staff is working with ADOT to keep those costs in line. Mr. Hazlett stated that the EIS for the section from the Pecos Stack (at Loop 202/Santan-South Mountain) to the Mini Stack (junction with SR-51 and SR-202L/Red Mountain) on Loop 202 is almost ready for public review. Mr. Hazlett noted that the West Sky Harbor Access project might need to be deferred due to Phoenix Aviation's construction capabilities by 2014.

Mr. Hazlett reported on the Interstate 17/Black Canyon Freeway. He said there are now six-plus lanes from Loop 101 to Anthem Way and HOV lanes to SR-74. He stated that the segment from the Interstate 10 split to the Loop 101/Agua Fria Stack is under study, which is expected to be completed in three to four years, and he added that this is being done in concert with the Central Phoenix Framework Study. Mr. Hazlett stated that approximately \$1 billion has been identified

for the project, but which improvements that can be accomplished in this corridor are still being studied.

Mr. Hazlett reported on US-60/Grand Avenue. He stated that improvements in the segment from 83rd Avenue to Loop 101 are completed and the segment from Loop 101 to Loop 303 is underway and expected to be completed this summer. Mr. Hazlett stated that these improvements are adding a lot of capacity to Grand Avenue. He stated that some traffic interchange locations are still under study and ADOT is still working on determining an economical traffic interchange design for the Bell Road intersection.

Mr. Hazlett reported on US-60/Superstition Freeway, by saying that improvements identified in the first phase of the RTP for the corridor are completed. He advised that work remaining includes additional lane widening from Crismon to Meridian. Mr. Hazlett stated that a traffic interchange at Meridian is under study, but issues with the close proximity of the CAP canal at this location are being encountered.

Mr. Hazlett reported on US-93 in Wickenburg by saying that all improvements, including the Interim Wickenburg Bypass and roundabouts at the US-60 and Tegner Street intersections, are open to traffic.

Mr. Hazlett reported on SR-24/Gateway Freeway (formerly SR-802). He advised that bids are about to be taken by ADOT for the first segment of SR-24 between Loop 202 and Ellsworth Road.

Mr. Hazlett reported on SR-30 (formerly SR-801). He said that construction on this corridor was deferred, but environmental studies are underway and expected to be completed by 2015.

Mr. Hazlett reported on SR-51/Piestewa Freeway. He noted that the first phase improvements of the high occupancy vehicle (HOV) lanes and Direct HOV (DHOV) ramps to/from Loop 101 on the East are completed and open to traffic. Mr. Hazlett stated that the addition of one general purpose lane between Shea Boulevard and Loop 101 has been deferred to Phase Five of the RTP.

Mr. Hazlett reported on Loop 101/Agua Fria. He stated that this is probably the largest freeway construction project underway in the Valley. Mr. Hazlett stated that the HOV lanes between Interstate 10/Papago and SR-51 are currently under construction and scheduled for completion this Fall. He noted that this is a very ambitious construction schedule – 31 miles of HOV lanes in both directions. Mr. Hazlett noted that the first segments between Interstate 17 and SR-51 and Glendale Avenue to Interstate 10 are scheduled for opening in advance of the NFL football season in Glendale. Mr. Hazlett stated that the additional general purpose lanes and DHOV ramps at the Interstate 10 and Interstate 17 system traffic interchanges have been delayed to Phase Five of the RTP.

Mr. Hazlett reported on Loop 101/Pima Freeway. He noted that design efforts are underway for an additional general purpose lane between Shea Boulevard and Loop 202/Red Mountain. Mr. Hazlett mentioned that planning is underway for the additional general purpose lane between Interstate 17 and Shea Boulevard with construction slated to be completed in 2025.

Mr. Hazlett reported on Loop 101/Price Freeway. He noted the opening of HOV lanes in the corridor and that planning is underway for an additional general purpose lane in the corridor between Loop 202/Red Mountain and Loop 202/Santan.

Mr. Hazlett reported on the SR-143/Hohokam Freeway. He stated that the improvements are underway at the Sky Harbor Boulevard/SR-202S traffic interchange and that the improvements will be completed in mid-2012. Mr. Hazlett added that this project is making use of the funds originally programmed for the former SR-153/Sky Harbor corridor (now 44th Street in Phoenix). He stated that the project will add some directional ramps and access to Sky Harbor Airport.

Mr. Hazlett reported on the Loop 202/Red Mountain Freeway. He stated that the general purpose lane in the corridor between the Interstate 10/SR-51 Mini-Stack traffic interchange and Loop 101/Pima-Price is completed. He added that this project also included widening a mile-long bridge and improving interchanges. Mr. Hazlett noted that the HOV lane extension from Loop 101 to Gilbert Road has opened. Mr. Hazlett noted that planning is underway for the addition of a general purpose lane from Loop 101 to Gilbert Road, as well as for extending HOV lanes from Gilbert Road to US-60/Superstition.

Mr. Hazlett reported on Loop 202/Santan Freeway. He stated that the HOV lane improvements between Interstate 10/Maricopa and Gilbert Road, including direct HOV ramps to/from Interstate 10 on the west and to/from Loop 101 on the north, are under construction and projected for completion by the end of 2012. Mr. Hazlett noted that the planning for extending the HOV lanes east of Gilbert Road to US-60/Superstition is underway with construction identified in 2022.

Mr. Hazlett reported on Loop 202/South Mountain Freeway. He discussed how the EIS study efforts are still underway and that ADOT hopes to complete the document in 2012. Mr. Hazlett noted that the Gila River Indian Community has not yet decided whether to allow study of an alignment on Community land. He said that parallel efforts are underway to obtain a Record of Decision on the EIS in 2012, whether the alignment is located on the Community or along Pecos Road in Ahwatukee.

Mr. Hazlett reported on Loop 303. He presented pictures of the pending opening of the interim four-lane corridor from Happy Valley Road to Interstate 17, and he noted that ADOT is anticipating opening the roadway on May 7, 2011. Mr. Hazlett reported that this area includes significant rolling topography. Mr. Hazlett noted that ADOT will be going out to bid in June for the segment from Interstate 10/Papago to US-60/Grand Avenue to improve the corridor to a six-lane freeway from two lanes. He noted that construction on this segment is anticipated for 2011 to 2015. Mr. Hazlett noted that the environmental assessment for the segment south of Interstate 10 even though construction of this segment has been deferred. He stated that work continues on locating the traffic interchange for Loop 303 and SR-30.

Mr. Hazlett reported on SR-85. He stated that the current construction project for widening to four lanes from MC-85 to Interstate 10/Papago is underway and almost complete. This will result in a four-lane SR-85 for the majority of the corridor between Interstate 8 in Gila Bend and Interstate 10 in Buckeye. Mr. Hazlett advised that ADOT's cost opinions for the corridor exceed

the Tentative Scenario program amount, and staff is working with ADOT about keeping the costs down.

Mr. Hazlett stated that there is still about \$200 million deficit in \$9.5 billion program and staff are working on cost savings options. He did note that some project costs are not yet available because a number of projects are under study: Interstate 10/Maricopa local/express lanes, the Interstate 17 from the split to Loop 101, and Loop 202/South Mountain Freeway, however, the project costs seem to be within the cost opinions.

Mr. Hazlett stated that due to the cash flow issue, construction for the I-10/Maricopa local express lanes could be delayed, although work could continue on the environmental work. He said that another option is perhaps packaging I-10 and I-17 into a managed lanes public-private-partnership, and examine the cash flow for the quiet pavement preservation program. Mr. Hazlett noted the cash flow deficit in 2015 and 2016.

Chair Swenson thanked Mr. Hazlett for his report and asked if there were questions.

Mr. Smith asked Mr. Hazlett that the cash flow issue in 2015 is probably a bonding issue. Mr. Hazlett replied that was correct. He indicated that by proposing delaying the express lanes the cash flow might be brought back into line.

Chair Swenson remarked that the regional overview provides a perspective of how much investment is being made. Mr. Hazlett stated that many times the focus is on the negative and there is so much positive. ADOT has been very busy and has done a lot of good work.

Mr. Harris asked where the leg to the west of the interchange of I-17 and Jomax connects. Mr. Hazlett replied that he did not know, but he would try to find out and report back with an answer. He added that he thought it might be related to planning by the City of Phoenix. Chair Swenson replied that this report was timely and well stated

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

Lindy Bauer, MAG Environmental Director, stated that the Maricopa County Air Quality Department has prepared the Revised 2008 Annual PM-10 Emissions Inventory that would be used as the basis for the new PM-10 plan. She noted that under the Clean Air Act, a new inventory must be prepared every three years.

Ms. Bauer displayed a chart of the Revised 2008 Annual PM-10 Emissions Inventory that identifies the sources of PM-10, and she noted that the largest source is unpaved roads. She stated that it is estimated that there are approximately 1,884 miles of unpaved roads in the nonattainment area, of which 613 are public unpaved roads and 1,271 are private unpaved roads. Ms. Bauer advised that the constitution prohibits putting public money on private unpaved roads for paving. She pointed out that a source can be a sliver of the total, but if it is close to the monitor, it can cause the monitor to go over. A source can be a big piece, but if control measures are in place and dust is not being kicked up, it will not be a problem.

Ms. Bauer stated that Maricopa County originally prepared the 2008 PM-10 Emissions Inventory in June 2010 and it contained 73,400 tons of emissions. She noted that since June 2010 and now, there have been changes in methodologies, new models, and new information from the Environmental Protection Agency (EPA), for example, EPA way over-estimated the amount of paved road dust (AP-42 factor). Ms. Bauer stated that this has helped decrease the emissions and we are now looking at 48,148 tons of emissions in the nonattainment area as the foundation for the plan. Ms. Bauer stated that the new Revised 2008 PM-10 Emissions Inventory will now be used for 2011 projections.

Ms. Bauer then addressed the schedule for completing the new Five Percent Plan for PM-10. She stated that the 2008 PM-10 Emissions Inventory has been completed on time. She said they will begin the projections and modeling, produce a modeling protocol document, and evaluate the impact of existing measures. Ms. Bauer indicated they expect to have a document ready for public review by October 2011, have a hearing in November 2011, and taken to the MAG committees in January 2012, in order to submit the plan to EPA the end of January 2012.

Ms. Bauer stated that in a separate effort, the County will need to quality assure the monitor data because the region hopes to have three years of clean data (2009, 2010, and 2011). In addition, the Arizona Department of Environmental Quality (ADEQ) is preparing exceptional events documentation for 2009. Ms. Bauer stated that the best case scenario is to be clean at the monitors for 2011. She noted that 2009 might be a clean year and 2010 was a clean year, and if 2011 is a clean year, the region will have three years of clean data and will be in attainment of the standard. She said that EPA could then issue an Attainment Finding and the region would be relieved of some of the Clean Air Act requirements, such as five percent reductions in emissions, as long as the region stays clean at the monitors.

Ms. Bauer then reported on dust prevention activities underway. She reported that the City of Phoenix has created a Dust Reduction Task Force, which is working on preventing exceedances in the city. She said that the MAG Regional Council Executive Committee approved \$90,000 for Maricopa County upgrades to provide "near real time" monitor data to prevent exceedances and approved funding for a PM-10 prevention video. Ms. Bauer stated that the Maricopa County departments are mobilizing to prevent dust. She stated that MAG has developed a Rapid Response Action Plan Template and Tool Kit and a copy was at each place. Ms. Bauer informed the Committee that MAG will hold a second workshop on April 21, 2011. She stated that ADEQ is refining the Maricopa County Dust Control Action Forecast and business and industry associations are notifying members when high winds are forecasted.

Ms. Bauer stated that on April 11, 2011, the Senate Committee of the Whole adopted a floor amendment to HB 2208 to prevent PM-10 exceedances. She explained that through this amendment, ADEQ will be required to disseminate the Dust Control Action Forecast. Ms. Bauer went on to say that entities within Maricopa County and have a permit and a dust control plan will be required to implement dust control measures the day before and the day of a high risk forecast. She stated that entities that do not have a permit will be required to implement dust management practices, and if it is found they are not implementing dust management practices, they would have to get a dust control permit. Ms. Bauer also noted that government agencies would be

required to develop a communications plan to give to owners of vacant lots so they know what is expected of them.

Chair Swenson thanked Ms. Bauer for her report. No questions from the Committee were noted.

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

Becky Kimbrough, MAG Fiscal Services Manager, reported on the development of the 2012 MAG Unified Planning Work Program and Annual Budget. She stated that each January the proposed dues and assessments are presented. She noted that the dues and assessments have been updated with Census 2010 numbers.

Ms. Kimbrough stated that the draft FY 2012 proposed projects were brought forward in February. She then summarized some changes to the proposed projects. Ms. Kimbrough stated that \$25,000 is being added to the Gila Bend Small Area Transportation Study – \$20,000 from the Maricopa County Department of Transportation and \$5,000 from the Town of Gila Bend – for a revised project total of \$95,000. Ms. Kimbrough stated that MAG is adding \$50,000 to use as match for a grant from the Federal Railroad Administration to the Nevada Department of Transportation for the Western High Speed Rail Alliance.

Ms. Kimbrough noted that additional resources might be needed for the Economic Development Committee, potentially in the form of interns, associates, or an employee, and website development assistance.

Ms. Kimbrough stated that due to the current economic conditions facing member agencies, the FY 2012 draft budget does not include staff salary increases for FY 2012. She stated that new staff positions are requested in the draft FY 2012 budget: Intelligent Transportation Systems and Safety Engineer to provide continuing technical support in the program areas of Transportation Safety and Intelligent Transportation Systems; a Transportation Engineer to support the MAG regional travel forecasting model; and a Socioeconomic Research Analyst to assist with the increased needs for current data, research, analysis and Geographic Information System support to member agencies and MAG staff. Ms. Kimbrough stated that four interns also are included in the proposed budget. She noted that the number of interns may vary throughout the year depending on the number of projects and potential for intern assistance.

Ms. Kimbrough stated that the Intermodal Planning Group meeting was held March 29, 2011, at the MAG offices. She explained that at the meeting the draft FY 2012 Work Program was reviewed by the Federal Highway Administration and the Federal Transit Administration. She said that representatives from the Arizona Department of Transportation, City of Phoenix Transit Department, the RPTA, METRO and the Arizona Department of Environmental Quality also attended. Ms. Kimbrough reported that MAG received very nice comments from the federal and state agencies in this meeting. She added that if any formal comments are received, they will be brought to the Committee.

Ms. Kimbrough stated that the remodel of the MAG floors that was included in the FY 2011 capital budget has gone slower than anticipated. Due to this delay in schedule, MAG carried

forward the remodel budget into the draft FY 2012 Work Program. Ms. Kimbrough noted that the draft FY 2012 capital budget, which is located in the appendix, has been revised to accommodate most of the costs for the remodel. She stated that a copy machine for \$5,610 was added to the capital budget.

Ms. Kimbrough stated that the FY 2012 Work Program will be presented next month for a recommendation for approval.

Chair Swenson thanked Ms. Kimbrough for her report.

Mr. Cleveland asked about the individual jurisdictions' dues and assessments. Ms. Kimbrough replied that the dues and assessments were revised based on the Census 2010 numbers received the end of March. She noted that this document was included in the material that was mailed to members.

10. Update on the 2010 Census

Jami Garrison, MAG Socioeconomic Research Program Manager, stated that in December 2010, the U.S. Census Bureau announced the apportionment numbers for national and state populations from the 2010 Census. She said that in March 2011, the Census Bureau released local-level redistricting data, the population 18 years and over by 63 race categories, Hispanic/Latino origin, and total housing units, both occupied and vacant.

Ms. Garrison stated that the State of Arizona had a population of 6,392,017 and Maricopa County had a population of 3,817,117 as of April 1, 2010. She displayed a chart of the total state population by decade and she said that for the past three decades approximately 60 percent of the state's population resided in Maricopa County.

Ms. Garrison pointed out the racial/ethnic distribution of the population in the region from the 2000 Census and the 2010 Census. She said that the Hispanic population increased from about 25 percent to about 30 percent, the Black population increased from about 3.5 percent to about 4.6 percent, and the Asian population increased from about two percent to about 3.5 percent.

Ms. Garrison then reviewed Census 2010 data on housing units. She said that MAG receives a lot of requests for vacancy and occupancy rates data. Ms. Garrison displayed a map of the region showing the concentration of vacant units across the region, and she pointed out that the darkest brown indicates 1,000 or more vacant housing units per square mile. She noted that the County as a whole averages just under 25 vacant housing units per square mile. Ms. Garrison noted that overall, Maricopa County had a vacancy rate of 13.9 percent as of Census Day 2010. She stated that data on seasonal residents are not yet available. Ms. Garrison went on to explain that the Census count was done by the self enumeration method and people were counted in the place they indicated was their home, which resulted in some residential units here being counted as vacant. Ms. Garrison indicated that she thought the seasonal data might be provided by the Census Bureau this summer. She stated that the 13.9 percent vacancy rate represents 227,000 units out of 1.9 million housing units. She said that the normal vacancy range is eight percent to ten percent, or about 117,000 units. Ms. Garrison replied that an analysis conducted in April 2010 showed

foreclosed and pending foreclosed units represent about 3.7 percent of housing units in Maricopa County.

Ms. Garrison continued the presentation by showing a chart of the Maricopa County vacancy rates in the decennial and mid-decade counts back to 1990. She advised that according to the 1990 Census, the vacancy rate was at 15 percent in April 1990 compared to the 13.9 percent as of Census Day 2010.

Ms. Garrison stated that the State Demographer's office produces annual state and county population estimates. She said that the state population estimate for July 1, 2010 was five percent higher the 2010 Census count, and the Maricopa County estimate was seven percent higher.

Ms. Garrison stated that MAG staff will be working with the MAG Population Technical Advisory Committee (POPTAC) and MAG member agencies to collect and review data in order to determine whether or not to challenge the 2010 Census counts under the Bureau's Count Question Resolution program, which begins in June 2011 and runs through June 2013. She stated that MAG staff will work with the State Demographer's office to review the current population estimates process and review alternative methods. Ms. Garrison stated that staff will work with MAG POPTAC, Management Committee and Regional Council to explore options for improving the process and opportunities for data collection and data quality that will also help in estimating the population changes going forward. She added that MAG staff will also be working closely through the POPTAC to evaluate options for the mid-decade (2015) population count.

Ms. Garrison concluded her presentation by stating that MAG staff will continue to produce maps, reports and tables, and post them on the www.magcensus.com website.

Chair Swenson thanked Ms. Garrison for her report and asked if there were questions.

Mr. Smith commented on the possibility of conducting a 2015 mid-decade census. He noted that the state-shared revenue distribution is based on the census count. Mr. Smith stated that if MAG decides to not do a mid-decade census, it will be locked in to the 2010 census count. He noted that in the past, MAG has collected money from the cities to conduct a special census or a census survey. The question is whether to proceed with going to cities to collect money when municipal budgets are tight or change state law on the distribution methodology for state shared revenue. Mr. Smith stated that the American Community Survey is conducted by the Census Bureau each year, but Arizona state law does not include that count as a basis for distribution of state shared revenue. He remarked on the difficulty to collect money from member agencies to fund a census during these economic times. Mr. Smith remarked that in the past, MAG started collecting money about four years ahead to prepare for a census and there is not a lot of time until the process would need to start. Mr. Smith remarked that a census is more meaningful to high growth communities than to those whose populations do not have high growth, and it is a big policy issue that needs to be discussed.

Mr. Cleveland commented that this discussion could be facilitated by comparing the 2005 cost to each jurisdiction to the American Community Survey and include that with the notion of changing state law.

Mr. Smith noted that the cost for a mid-decade census has been in the range of \$7 million to \$9 million. He noted that the Federal Highway Administration has allowed some federal funding to offset some of the cost. Mr. Smith stated that as the region grows, any method becomes more expensive. He noted that a door to door count in the 2005 mid-decade count would have been too expensive and a census survey was conducted instead. Mr. Smith stated that the Management Committee is the body that usually makes a recommendation on how to move forward with a mid-decade census.

Chair Swenson asked if it is anticipated that the POPTAC would make a recommendation to the Management Committee. Mr. Smith replied yes, and he added that in the past, a subcommittee chaired by a member of the Management Committee was established to work on this issue.

11. Legislative Update

Nathan Pryor, MAG Intergovernmental Coordinator, provided an update on legislative issues of interest. He noted that a legislative summary was at each place. He noted that the summary had been condensed down with the removal of some inactive items, but he would continue to monitor them.

Mr. Pryor mentioned HB 2208, addressed previously by Ms. Bauer. He stated that staff will continue to monitor this legislation as it moves through the process.

Mr. Pryor stated that the federal government averted a shutdown on April 8, 2011, however, the proposed budget will require approval by April 15, 2011. Mr. Pryor then addressed highlights of the FY 2011 budget. He stated that it includes elimination of new funding for high speed and intercity rail and rescission of \$400 million of FY 2010 high speed and intercity rail funding. Mr. Pryor noted that this is a concern due to MAG's association with the Western High Speed Rail Alliance. He stated that it also includes a \$2.5 billion rescission through the Federal Highway Administration, which could potentially mean an impact of \$47 million to Arizona.

Mr. Pryor stated that transit and the TIGER II programs are also seeing reductions in the FY 2011 budget.

Mr. Pryor stated that more discussions on debt ceiling limits, the FY 2012 budget, and reauthorization are anticipated.

12. Request for Future Agenda Items

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

No requests were noted.

13. 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

There being no further business, Mr. Crossman moved, Mr. Buss seconded, and the meeting was adjourned at 1:15 p.m.

Chair

Secretary