

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

April 13, 2009

MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Chair	Mayor Steven M. Berman, Gilbert
Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair	Mayor James M. Cavanaugh, Goodyear
Mayor Hugh Hallman, Tempe, Treasurer	Mayor Scott Smith, Mesa
# Mayor Marie Lopez Rogers, Avondale	

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Peggy Neely at 12:04 p.m. Chair Neely stated that public comment cards were available for those members of the public who wish to comment. She noted that transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

Mr. Smith noted that in reference to item #4, representatives from the Central Arizona Association of Governments (CAAG), Pima Association of Governments (PAG) and the Brookings Institution would be participating in the meeting by teleconference. Chair Neely stated that Mayor Lopez Rogers would be participating by teleconference and was running a little late. Chair Neely noted that Mayor Lopez Rogers had an interest in information pertaining to item #4. She indicated that she may take the item out of order to include Mayor Lopez Rogers during the presentation of that item.

2. Call to the Audience

Chair Neely noted that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards and stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for 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 Neely noted that no public comment cards had been received.

3. Consent Agenda

Chair Neely noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. There were no public comment cards received.

Chair Neely requested approval of items on the consent agenda. Chair Neely noted that item #3B was recommended for approval at the April 8, 2009, MAG Management Committee. Mayor Hallman moved to approve items #3A through #3C on the consent agenda. Mayor Schoaf seconded and the motion carried unanimously.

Mayor Lopez Rogers joined the meeting by teleconference at 12:08 p.m.

3A. Approval of the February 17, 2009 Regional Council Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the February 17, 2009, Regional Council Executive Committee meeting minutes.

3B. Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

The Regional Council Executive Committee, by consent, approved the following firms for Air Quality Technical Assistance On-Call Services for an amount not to exceed \$280,000: (1) ENVIRON be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (2) Sierra Research be qualified in Air Quality Modeling, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (3) Sonoma Technology be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (4) Technical & Business Systems be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Analysis of Control Measures, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation; and (5) Traffic Research & Analysis be qualified in Surveys and Emissions Inventories.

The FY 2009 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG with supplemental analyses for the MAG Five Percent Plan for PM-10, Eight-Hour Ozone Plan, Conformity Analysis, and Evaluation of Congestion Mitigation and Air Quality Improvement (CMAQ) Projects. A request for qualifications was advertised on January 15, 2009 for technical assistance including air quality modeling, conformity, CMAQ evaluation, and the development of regional air quality plans. Eleven

proposals were received by the February 17, 2009 deadline. On February 27, 2009, the consensus of the agency staff on the multi-jurisdictional evaluation team was to recommend consultants to MAG to perform the technical assistance. On April 8, 2009, the MAG Management Committee recommended approval of this item.

3C. Request to Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget for a MAG Transportation Planner I/II

The Regional Council Executive Committee, by consent, approved to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include a MAG Transportation Planner I/II position.

On May 28, 2008, the Regional Council approved the Unified Planning Work Program and Annual Budget. This document identifies the staff positions for the MAG organization. With the distribution of funding from the American Reinvestment and Recovery Act (ARRA), MAG is experiencing additional workload issues. Staff is recommending that the FY 2009 MAG Unified Planning Work Program and Annual Budget be amended to include a MAG Transportation Planner I/II position. The Transportation Planner I/II position will be responsible for assisting the distribution, implementation and reporting of ARRA funds for the MAG member agencies and other transportation assistance as needed. MAG federal funds will be used for this position.

4. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Funding to Participate in a Brookings Intermountain Study and to Include Funding for Arizona State University's (ASU) North American Center for Transborder Studies to Provide Research Regarding the Global and North America Forces Impacting the MAG Region and the Sun Corridor

Chair Neely introduced Dennis Smith, MAG Executive Director. She noted that members from CAAG and PAG were on the phone and welcomed them to the meeting. Mr. Smith stated that on March 11, 2009, the MAG Management Committee recommended approval of both studies. He noted that at the March 25, 2009, Regional Council meeting, members of the Regional Council requested staff to gather more information on the studies and provide a formal presentation to the Executive Committee and Regional Council in April. Mr. Smith reviewed that the cost for both studies would be \$32,000, including \$20,000 for Brookings and \$12,000 for the ASU study. He noted that PAG and CAAG have agreed to participate with MAG in both efforts. Mr. Smith stated that MAG's share of the total cost would be \$23,844. He introduced Rob Puentes, Senior Fellow and Director, Metropolitan Infrastructure Initiative, of the Brookings Institution's Metropolitan Policy Program and Dr. Rick Van Schoik, Director of the ASU North American Center for Transborder Studies to provide an overview of each project.

Rob Puentes provided an overview about the Brookings Institution and its efforts to bring attention on the federal government's presence in ensuring that metropolitan areas are strong and vital. He stated that in addition to Brookings' presence in Washington D.C., the institution is also involved in work across the country which includes a network of scholars,

practitioners, policymakers and partnerships. Mr. Puentes noted that Brookings had recently completed an Intermountain West report titled “Mountain Megs” which has provided a substantial impact on the policy debate concerning the region. He proposed taking the information identified in the report to develop a framework to connect work done in the Intermountain region to efforts in Washington D.C. Mr. Puentes noted that connecting the policy made in D.C. with implementation on the local level would be vital not just within Maricopa County but increasingly within the Intermountain West. Mr. Puentes identified three specific engagements for the Mountain Megs partnership including the following: 1) Identify and develop the Mountain Megs’ shared recommendations on the continued implementation of the infrastructure portions of the American Reinvestment and Recovery Act (ARRA) - the “stimulus” package, 2) Identify and sharpen the megas’ shared recommendations on the 2009-2010 reauthorization of the federal transportation bill, and 3) Explore the utility, possible design, and possible organization and operation of ongoing institutions or forums for longer-term, inter-state collaboration on the Mountain Mega agenda across multiple policy areas. Mr. Puentes thanked members of the Executive Committee for the opportunity to discuss elements of the proposed partnership.

Mr. Smith said he saw an advantage to working with Brookings on this initiative. He noted that with Arizona working independently, it will be difficult to develop and implement a successful transportation strategy on the federal level. Mr. Smith stated that MAG has been working with the Intermountain Metropolitan Planning Organizations (MPOs) which includes members from Arizona, Colorado, Idaho, Nevada, New Mexico and Utah. He recalled that at the March 25, 2009 meeting of the Regional Council, staff discussed proposing an incentive package for regions like those in the Intermountain West that have raised funds regionally for transportation and benefit from their initiative. He noted that partners like Denver, Las Vegas, and Salt Lake City are similar to MAG in that they have implemented a regional tax because of the lack of federal funding. Mr. Smith proposed that the region should be able to craft a package as a unit and receive special dispensation on what the organizations have achieved on the regional level. He stated that details of the proposal were yet to be completed, but that a partnership of states in the Intermountain region would make some sense.

Chair Neely asked if members would like to hear the ASU presentation and take questions at the end of both presentations or comment on the projects individually.

Mayor Smith stated that he would like an opportunity to specifically address the Brookings project because of his familiarity with Brookings and his recent participation in the rollout of their megapolitan study last June in Denver. Mayor Smith said that after attending the meeting in Denver, he returned with more insight and a realization as to how much work is yet to be achieved here as a region. He said that the report identified a lot of questions as to what is in our region, not just with respect to what is represented in the MAG region, but also in the Sun Corridor. Mayor Smith stated that it was important to ask how Arizona is going to interact as a state to address its issues. He noted that Mr. Smith was correct when he said it will be difficult to do it alone and there are many hurdles to acknowledge especially as the reauthorization bill is considered. Mayor Smith said that there are rules in place at the federal level that have not benefitted the region to the extent they should and he applauded

Brookings for taking the initiative to bring MAG together with similar agencies in Las Vegas, Salt Lake City, Denver, and Albuquerque with others in the Intermountain region who have similar issues and concerns. He noted that what is facing MAG is not a Phoenix/Tucson or East/West issue, but how the state and the MAG region are going to be full partners with other agencies in the Intermountain West to bring about positive change that will make programs achievable and increase presence at the federal level. Mayor Smith stated that if the region tries to do it on its own, it will be difficult. He proposed that if the regions come together to understand each other's issues and present a unified concern, they will be stronger. Mayor Smith stated that Brookings can assist presenting the Intermountain West as a collective region that has unique issues and that the partnership will be part of bringing those details of how MAG can work with its neighbors to make this happen. He conveyed that he was in full support of Brookings' project and offered to answer any questions.

Chair Neely said she appreciated Mayor Smith's comments. She asked Mayor Smith if he expected the outcome to be a comprehensive report of how Arizona can better position itself and utilize its neighbors in and around the Sun Corridor to be effective in Washington D.C. as the region prepares for the impact of forthcoming legislation.

Mayor Smith responded that it was not necessarily how the region utilized its neighbors, but how it could work together with its neighbors and that issues facing the region are bigger than what the region can solve on its own. He stated that he hoped the study would provide more clarity on how that could be achieved.

Chair Neely asked if there were other comments.

Mr. Puentes clarified that the deliverables would not include another report. He noted that the Mountain Mega report was released last year, but that there were other deliverables that could be facilitated by Brookings through the partnership. Mr. Puentes stated that with the mark up draft of the reauthorization bill expected around Memorial Day, staff was currently assessing developing a strategy to best address it. He said that the Brookings' proposed deliverables would include memorandums and strategic analysis for the agencies.

Mayor Hallman stated that the deliverables that would be important to MAG would be a specific implementation of what Brookings has recently compiled in their report, identifying what the Mountain Mega regions should be doing to work together and what they should be looking at. He noted that the deliverables would be those that actually implement and assist the region to benefit from those opportunities. Mayor Hallman said that he was excited about the ASU effort notwithstanding the benefit the region can receive from the federal perspective. He stated that identifying how the region can take advantage of its position in Arizona as an international gateway by creating a better partnership with Mexico and the CANAMEX corridor, is the portion that Brookings can help facilitate funding at the federal level. Mayor Hallman noted that the number one objective and opportunity is that the region becomes more aggressive in its position as an international gateway. He said he agreed with Mayor Smith that the result is not an east versus west or Phoenix versus Tucson issue, but that being in the CANAMEX corridor, when the region looks at options for transportation

the whole region will benefit tremendously from those opportunities. Mayor Hallman stated that failing to build on what has been done in the past will be a missed opportunity for everyone.

Chair Neely asked if there were further questions. She requested to hear the ASU presentation, but noted that she wanted to get clarification on the deliverables or services for Brookings' project prior to moving forward. Chair Neely invited Dr. Rick Van Schoik from ASU to make his presentation.

Dr. Van Schoik thanked members of the Executive Committee for the opportunity make a presentation on the proposed study. He discussed the objective of the study was to describe how global forces are impacting MAG, PAG and CAAG individually and collectively and how the three regions working together could mutually benefit by taking advantage of opportunities to be more globally competitive in the Sun Corridor. Dr. Van Schoik noted that if regions can begin to think past their geographical boundaries and work together to address challenges facing them the opportunities are significant. He reviewed elements of the study would include, but not be limited to the following: current actual and projected freight shipments through Arizona by modality, regional (the greater binational Southwest) transportation scenarios, economic "cluster" hypotheses, political and economic climate and outlook, air, sea, rail, and trucking ports of entry potentials, natural competitive advantage (climate, universities, location, etc.), and sustainability challenges and public-private partnership options. He commented that the study team will meet with a list of extensive partners who will be able to provide insight on challenges and opportunities for the regions. Dr. Van Schoik concluded his presentation noting that the output and outcome of the work is intended to define the compelling benefits to motivate collaborative planning and provide a telescopic perspective and capture opportunity. He offered to answer questions from members of the committee.

Chair Neely asked if members had any questions.

Mayor Hallman stated that although Brookings' work has not acknowledged the relationship of the region to Mexico, the Mountain Megas report does illustrate how everyone can work together to take advantage of these opportunities. He stated that he saw the Brookings effort as the means by which the region will be able to fund efforts identified since 1992 in the CANAMEX corridor. Mayor Hallman said that the two efforts are essential. He said the ASU study will provide a summary of efforts and opportunities in the Sun Corridor and Brookings will greatly assist the region in its positioning with the federal bureaucracies. Mayor Hallman stated that the bigger picture was how the region can work together to prepare for the reauthorization bill through positioning its messaging and identifying a true mechanism to execute a plan to get funding to the region.

Mayor Smith stated that Mayor Hallman raised a valid point. He noted that Brookings did identify deliverables in their proposal as they relate to policy memorandums and frameworks to explore implementation options. Mayor Smith stated that at the end of the day he hoped that the deliverables provided will be something in writing that will be a combined effort

with the other megapolitan areas in the Intermountain region outlining a framework that can be utilized after Brookings is no longer part of the process.

Mr. Smith said that he did not believe Brookings was proposing lobbying. He noted that their effort was educational and the facilitation of organizing five states that share a common theme. Mr. Smith said that upon identifying common issues through the Brookings effort, it is envisioned that the cities would utilize their own lobbyists as needed.

Chair Neely said that made sense. She stated that she believed the effort was important, but she wanted to make sure MAG knows what to expect as a result of the partnership. She requested representatives from PAG and CAAG if they had any comments.

Mr. Smith invited Andy Gunning, Planning Director, from PAG to provide any comments.

Mr. Gunning replied he had no comments, but that PAG was onboard with both studies and ready to pull out any strategies identified. He noted PAG's support of both efforts.

Mr. Smith invited Maxine Brown, Executive Director, from CAAG to provide comments.

Ms. Brown stated that CAAG was also supportive of both efforts. She said they were both important to CAAG and thanked MAG for inviting them to participate.

Chair Neely asked Mayor Rogers if she had any questions or comments.

Mayor Lopez Rogers said she appreciated the Chair's comments especially regarding the deliverables. She stated that she would like to support moving forward, but did so cautiously. Mayor Lopez Rogers appreciated the need to look at this issue nationally, but noted that MAG also has many current unmet needs. She said that MAG cannot operate in a vacuum, but that if the study undermined goals of the MAG region, especially the West Valley, she would have to oppose it.

Chair Neely thanked Mayor Lopez Rogers for her comments.

Mayor Cavanaugh stated that he was completely supportive of the ASU project and supported the purpose of Brookings' effort. He noted that he was concerned about the deliverables. Mayor Cavanaugh said that perhaps a written report, which is a common deliverable, was not needed, but MAG did need a report back to carry out its responsibility of use of federal funds. He stated that it was important to retain assistance to stay on top of federal activity. Mayor Cavanaugh said what that entailed and how it would be accomplished was the question. He stated that he did not want this to stall the effort from moving forward, but that it was important to note.

Chair Neely asked how both intended to deliver their findings.

Mr. Smith stated that was a poor teleconference connection. He said that Mark Muro, Fellow and Policy Director of the Metropolitan Policy Program at the Brookings Institution would be presenting at the Regional Council meeting and could discuss this further. Mr. Smith noted that ASU could return and provide periodic updates on their report.

Mayor Lopez Rogers asked what would they be reporting on and what were the action items MAG was looking for.

Mr. Smith stated that questions have been raised as to whether or not MAG should collaborate with entities outside the region. He noted that he anticipated the ASU report to identify whether there are compelling reasons for collaboration with other entities outside the MAG boundary. He said that by looking at past research there are reasons that everyone could win and that is an outcome which interests MAG. He noted that for what is being spent and to find out the answer to that question, is a great reason to partner and get the study completed.

Mayor Smith said that in the context of the Brookings study, MAG would contribute one fifth of the total cost. He stated that he hoped deliverables were not so much lobbying, but rather education and identifying the opportunities within the Intermountain states for collaboration. Mayor Smith indicated that evaluating the potential benefits outweighed any potential downside for not being a part of the effort and not being proactive. He stated that it would be an important investment.

Chair Neely stated that timing is everything. She said that it was important to better understand what each of the regions can bring to the table and by what means they can be brought together. Chair Neely said that there has been a lot of thought put into what others are looking at in the future in terms of transportation corridors.

Mayor Schoaf noted that the projects were separate efforts. He said that Brookings would include three engagements, but that there appeared to be no process for deciding the policy recommendations. Mayor Schoaf asked how the five states will agree on policy recommendations and by what mechanism would that occur.

Mr. Puentes responded that with respect to the reauthorization bill, he anticipated that a working group would be created to discuss and assess specific policy recommendations.

Mr. Smith stated that the working group would most likely take place at a meeting of the Intermountain MPO where all MPO Directors have been meeting. He said that he would bring back a report from that meeting to share with policymakers and provide periodic reports to the Management Committee and Executive Committee.

Mayor Schoaf stated that he thought the effort was a very good idea and that it was important for all the groups to get together to discuss what can be done to ensure the economies of the regions are more sustainable and not susceptible to boom and bust cycles that have been

recently experienced. He said that in the ASU presentation it was noted that high growth was anticipated, but said that needed to be verified. Mayor Schoaf stated that if a more sustainable society and economy are not produced in the Intermountain West, growth will not necessarily happen if nothing is done. He noted that the studies were both important but that it was also important to identify what will be the outcome and how it can contribute to policy decisions. Mayor Schoaf stated that MAG would not want policy recommendations going to the federal level outside of the region if they are not supported by the region. He cautioned that as MAG moved forward, it should maintain focus on the needs of the region.

Mr. Smith said that Mayor Schoaf made some great points and assured that nothing would be proposed in the recommendations that would be contrary to the interests of the Maricopa region. He stated that he has had discussions within the membership of the Intermountain MPO regarding the possibility of inviting elected officials from the Intermountain region to gather in Phoenix prior to or after the National Association of Regional Councils Executive Directors conference in October. Mr. Smith said this could provide a forum for a dialogue among elected officials regarding common policy issues confronting the region and where Brookings and ASU could also present their findings. He cautioned that he did not know if this would be possible, but that he would be proposing the idea at an upcoming meeting in Boise.

Chair Neely called for a motion.

Mayor Smith moved to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include up to \$20,000 of MAG federal funds if needed to participate with the Brookings Metropolitan Policy Program on an Intermountain partnership and to amend the Work Program to include up to \$12,000 of MAG federal funds if needed to have the Arizona State University Center for Transborder Studies to conduct a study to describe the global and North America forces that impact the MAG region and the Sun Corridor and recommend the item to the Regional Council for funding. Mayor Hallman seconded the motion.

Chair Neely asked if there was any further discussion.

Mayor Schoaf asked for a point of clarification whether the motion was \$20,000 or \$14,902 for Brookings and \$12,000 or \$8,942 for ASU.

Mayor Smith stated that he understood from Mr. Smith that both CAAG and PAG would be contributing to the total cost of both studies, noting that MAG would pay the total amount with the understanding it would be reimbursed by both agencies for their share of the cost. Mayor Smith said as a result, he understood that it would be the lower amount leaving the motion with the net expenditure as stated.

Mayor Schoaf stated on the condition that MAG will be reimbursed.

Mayor Smith stated that he heard both organizations are on board and will reimburse.

Chair Neely asked Ms. Brown if she was in agreement.

Ms. Brown responded absolutely.

Chair Neely asked Mr. Gunning if he was also in agreement.

Mr. Gunning replied that PAG was also in support.

Mayor Schoaf clarified that the motion would be to pay MAG's proportionate share of the total cost.

Mr. Smith stated that would be \$23,844.

Mayor Smith added with the understanding that MAG's share will be \$23,844.

Chair Neely asked if there was any further discussion or questions.

Mayor Schoaf stated that one of concerns as expressed by Mayor Lopez Rogers has been that as MAG expands and begins to look into other areas whether it is Pima County, Pinal County or the Intermountain region, that as a group MAG remains committed to correcting Proposition 400 funding deficiencies and that MAG will not be spending Proposition 400 money until those projects are fully funded. He stated that he was looking to members of the Executive Committee for reaffirmation of that commitment.

Mayor Hallman noted that everyone has committed to Proposition 400 funding and demonstrated that during the allocation of the American Recovery and Reinvestment Act funding notwithstanding the opportunity to divide it differently. He stated that in this instance everyone is completely committed to Proposition 400 priorities as established. Mayor Hallman said that Tempe is still waiting for the I-10 corridor to be completed but that is one project that has fallen in priority. He stated that Tempe is absolutely committed that those priorities remain.

Chair Neely stated that Phoenix is completely committed as well. She noted that MAG staff has been reviewing projections to get an accurate number of where MAG is at in Proposition 400 projects. Chair Neely acknowledged that the West Valley is growing past the Maricopa County boundaries and that MAG remains committed to Proposition 400. She noted that no one was eliminating projects from this county.

Mayor Smith stated that he wanted to reiterate the Chair's comments. He said that these initiatives go beyond Proposition 400 and that there is no less of a commitment by anyone, especially Mesa, to Proposition 400. Mayor Smith acknowledged that the way stimulus funding was distributed presented some issues, but the stimulus nor the studies diminish the timing and priorities of Proposition 400. He noted that if MAG plans correctly, whether it

is Hidden Valley, Hassayampa, Superstition Vistas or the I-10, eventually the areas will grow together through a variety of corridors. Mayor Smith stated that all these corridors will be important for the entire region and it is important to begin laying the foundation for the future. He noted that his support went beyond what has already been agreed to and committed.

Mayor Hallman asked if the West Valley was also committed to Proposition 400 priorities. He noted that a majority of the ARRA funds were distributed to west side projects. Mayor Hallman stated that the East Valley cities agreed to see those projects move forward notwithstanding politics despite some projects that have fallen in priority on the east side.

Chair Neely expressed that MAG needed to continue a spirit of regionalism and called the question. The motion carried unanimously.

5. Discussion and Update on the Draft FY 2010 MAG Unified Planning Work Program and Annual Budget

Mr. Smith introduced Rebecca Kimbrough, MAG Fiscal Services Manager.

Ms. Kimbrough stated that the budget item was on the agenda for information and discussion. She said that the budget has been presented incrementally since January to allow MAG members the opportunity to have thorough review of the budget. She noted that in the budgeting process, MAG has been mindful of the impact of the economic downturn. Ms. Kimbrough stated that the budget did not include salary increases based on performance evaluations and that budget dues and assessments have been decreased by 50 percent. She added that MAG received approval by the Federal Highway Administration (FHWA) for funding one half of the decennial census media costs using federal highway funds. Ms. Kimbrough noted that this reduced costs to MAG's members.

Ms. Kimbrough reminded members that the Intermodal Planning Group would be meeting at MAG on April 17, 2009 at 9 a.m. in the Saguaro room. She stated that the meeting will provide a forum for MAG as the MPO, the Arizona Department of Transportation (ADOT), transit operators, and federal agencies to discuss overall planning issues and the information as presented in MAG's Unified Planning Work Program and Annual Budget. She noted that updates from this meeting would be presented to the Executive Committee in May.

Ms. Kimbrough stated that new positions will be included in the budget, including the Transit Planner I/II and the position associated with the Phase One Interloop Traffic Operations Model. She added that total positions at MAG was seventy-nine (79).

Ms. Kimbrough noted that MAG and the Arizona Department of Environmental Quality (ADEQ) have historically provided approximately equal funding for the Trip Reduction Program. She stated that due to the reduction of the state budget by the legislature this year, ADEQ has informed MAG that they are uncertain if they will be able to fully fund their

portion of the program to the County. Ms. Kimbrough stated that the County and ADEQ were working on this shortfall. She noted that because the program is a transportation control measure, it may be necessary for MAG to amend the work program to provide additional funding in this area.

Ms. Kimbrough stated that the planning support projects for METRO and RPTA are noted with an asterisk. She said the reason for this was to identify that the 2010 amount for these projects was yet to be determined. Ms. Kimbrough said the Mr. Smith would discuss this portion of the item.

Mr. Smith stated that in 1985, the formation of the RPTA was discussed with the passage of Proposition 300. He noted that three significant events had occurred examining transit research and planning. Mr. Smith said that the Transportation Research Board was interested in examining transit efforts in the Valley because of the number of transit agencies operating in a large metro area and how operations worked or did not work. Mr. Smith proceeded to discuss comments from a peer review panel which included comments from the San Diego Association of Governments (SANDAG) regarding the consolidation of agencies that occurred in San Diego. He noted that the peer review study was trying to identify how the region is integrating transit planning and freeways. Mr. Smith stated that the study is almost completed. He noted that the Directors of the three agencies met and have organized a working group to discuss long range system planning and how that should be implemented. Mr. Smith referred to the state statute written in 1985 that identifies RPTA's responsibilities. He stated that presently that language is superseded by the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Clean Air Act amendments noting that there are conflicts in what the state statute says the RPTA should be doing and the federal law that identifies MAG's areas of responsibility. Mr. Smith said that MAG believed federal law was the controlling legislation and that some clean up legislation should be introduced to rectify the discrepancy. He said that staff would return with some recommendations on system planning. He noted that according to the federal law, MAG is the metropolitan planning organization and needed to be the agency doing the planning and programming of federal funds. Mr. Smith added that out of all the technical committees at MAG there is no transit committee. He noted that it may be time to consider adding a transit committee at MAG to allow all member agencies to participate in the transit discussion. Mr. Smith invited Eric Anderson, Transportation Director, to provide further comments..

Mr. Anderson stated that ADOT sponsored and organized the Central Phoenix Interloop Peer Review Panel. He noted that the panel stated the region needed to do a better job of integrating different modes with respect to system planning. Mr. Anderson said that MAG did integrate some of those elements in the development of Proposition 400 noting the panel was organized to look at freeway improvements. He acknowledged that the region needed to do a better job in integrating the different modes in the I-10 West corridor. Mr. Anderson noted that Mayor Cavanaugh asked how the region planned to address what happened west of 79th Avenue. He stated that part of the answer to Mayor Cavanaugh's question would be addressed in the transit framework study. Mr. Anderson said that METRO was responsible

for doing an alternatives analysis on the next round of extension west of 79th Avenue which includes whether the system would go to the stadium complex in Glendale, farther west or both. He added that commuter rail also had an extremely important role in that corridor and it became apparent that commuter rail to the other high capacity transit modes, including park and ride lots, needed to be better integrated. Mr. Anderson said that in the past the three agencies have been cooperating informally and that MAG has been delegating part of the transit planning to the RPTA. He stated that it is time to have an integrated approach. Mr. Anderson said the changes in the transit life cycle needed to be analyzed with a system planning perspective as much as what MAG has done on freeway planning. He noted that as MAG is reviewing how the system performs in transit, it not only will be a major policy decision affecting where projects are, but also will have a longer term implication for the transit system overall.

Chair Neely stated that currently planning is left up to the individual agencies and that MAG basically reimburses them for their planning efforts.

Mr. Smith stated that MAG partially reimburses the RPTA \$224,000 and \$500,000 to METRO. He said that when the working group is done it could be decided that continuing to send funding to the two agencies is valid, but it is important that MAG clarifies the product that will be received.

Chair Neely asked how that will be addressed in the budget and whether MAG will proceed on a month to month process prior to returning with planning recommendations.

Mr. Smith responded that staff would insert the budgeted amount but will provide a caveat. He noted that staff would return shortly and identify who should be doing what. Mr. Smith stated that the present system has evolved over time with separate member agencies operating their own systems beginning with Phoenix, Tempe and Glendale. He said that the time has probably arrived when things need to be organized differently. Mr. Smith stated that he believed the three organizations would be able to work through this and return with ideas to how make it work better, which may include clean up legislation to clarify responsibilities.

Mayor Hallman stated that he hoped MAG will continue to work in long run and that policymakers will eventually recognize that regionalism needs to mean more than phrasing. He said that the demonstration of a regional leader would be when one votes against one's parochial interests for the benefit of the region such as when Mayor Cavanaugh worked diligently to help resolve issues concerning the reimbursement on the I-10 in the West Valley. He noted that East Valley cities demonstrated this during the allocation of the ARRA funding. Mayor Hallman stated that at some point it will be appropriate that the region's transportation agencies and MAG are one body noting that it can be organized in a manner so investments by agencies like Phoenix are honored and appreciated by providing the control it should have. He noted that the present system has grown organically and now there is an opportunity to incorporate the planning together. Mayor Hallman stated that having a

street car and light rail in Tempe without including an alternatives analysis for commuter rail as an option because it is outside of Tempe is a missed opportunity. He said that it made sense to work diligently outside respective borders and that policymakers needed to look at the best agency to do planning. Mayor Hallman hoped in the long run that will occur.

Chair Neely stated that she appreciated Mayor Hallman's comments. She said she was anxious to see the end product. Chair Neely noted that concerning questions regarding the I-10 and light rail planning, many large cities have staff to help guide planning whereas others do not. She said that for that reason MAG is the right place for this to occur. Chair Neely said that she did not think she was too far apart on this issue and hoped that others would look at how they design their planning organizations.

Mayor Cavanaugh thanked Mayor Hallman for his remarks. He said that he is convinced that how well the region integrates all these modes will identify it as either a great region or a mediocre one in the future. He said he agreed with Mayor Hallman and Chair Neely that the region needed to move with strength and courage to identify the best way to proceed with the with integration of resources. He said that he was not aware of all the political implications of this decision, but that if the region wanted to be effective at transportation, the best place for this to occur is MAG. Mayor Cavanaugh said sometime it is difficult to do because some may get hurt in the process, but that the region needed to get there. He emphasized that the key word was integration.

Mayor Smith agreed with his colleagues. He noted that this was an example of something that the region could learn from its peer regions. Mayor Smith said that during his visits to Denver and Salt Lake City, he was told that after light rail became operational in those cities, discussions involving transportation changed. He noted that people started thinking intermodal because they could experience it. Mayor Smith said he thought that was occurring now in the Valley. Mayor Smith asked Mr. Smith for clarification regarding the disconnect between what has been identified in federal law versus how MAG is operating. He wondered in what direction the new legislation would take MAG and whether it was enabling legislation.

Mr. Smith replied that the legislation he was discussing would be a cleanup bill which would make the RPTA conform with the federal law which provides that the metropolitan planning organization is responsible for all the transportation planning. He said that the state law is an antiquated statute from 1985. Mr. Smith noted that MAG does not view ADOT as the planning agency. He said that ADOT is the operating agency until MAG does its job and then becomes the implementing agency. Mr. Smith stated that the RPTA was the implementing agency for the bus system and METRO was the implementing agency for the rail.

Mayor Smith asked Mr. Smith whether MAG should be the planning agency because there is federal money involved and of what is outlined in the federal law.

Mr. Smith replied that the Clean Air Act stated that any plan in the region cannot be approved without going through MAG because of nonattainment which is a controlling measure.

Mr. Anderson stated that with respect to reauthorization, there will be a growing consensus that the legislation will include a mandate for MPOs to develop greenhouse reduction implementation plans which will have tremendous implication in transit usage which is one of the key measures available to reduce Vehicle Miles Traveled (VMT). He noted that what happens at the federal level could have significant implications on how transportation systems are operated in the region and that all federal rules associated with the current Clean Air Act will increase responsibilities in air quality because of the tie to the reauthorization bill. Mr. Anderson stated that the effort to really implement better integration will become more critical in the future.

Chair Neely said that for those who want full integration this was a first step to get the region heading that direction. She stated that when she lived in Colorado during the beginning of the light rail system there, the region suffered many of the same things happening here and now the system has expanded. Chair Neely said she believed she agreed with Mayor Hallman and that the area now has a regional transportation authority which had made a big difference.

Mr. Smith said that MAG staff will work with the other agencies and will return with recommendations. He noted that staff wanted the Executive Committee to be aware why staff had put asterisks next to those planning items in the budget.

Chair Neely proceeded to item #6.

6. Sustainability Update - Participation in Arizona State University's Global Institute of Sustainability Sustainable Cities Network (SCN)

Chair Neely requested Heidi Pahl, Regional Planner III to provide a sustainability update. Ms. Pahl reviewed that at the September 15, 2008 and November 17, 2008, Executive Committee meetings, staff discussed partnering with local stakeholders on sustainability efforts to avoid duplication in this area. She stated that in an effort to create sustainable desert communities, Valley cities have joined with the ASU Global Institute of Sustainability (GIOS), Maricopa County and tribal communities to establish a Sustainable Cities Network (SCN). Ms. Pahl stated that MAG has partnered with the ASU SCN and that the purpose of this partnership was to avoid duplication of efforts in area of sustainability. She said that the SCN will focus on identifying, collecting, and sharing key sustainability practices to help communities establish more efficient sustainability practices. Ms. Pahl noted that ASU has requested that MAG be a participating agency on the SCN on two working groups including solar technology and best management practices. She said that it was anticipated that staff would participate on both workgroups and if appropriate would assist facilitating issues through the MAG committee process if they impacted MAG member agencies.

Chair Neely asked what committee would that issue report to and whether MAG had organized a sustainability committee.

Mr. Smith said that staff had requested whether a sustainability committee should be formed last year, but that there was consensus among Executive Committee members that it would be best to not duplicate ASU. He said that since that meeting however, other sustainability issues have come forward including partnership on introduction of electric vehicles to the region and geothermal discussion. Mr. Smith said that a committee could be set up or these issues could be addressed through the Management Committee.

Mayor Smith stated that historically sustainability had been discussed in the environmental context, but that now sustainability has evolved in the last year or two years. He noted that when people discuss alternative energies there is a fine line where environmental sustainability ends and economic sustainability begins. Mayor Smith said that the region's economic future was tied to creating environmental sustainability which went hand in hand with economic sustainability. He hoped that at MAG it is recognized that both environmental and economic sustainability in its participation in the SCN and in its planning efforts.

Ms. Pahl agreed that environmental sustainability and economic sustainability were integrated. She added that there is a third element which is social sustainability. She noted that MAG's Building Codes Committee would be assisting and facilitating the creation of a solar photovoltaic best practice code. Ms. Pahl anticipated that there will be a lot of activity in this area in the future.

Mayor Hallman stated that the City of Tempe had requested the SCN to brainstorm ideas that would be clear outcomes. He noted that what was identified was at such a high level that it was not going to provide practical assistance to communities. Mayor Hallman commented that MAG was a place where the cities could get some of those practical elements built into the effort such as creating a code for all communities that could be adopted to allow implementation of solar photovoltaic technology which could be very helpful. He said that the current International Building Code (IBC) could provide for the implementation of green technology. Mayor Hallman agreed with Mayor Smith that environmental sustainability was part of a broader definition. He encouraged MAG to find ways the SCN could be used for implementation of these technologies. Mayor Hallman said that the City of Tempe moved forward with the creation of a sustainability committee and has three subcommittees, including an economic sustainable subcommittee, focused on measuring how environmental technologies can be applied to ensure they are economically sustainable. He noted that cities would not implement some of these initiatives if it didn't contribute to building a more sustainable economy. He encouraged staff to use MAG's participation to make this increasingly pragmatic for the cities. Mayor Hallman stated that MAG was the place where the region can begin the implementation of big picture ideas.

Ms. Pahl stated that there is an “All Cities Green Issues Matrix” and that this will be available on the SCN’s Website.

Chair Neely said that may make an interesting presentation to the Regional Council.

Mr. Smith proposed periodically placing sustainability updates on the Management Committee and Regional Council agendas instead of creating another committee.

Chair Neely agreed that would be a good idea.

7. Adjournment

There being no further business, the Executive Committee adjourned at 1:19 p.m.

Chair

Secretary