

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
January 14, 2009  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair  
Mark Pentz, Chandler, Vice Chair  
# George Hoffman, Apache Junction  
Matt Muckler for Jeanine Guy, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Dr. Spencer Isom for B.J. Cornwall,  
El Mirage  
Alfonso Rodriguez for Phil Dorchester,  
Fort McDowell Yavapai Nation  
Julie Ghetti for Rick Davis, Fountain Hills  
\* Rick Buss, Gila Bend  
\* David White, Gila River Indian Community  
George Pettit, Gilbert  
Ed Beasley, Glendale  
Romina Korkes for John Fischbach, Goodyear  
RoseMary Arellano, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa

\* Jim Bacon, Paradise Valley  
Susan Daladding for Carl Swenson, Peoria  
Frank Fairbanks, Phoenix  
John Kross, Queen Creek  
\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Bridget Schwartz-Manock for John Little,  
Scottsdale  
\* Randy Oliver, Surprise  
Jeff Kulaga for Charlie Meyer, Tempe  
Chris Hagen for Reyes Medrano, Tolleson  
Gary Edwards, Wickenburg  
\* Lloyce Robinson, Youngtown  
\* Victor Mendez, ADOT  
Mike Sabatini for David Smith, Maricopa  
County  
Mike Taylor 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 Charlie McClendon at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

George Hoffman joined the meeting via teleconference.

Rosemary Arellano introduced Town of Guadalupe Councilmember Margarita Garcia, who was attending the meeting.

Chair McClendon stated that the addendum to the agenda, item #5M, and updated summary transmittals for agenda item #5B and #5D were at each place. The material for agenda item #5B was revised to add project requests that were received after the mailout of the agenda.

Chair McClendon announced 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 McClendon 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 McClendon 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 McClendon noted that no public comment cards had been turned in.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest. Mr. Smith stated that ADOT has arranged for a transportation peer review to discuss transportation connections in Central Phoenix to find the best answers for freeway and transit connections before millions of dollars are invested. He expressed his appreciation to Victor Mendez for ADOT's assistance and funding. Mr. Smith reported that preliminary results from the peer review are expected in approximately 60 days.

Mr. Smith reported that the MAG Fiscal Services Division has received the Distinguished Budget Presentation Award from the Government Finance Officers Association for the tenth consecutive year. He expressed his appreciation to Becky Kimbrough and the MAG Fiscal Services staff.

Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M were on the Consent Agenda. He said that agenda item #5L was being removed from the Consent Agenda in order to hear a brief presentation by the firm that conducted MAG's audit.

Chair McClendon announced that Dennis Smith had additional information he would like to provide for agenda item #5H, Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

Mr. Smith stated that this year, due to the economic situation facing the member agencies, the annual dues payment would be reduced by 50 percent. Mr. Smith advised that to do this, MAG was able to utilize some of its reserve funding. He stated that MAG cannot continue the reduction forever, and would rely heavily on member agencies' in-kind contributions to make the MAG

budget work. He provided a spreadsheet of the Draft FY 2010 Dues and Assessments to committee members.

Mr. Fairbanks thanked Mr. Smith for taking a proactive approach. He added that MAG was not required to reduce the dues and doing so on a voluntary basis made a tremendous statement.

Chair McClendon noted that items #5A through #5K, and #5M remained on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. He noted that no public comment cards had been received.

Chair McClendon 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. Pettit moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5M. Mr. Kulaga seconded, and the motion carried unanimously.

5A. Approval of November 12, 2008, Meeting Minutes

The Management Committee, by consent, approved the November 12, 2008, meeting minutes.

5B. Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2009 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in Tables A, B and C. The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments to the FY 2008-2012 TIP for highway projects are listed in Table A, and proposed administrative modifications to the ALCP are listed in Table B. As per the Draft MAG Federal Fund Programming Principles, a request to change a programmed Federal Fund Project in the TIP will go through the MAG committee processes beginning at the appropriate technical advisory committee. There is one CMAQ-funded project requesting a project change. The project change request for PHX12-859 (Table A) was heard and unanimously recommended for approval at the October 21, 2008 Pedestrian Working Group and the Regional Bicycle Task Force meeting. Projects DOT08-812 and DOT08-813 are projects that the MAG Regional Council approved in December 2006 to be funded from the Statewide Transportation Acceleration Needs (STAN) account. The increase of funds per each project can be made without causing a fiscal impact to the MAG Freeway Program since another STAN project (SR101L: HOV Lanes from Tatum Blvd. to Princess Dr.) was bid at \$12.2 million less than the original budget. This change was approved by the Regional Council on December 3, 2008. These project changes are included in this agenda item because they need to be reflected in the FY 2008-2012 MAG TIP. There are six ADOT

projects in Table A (as annotated) that require Regional Council approval of a Material Cost Change to the ADOT Program. According to A.R.S. 28-6353, it is required that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost change is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million. At the December 2008 Transportation Review Committee (TRC) meeting, the TRC unanimously recommended approval of the changes to projects listed in attached Tables A & B. In addition to the projects approved at TRC, two project change requests have been received following the mailout of the MAG Management Committee agenda on January 6, 2009. The ITS Committee met on January 7, 2009 and unanimously recommended approval to change PHX07-317 project scope, and on January 12, 2009, ADOT requested to change project DOT09-823 funding type from local to STP-AZ. These projects are found in Table C. All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

5C. Consultant Selection for the MAG Bicycle and Pedestrian Facilities Integration Plan

The Management Committee, by consent, recommended approval of the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG Bicycle and Pedestrian Facilities Integration Plan. This plan will ensure that facilities for bicycles and pedestrians are no longer considered enhancements to institutionalized components of streets, but instead are recognized as integral to a properly designed and functioning street. A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan. Seven proposals were received by the October 23, 2008, deadline. They were submitted by EDAW, Inc., egroup, EPG, J2 Engineering and Environmental Design, Otak, Inc., URS, and Parsons Brinckerhoff. A multi-jurisdictional review team consisting of the Town of Gilbert, City of Peoria, the City of Scottsdale, Valley Metro and MAG staff met to evaluate the proposals on November 4, 2008. Consultant interviews were conducted on November 12, 2008. On December 16, 2008, the review team recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan.

5D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment involves several projects, including the addition of Arizona Department of Transportation MAG Proposition 400 noise mitigation projects. The proposed administrative modification involves several projects, including funding changes to an Arizona Department of Transportation project on Interstate-10 and Gilbert intersection improvements at Guadalupe Road and Cooper Road. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment were requested by January 23, 2009. This item was on the agenda for consultation.

5E. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

The Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. The FY 2009 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain \$1,210,000 in Congestion Mitigation and Air Quality (CMAQ) Funds for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 15 applications requesting \$2.7 million in federal funds were received. On December 11, 2008, the MAG Air Quality Technical Advisory Committee made a recommendation on a prioritized list of proposed PM-10 certified street sweeper projects for FY 2009 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 16, October 22, and November 12, 2008, in accordance with FY 2009 Draft MAG Federal Fund Programming Principles.

5F. Working Group to Develop a Model Dark Skies Ordinance and to Provide Suggestions for Enhancing Existing Dark Skies Ordinances

The Management Committee, by consent, recommended that MAG convene a Dark Skies Stakeholders Working Group. In October 2008, a member of Arizona's astronomy community provided a report to the MAG Management Committee about issues related to outdoor light pollution in Maricopa County. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. This affects the world-class observatories located in the state. During the presentation, the counties, municipalities and Tribal Nations were requested to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to provide quality lighting to improve visibility, save energy, and protect dark skies. The Management Committee will be requested to provide names of individuals in their jurisdictions to participate in a working group to develop a model Dark Skies ordinance.

5G. Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures

The Management Committee, by consent, recommended approval of the Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures. When the current service provider for the region's Community Emergency Notification System (CENS) informed Maricopa Region 9-1-1 that it would no longer continue to provide this service, a procurement process was conducted for a new vendor. Plant CML, whose product is Reverse 9-1-1, was selected to provide this service. It is necessary to update the standard operating procedures, which were approved by the MAG Regional Council in 2003, to accommodate the new product. A multi-agency team has developed draft standard operating procedures for the new system. The MAG PSAP Managers Group and the MAG 9-1-1 Oversight Team reviewed and recommended approval of the draft procedures.

5H. Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. This item was on the agenda for information and input on the development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

5I. MAG Socioeconomic Projections to 2035

The Management Committee, by consent, recommended approval of the extension of the 2007 MAG Socioeconomic Projections to 2035 for resident population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ). In accordance with Executive Order 95-2, MAG prepares subregional socioeconomic projections. These projections are used as input into transportation and air quality models. The 2007 MAG Socioeconomic Projections for population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2010, 2020, and 2030 were approved by the MAG Regional Council in May 2007. A 25-year planning horizon consistent with the 2007 projections is needed to support potential transportation planning projects. MAG needs to extend the 2007 set of projections to 2035 by using the Control Totals for 2035 consistent with the 2005 Special Census and adopted by the MAG Regional Council in December 2006. The MAG Population Technical Advisory Committee (POPTAC) approved the use of base data and methods consistent with the 2007 Socioeconomic Projections to extend the projections by MPA and RAZ to 2035 and have reviewed and provided comments on the draft 2035 projections. The POPTAC recommended approval of the extension of MAG 2007 Socioeconomic Projections to 2035 for resident population, housing and employment by MPA and RAZ.

5J. Consultant Contract for AZ-SMART Support

The Management Committee, by consent, recommended approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000. The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide support for AZ-SMART in an amount not to exceed \$45,000.

5K. The 2009 Set of International Codes

The Management Committee, by consent, recommended that each jurisdiction consider adopting the 2009 family of International Codes as published by the International Code Council (ICC). At the November 2008 MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the 2009 International Codes, prior to the jurisdiction adoption of these codes. These codes include: building, mechanical, plumbing, electric, residential, fire, energy, fuel, and performance. The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the purview of life safety a motion was passed to recommend that each jurisdiction consider adopting the 2009 family of International codes as published by the International Code Council (ICC).

5M. Amendment to the FY 2009 Work Program and Annual Budget to Provide Funding for the Travel Time Information on Dynamic Message Signs Project

The Management Committee, by consent, recommended amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to provide \$250,000 of MAG Surface Transportation Improvement Program funds to ADOT for the Travel Time Information on Dynamic Message Signs Project. On January 22, 2008, the Arizona Department of Transportation (ADOT) initiated a 12-month Pilot Study to provide travel time information on dynamic message signs for six freeway corridors throughout the MAG region. The Pilot Study included an evaluation component conducted by Kimley-Horn. Preliminary results from the evaluation indicate acceptance by the motoring public to assist them in their daily commute. Due to current state fiscal constraints, ADOT is unable to continue operating the signs this year. ADOT has requested that MAG provide \$250,000 to assist ADOT in operating the system for the coming year. MAG provided similar assistance to ADOT and the Department of Public Safety to initiate the Freeway Service Parol Program. This program was subsequently operated by the State. It is anticipated that one-year funding for the Travel Time Information on Dynamic Message Signs Project would be provided by using MAG federal Surface Transportation Program funds. The FY 2009 MAG Unified Planning Work Program and Annual Budget would need to be amended if the funding is approved.

5L. Status Update on the June 30, 2008 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2008

This item was removed from the Consent Agenda for a presentation.

Dennis Osuch, one of the three partners in the public accounting firm of Cronstrom, Osuch, & Company, P.C., provided a report on the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. He said that his firm has been conducting audits in Arizona cities and towns for 21 years, and this audit is the second they have conducted for MAG. Mr. Osuch stated that the report was issued on November 10, 2008, and they issued an unqualified opinion on the financial statements, which were found to be in prepared in

accordance with generally accepted accounting principles. He stated that they issued no management letters or letter of significant deficiencies.

Mr. Osuch stated that they also conducted an audit of MAG's federal program, OMB 133, and issued an unqualified opinion on compliance and had no findings on the related internal controls.

Mr. Osuch noted that MAG has submitted the FY 2008 CAFR to the Government Finance Officers Association for the Certificate of Excellence in Financial Reporting and it is anticipated that it will receive the award, which would be the eleventh consecutive year. He concluded his presentation by saying that the audit went well with no issues, and he expressed his appreciation to Mr. Smith, Ms. Kimbrough and MAG staff for helping them meet their goal to submit the audit by December 31, 2008.

Chair McClendon thanked Mr. Osuch for his report. No questions from the Committee were noted.

Mr. Kross moved to recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2008. Mr. Fairbanks seconded, and the motion carried unanimously.

6. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget for a Commuter Rail Study and Transit Staff Position

Eric Anderson, MAG Transportation Director, provided a report on options for commuter rail studies in the region. He said that the Commuter Rail Strategic Plan, to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County, was accepted by the MAG Regional Council in April 2008. Mr. Anderson noted that the study laid out possible actions for implementing commuter rail in the region, but did not establish priorities for corridors.

Mr. Anderson stated that the MAG Grand Avenue Commuter Rail Corridor Development Plan is underway, and its purpose is to provide a blueprint to allow both passenger and freight investments to be made in the Burlington Northern Santa Fe (BNSF) corridor. He advised that BNSF would like to make improvements along the corridor and study will help to ensure that commuter rail options are reserved as those improvements are made.

Mr. Anderson stated that the Arizona Department of Transportation (ADOT) is embarking on a statewide rail framework study and the Phoenix-Tucson High Speed Rail Environmental Studies. Mr. Anderson noted that it was agreed that MAG would take the lead on rail corridors within the MAG region and connections immediately adjacent to the MAG region. MAG would also work cooperatively with ADOT on the information needed for the connections to the MAG region for the statewide rail framework study.

Mr. Anderson stated that a stakeholders meeting was held on December 17, 2008, and at the meeting, interest was expressed to study and prioritize all rail corridors and to be ready for economic stimulus opportunities. He said that they were approached, by the City of Avondale in particular, to do a study in the Southwest Valley similar to the Grand Avenue Study. Mr.

Anderson stated that due to the expanded nature of these study requests, staff prepared options for consideration by the Management Committee. Mr. Anderson stated that the agenda item before the Committee today reflects the input from the stakeholders meeting.

Mr. Anderson then reviewed the options. He explained that Option 1 is basically a commuter rail system plan, a starting point for the overall vision for commuter rail in the Valley where there are existing and potential new corridors for commuter rail and the overall costs. Mr. Anderson stated that the commuter rail system study would take approximately 9-12 months to complete and the analysis would provide data for the ADOT studies, a cost/benefit analysis, and a ranked list of commuter rail corridors. He noted on a map the existing and potential new corridors in the study, which include the Union Pacific (UP) Yuma West, BNSF Grand Avenue, UP Tempe Branch (including a possible extension to Maricopa), the UP Chandler Branch (including a possible extension to Coolidge), the UP Phoenix Subdivision, and possible extensions to the West Valley and Pinal County. Mr. Anderson advised that the potential new corridors are without rail but have been identified through various studies as having potential for commuter rail.

Mr. Anderson then addressed Option 2a, the UP Yuma West Corridor Development Plan, and said that the study area includes Buckeye, and perhaps farther west, to downtown Phoenix. He stated that the scope of work would be similar to Grand Avenue Study and would take approximately 12 months to complete. Mr. Anderson show a map of the Option 2a study area.

Mr. Anderson explained Option 2b, the UP Mainline Corridor Development Plan, a similar detailed study in the East Valley. The study area, which was displayed on a map, would extend from downtown Phoenix to Coolidge, and the UP Yuma West and Phoenix Subdivision area. He noted that the study would take approximately 18 months to complete.

Mr. Anderson stated that the Management Committee is requested to discuss and take action on the options, amend FY 2009 MAG Work Program and Annual Budget, include a full-time staff position, and continue additional work with URS Corporation as part of its existing contract. Mr. Anderson explained that MAG currently has one-quarter staff position available and the level of activity for options 2a and 2b will require more staff support.

Mr. Anderson explained the projected costs of each option: Option 1, \$600,000; Option 2a, \$600,000; and Option 2b, \$1,500,000. He noted concern for conducting all three studies at the same time, however, if the Committee desired, all three could be considered.

Chair McClendon noted that the Management Committee previously discussed Option 2a, and at that time discussed that another staff person might be needed. He asked if there was adequate funding in the budget to complete Option 1 and Option 2a. Mr. Anderson replied that there was sufficient funding because \$5 million was designated in Proposition 400 for commuter rail implementation studies. Chair McClendon asked Mr. Anderson to clarify that funds used for the studies would not be taking away any funding for other projects such as freeways, light rail, etc. Mr. Anderson replied that was correct, and the rest of the Plan would not be affected by doing studies.

Mr. Kulaga expressed the City of Tempe's strong support for Option 1, and asked if money was set aside to expeditiously conduct corridor studies on the first and second priorities under Option 1

once the priorities were established through the study. Mr. Anderson replied that they would be ready to do more detailed plans at that point, and would come back through the MAG process to add those plans into the MAG Work Program. He added that he thought there was sufficient funding to carry out the necessary work in all of the corridors.

Dr. Isom said that he understood that freight traffic along the 2a corridor had diminished over time and asked Mr. Anderson if he could confirm that. Mr. Anderson replied that he did not have documentation, but he understood that freight traffic had decreased due to the current economic situation.

Mr. Fairbanks asked for clarification that Option 1 would study routes where there are currently no rails. Mr. Anderson replied that was correct; that was what they had been requested to study. He explained that some of the corridors in the West Valley resulted from the Hassayampa Framework Study; the City of Tempe had requested that the Kyrene Branch and possible connection to the City of Maricopa be studied; and ADOT studied the extension of the Chandler Branch line.

Mr. Fairbanks asked who participated in the decision in where the new lines would go. Mr. Anderson replied that many of the lines came out of existing studies, for example, the West Valley lines came out of the Hassayampa Framework Study, and provided an interline connection between the UP and BNSF that would avoid a transfer in downtown Phoenix. He stated that the Tempe to Maricopa line came from Tempe's own analysis, the Chandler Branch line came from ADOT's Tucson to Phoenix Intercity Rail Project, and the north/south segment has been worked on by Superstition Vistas planning efforts.

Mr. Fairbanks commented that he did not know the exact costs, but could assume it would cost several billion dollars to acquire right of way and lay track. He asked how many people reside in the area – maybe 10,000 to 15,000. Mr. Anderson replied that the area has very few residents, and added that the projections show the area might support more of a freight line corridor. He stated that this would be determined as part of the system plan.

Mr. Fairbanks asked if there are people who think that several billion dollars might be available to accomplish this. Mr. Anderson replied that this seemed to be the case, and added that no funds area available today for the implementation of commuter rail.

Mr. Fairbanks expressed his strong support for Option 2a and Option 2b, but felt that Option 1 was a waste of money. He commented that it would be 30, 50, or 80 years before funds are available to implement it and by that time, the study, if you could find it, would be useless. Mr. Fairbanks stated that Option 1 would help the economy by providing work to a consultant, but he would vote against it, and said that Option 2a and Option 2b were outstanding.

Mr. Beasley expressed his concurrence with Mr. Fairbanks. He said that he supported studying existing lines, but did not understand spending money to study corridors if there is no existing rail. Mr. Beasley commented that even if you like the idea, the cost of implementation would be cost prohibitive.

Mr. Kulaga expressed his agreement with Mr. Fairbanks and Mr. Beasley on Option 1 when it came to the Hassayampa leg, but in the Tempe branch, the City of Maricopa is growing fast and the Broadway Curve is at capacity. He stated that ADOT projects in excess of 400,000 vehicles per day at the Broadway Curve and recommends 24 lanes on that segment, which has capacity and right of way constraints and funding limitations. Mr. Kulaga commented that he did not want to throw the baby out with the bath water on Option 1, and if the Management Committee chooses to revise Option 1 to make it a corridor development plan for the Tempe/Maricopa Branch, he would be strongly supportive, because there is a significant need to address commuter needs in the Broadway Curve.

Vice Chair Pentz noted his concurrence. He said that the City of Chandler has an interest in studying a connection to the south, given the existing line extends to Tucson. Vice Chair Pentz stated that the City has had preliminary discussions with UP and they see possibilities, and added they he would appreciate consideration of that alternative.

Chair McClendon stated that Option 1 for \$600,000 included the far western, the Tempe, and Apache Junction corridors, as well as existing lines. He asked how much could be saved by scaling back and only doing the Tempe and Chandler portions. Mr. Anderson replied that the savings would be modest, perhaps 10 percent to 20 percent. He explained that the travel demand analysis would be done in a holistic fashion and adding or taking away a corridor here and there was not going to change the cost that much. Mr. Anderson noted that savings would be realized on the ground work and surveying, etc., to gain an understanding of how to get from Point A to Point B.

Chair McClendon asked for clarification that when the stakeholders met in December, if part of the discussion related to looking at the whole system so someone would not be left out and to providing a foundation for future detailed studies, which the MAG committees then can decide would be funded or not. Mr. Anderson replied that was the essence of what the stakeholders expressed – that all of the corridors would be looked at.

Chair McClendon commented that there is the potential that Option 1 results might say a corridor does not make sense.

Dr. Isom moved to recommend approval for MAG to continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for Option 1, the Commuter Rail System Study for \$600,000 and Option 2A, the Commuter Rail Development Plan for the Union Pacific Yuma West rail line. Mr. Muckler seconded.

Chair McClendon asked members if they had any discussion on the motion.

Mr. Beasley stated that these studies lead to opportunities, that lead to expectations, that lead to ‘why not?’ He asked if this was the wisest decision to do these studies in these economic times and with the studies already being done, to pursue things that will not exist in the near- or mid-future. Mr. Beasley said that he would not want to add to people’s expectations based upon a

study that says rail is possible and suddenly turns into reality and future decision makers will have to go through extensive discussions about how did we get to this point.

Mr. Kulaga asked the maker of the motion if he would consider amending the motion with additional language. He said that he would support moving forward with Option 1 and Option 2a if language was added that the priority identified in Option 1 was expeditiously funded through MAG and a corridor plan, similar to the Grand Avenue study, be expeditiously undertaken. Mr. Kulaga stated that this would mean that once a priority is identified, a corridor development plan would proceed, whether there is a track there or not.

Chair McClendon asked Dr. Isom, as maker of the motion, if this was acceptable.

Dr. Isom asked if making that statement would affect how we proceed with the study as presented. Mr. Anderson replied that the approach could be modified in any way, and added that it could be incorporated into the work activities. Dr. Isom asked if the amendment would make Option 1 more of a priority than Option 2a. Mr. Anderson replied that both would be high priority, and the amendment would not change the way the work was approached.

Chair McClendon stated that he understood that by the amendment we intend to follow the priorities identified in the study and that what comes from the study will then become the focus. He asked Mr. Kulaga if his understanding was correct. Mr. Kulaga replied that Chair McClendon was correct, and added that it was not his intent to pit Option 1 against Option 2a, but to let both move forward in the proper manner.

Chair McClendon advised that continuing this work with the URS Corporation needed to be included in the motion in order to get the work started.

Dr. Isom, as maker of the motion, noted his agreement with the amendments to the motion. Mr. Muckler, as second, agreed.

Mr. Kross asked for clarification of the Superstition Vistas branch in the options. Mr. Anderson replied that Superstition Vistas would be a part of the system plan in Option 1.

Chair McClendon repeated the motion to recommend approval that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and Option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

With no further discussion, the vote on the motion passed, with Mr. Pettit, Mr. Beasley, and Mr. Fairbanks voting no.

7. Status Report on the Performance Measurement Framework and Congestion Management Update Study

Monique de los Rios-Urban, MAG Performance Program Manager, provided a report on the Performance Measurement Framework and Congestion Management Update Study, which will be used to develop a regional transportation measuring and monitoring framework in preparation for the State mandated 2010 Performance Audit as well as to update the Congestion Management Process in compliance with recently adopted SAFETEA-LU federal requirements. Ms. de los Rios-Urban said that performance measurement has been widely used in the private sector as a way to improve delivery of goods and services to customers, monitor progress and ultimately, to measure the success of the enterprise.

Ms. de los Rios-Urban stated that current conditions are challenging, due to growing congestion, aging infrastructure, and reduced resources. Under these conditions, there is a continued need for making increasingly complex transportation improvement decisions to advance improvements, and it is important to have scientific, fact-based tools and processes to produce the information needed to effectively allocate resources.

Ms. de los Rios-Urban reported that MAG initiated a Performance Measurement Program in May 2006, and has been reporting on preliminary measures in the updates to the Regional Transportation Plan (RTP) and the MAG Annual Report on Proposition 400. She stated that the Performance Measurement Framework and Congestion Management Update Study was begun in May 2008. Ms. de Los Rios-Urban stated that Phase I of the study, a review and assessment of best practices, included the initiation of a Technical Advisory Group (TAG), and was completed in September 2008. She noted that the report is available on the MAG Web site.

Ms. de los Rios-Urban stated that Phase II is currently underway, and includes the development of the performance measures framework, preparing the assessment of data sources, and the development of reporting methodologies and visualization tools to communicate the performance measures.

Ms. de los Rios-Urban stated that the upcoming Phase III of the study includes updating the congestion management process, identification of strategies, evaluation tools, and reporting methodologies. She noted that the most important characteristic of study is that the measures in the framework will be based on specific regional goals and objectives in the RTP.

Ms. de los Rios-Urban stated that this study is important because it provides a link between strategy and execution, it will develop tools to deliver results and establish accountability, it will allow tracking progress through measurable results, and most importantly, it will result in improved transportation service to the public.

Ms. de los Rios-Urban then reviewed examples in Denver, Washington, Virginia, and Maryland. She said the Denver Regional Council of Governments combined its Congestion Management Process on the agency's Web site to track congestion and linked all performance measures to operations.

Ms. de los Rios-Urban stated that the Washington Department of Transportation (WSDOT) is the industry standard for performance measures and has several years of archived data. She explained that its interactive Web site reports travel times in real time. Ms. de los Rios-Urban noted that WSDOT publishes the Gray Book, a quarterly Performance Report, and added that two of the consultants currently working with MAG helped to develop the Gray Book.

Ms. de los Rios-Urban stated that the Virginia Department of Transportation adopted a visual format for its Web site, which uses a dashboard technique that tracks progress toward goals. She noted that the Web site has some travel time and delay information, and said that their Web based visualization is used mostly for project delivery.

Ms. de los Rios-Urban stated that the Maryland Department of Transportation uses its performance measures a little differently than other states and regions. She said that it produces an annual Attainment Report that it provides to the Maryland Legislature each year to acquire funding for its projects.

Ms. de los Rios-Urban stated that MAG collects a significant amount of transportation data on a continuous basis, and noted that as a part of the data assessment effort, MAG will capitalize on the multimodal data sets and will start integrating it into the performance measurement update. She displayed a list of the types of travel data collected and said that the TAG has been a part of the MAG process. Finally, she stated that MAG, through this effort, is moving away from the typical level of service based measures and advancing toward outcome measures as they relate to mobility and reliability. Ms. de los Rios-Urban stated that this study is proposing measures similar to what the Texas Transportation Institute is using for its nationwide mobility report. Chair McClendon thanked Ms. de los Rios-Urban for her report. No questions from the Committee were noted.

8. Proposal to Advance a Portion of the Williams Gateway Freeway

Mr. Anderson reported on the Mesa request to advance a portion of the planned Williams Gateway Freeway. He said that the material provided in the agenda packet provides basic information on the proposal. Mr. Anderson stated that Mesa would like to advance the first mile of Williams Gateway Freeway that would be from the Hawes Road connection at the Santan Freeway to Ellsworth Road with all of the ramp connections at the Santan Freeway.

Mr. Anderson stated that he has been asked how MAG can be entertaining acceleration proposals given the situation of the freeway program. He said that we will emerge from the economic downturn in the future and we need to continue to invest in infrastructure. Mr. Anderson commented that the more corridors that can be built sooner than later helps the region. He noted that this proposal would accelerate the design and right of way acquisition to 2010.

Mr. Anderson stated that the environmental assessment is underway and ADOT anticipates it will be complete by the end of 2009 or early 2010, then the detailed design and right of way can move forward and construction can begin in 2012 instead of 2016. He explained that as part of the STAN funding made available to the MAG region in 2006, the Regional Council allocated \$20.4 million to this corridor for advanced right of way acquisition. Mr. Anderson stated that Mesa thinks that using these STAN funds to pay the interest expense associated with this would be a

better use of the funds and would allow the facility to be built sooner. He said that Mesa is proposing a fifty/fifty split on interest expense, which is in accordance with the MAG Freeway Acceleration Policy, as well as a fifty/fifty split on the STAN funds. Mr. Anderson stated that of the \$20.4 million, \$10.2 million would be used to reimburse Mesa for interest expense and the other \$10.2 million would be to the benefit of the program to defer the program's share of the interest expense.

Mr. Anderson stated that the financing mechanism Mesa is anticipating using is Highway Project Advancement Notes (HPAN), which is available to all cities and counties. He explained that eventual repayment is from the program, but Mesa will be responsible for the debt and has to pledge its excise tax revenue to support the financing. Mr. Anderson further explained that HPAN is an obligation of the city, unlike Grant Anticipation Notes (GAN), the financing mechanism which is federal funds and the obligation of ADOT.

Mr. Anderson stated that staff has discussed with Mesa the \$5 billion deficit in the current program, and that there will likely be adjustments to the freeway program in terms of schedule and other aspects of the program. He indicated that Mesa understands that the current schedule for Williams Gateway Freeway could change and understands and is willing to accept the risk that if the project is delayed due to higher costs or lower revenue, Mesa would be responsible for 100 percent of the interest expense.

Mr. Brady expressed the City of Mesa's position on the acceleration request. He stated that Mesa has expanded the terminals at the Phoenix-Mesa Gateway Airport, and this project is important to connect all the pieces for the continued support of the airport. Mr. Brady stated that Mesa understands the pressures on the larger program, but development is not waiting, and is continuing and moving forward. He said that design and right of way are of paramount importance because they already have projects that have to move forward with property owners who are already developing, and property values in the area are not necessarily declining due to the potential for growth in the area. At a minimum, that is their first priority. Mr. Brady asked the support of the Management Committee for the Mesa acceleration request, which will help them gain an advantage in property prices. He stated that this is a way to leverage the \$20.4 million for a greater purpose and Mesa understands it might not get full acceleration through construction, but is interested in at least moving forward on the design and right of way at this time.

Chair McClendon expressed his support of Mesa's proposal because the use of the \$20.4 million to pay Mesa's share and the program's share helps the entire program because something is done at a cost lower than if you waited until 2020. Chair McClendon asked Mr. Anderson to clarify if the STAN money used for right of way would be diverted to this so when you get to the outer area, that right of way acquisition would have to wait or find some other funding source. Mr. Anderson replied that was correct; the \$20.4 million is not sufficient to acquire all of the needed right of way anyway, not even for the first mile. He further explained that the current right of way estimate is \$32 million and these funds would be rolled into the first financing Mesa would do for the right of way and design work.

Mr. Fairbanks expressed his support for the acceleration proposal and noted that this was a good time to buy right of way. He asked if the Williams Gateway Freeway needed an environmental impact statement or if one had already been done. Mr. Anderson replied that an environmental

assessment is currently underway, and ADOT expects it will be complete the end of 2009 or early 2010. Mr. Anderson added that it is not a full environmental impact statement and it also goes into Pinal County.

Mr. Kross stated that the Williams Gateway Freeway is an economic corridor if there was ever one, due to the proximity to the Phoenix-Mesa Gateway Airport. He expressed his agreement with Mesa's proposal and his wholehearted support.

Mr. Beasley expressed that he thought it was great to do these types of things in economic down times. He asked for clarification that if the program falls behind that Mesa is responsible for the cost of this acceleration and that it will not affect the program. Mr. Anderson replied that was correct, and Mesa will be liable for the financing until the program is in a position to repay it.

With no further discussion, Mr. Pettit moved to recommend approval of the Mesa request to advance the design, right of way and construction of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road by approximately three years to be incorporated into the draft FY 2010 to FY 2014 MAG Transportation Improvement Program and the Regional Transportation Plan for a conformity analysis and that the STAN funds allocated to the Williams Gateway Freeway for right of way acquisition be used instead to pay for the interest expense associated with the proposed acceleration, recommend that the request for the change in the use of the STAN funds be forwarded to the State Transportation Board for consideration, and recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and Mesa. Mr. Kross seconded, and the motion carried unanimously.

#### 9. Transportation Planning Update

Mr. Anderson provided an update on the status of the MAG Freeway Program. He began the presentation by noting the 60 percent decrease in taxable sales of motor vehicles in Maricopa County, which peaked in August 2005 at \$850 million, according to the November 2008 results. He said that home foreclosures continue to escalate, and commented that even though some news articles say the situation is being dealt with, there are indications that 2009 will be worse than 2008 because a number of ARMs are being reset. Mr. Anderson stated that Proposition 400 sales tax revenue has declined for 13 straight months, and that trend is expected to continue. He said that he thought it would continue in the negative range for the next couple of months. Mr. Anderson stated that retail holiday sales were down 2.6 percent nationally and added that the bankruptcies of Nortel Networks and Goody's were announced that day.

Mr. Anderson stated that the current freeway program requires \$15.7 billion to complete and there is a \$5 billion deficit in funding. He noted that the inflation and contingency amounts built into the program have been exhausted. Mr. Anderson stated that the focus had been on cost increases, but now the deterioration of funding revenue is a serious concern. He said that the price of oil that has dropped from a peak price of \$142 per barrel this summer to the current price of \$36 per barrel, and this has translated to lower project bids. Mr. Anderson stated that this is a good time to get projects out to bid if money is available.

Mr. Anderson displayed a chart of the composition of scope growth. He stated that ADOT and its consultants did a detailed analysis of the cost increases related to scope changes and found that some scope changes resulted from engineering process and were necessary changes.

Mr. Anderson stated that sales tax revenues for the 2006 to 2025 Proposition 400 freeway program were down approximately \$655 million and the ADOT federal and state highway funds were down almost \$1 billion due to lower revenue projections from ADOT.

Mr. Anderson explained the three options being considered. He said that the trend line scenario basically elongates the program from a 20 year program to a 25 year or 30 year program and the maintain the budget scenario means that projects would be built only with the funds available. Mr. Anderson stated that the blend scenario is a combination approach and this appears to be the approach the Transportation Policy Committee and Regional Council are considering. He explained that one of the options in the blend scenario includes looking at alternatives that would provide the near capacity of a full limited access facility on some corridors.

Mr. Anderson expressed that he felt the revenue numbers would not return to the level they once were and would maintain a lower base. He said that a peer review panel will meet soon with the purpose of ensuring the program has the right set of projects to maximize effectiveness, especially in the Central Corridor, and that projects will not be built that could result in future impacts to the freeway system. Chair McClendon thanked Mr. Anderson for his update. No questions from the Committee were noted.

#### 10. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative items of interest. He stated that the Arizona Legislature convened this week, and noted that his report would focus on the federal economic stimulus.

Mr. Pryor stated that MAG staff started compiling projects submittals from member agencies in late October 2008 in response to preparation for the House Committee on Transportation and Infrastructure hearing. He added that collecting projects from member agencies is ongoing.

Mr. Pryor stated that in December 2008, MAG staff met with members of the Arizona congressional delegation to inform them of the regional need and types of projects member agencies had submitted. He noted that throughout these discussions MAG staff encouraged a relaxation of processes in order to be in a position to produce the largest possible number of projects and bring the most dollars possible to the regional economy.

Mr. Pryor stated that Senator Kyl highlighted the need to address the timing of projects in terms of readiness, and advised that MAG staff worked with member agencies to address the timeliness of projects by listing projects in three categories: 30-120 days; 121 days-six months; and beyond six months. He noted that a table illustrating this was at each place. Mr. Pryor stated that MAG staff has continued to accept project submittal from member agencies and has also continued to work our national association and others in monitoring the legislative discussion. He thanked the member agencies for their assistance in developing the project lists and for their patience in anticipation of pending federal legislation.

Mr. Pryor stated that President-elect Obama has made strong statements that he would like to see legislation passed out of Congress and ready for him to sign in the opening days of his administration. Mr. Pryor indicated that Mr. Obama has been meeting with members of Congress and spoke to the nation of broad provisions of the larger stimulus package last Thursday. He advised that this week members of Congress have stated that they hope to have legislation through the House and Senate by February 13, 2009. Mr. Pryor stated that President-elect Obama has indicated that he would like to post the passed bill on the Internet for a week in a searchable format so that the public can see what is contained in the bill and provide some transparency. He noted that according to this timeframe, it appears that the bill could be signed into law late February.

Mr. Pryor then brought forth some concepts based on discussion, media reports, and proposed recommendations, and advised that the information could change as the legislative discussion continues to evolve. He said that early in the discussion MAG staff had heard that stimulus funding amounts for the infrastructure could total up to \$500 billion, and added that this figure has varied over the recent weeks and months.

Mr. Pryor stated that, currently, it is MAG staff's understanding through releases from the House Committee on Transportation and Infrastructure and discussion with FHWA that the total infrastructure portion for the legislation could be about \$85 billion. He noted that the House Transportation and Infrastructure recommendations total goes beyond highways, bridges, transit, and rail. Mr. Pryor stated that staff has heard that the House Appropriations Committee will have a significant hand in the legislation and the intent of the Appropriations Committee is unclear at this time.

Mr. Pryor stated that members of Congress have indicated that the distribution method of funds would not be on an earmark basis and that a formula approach is preferred. He added that it is staff's understanding that traditional processes may be used as Congress is unwilling to examine and draft new processes, and staff understands this to mean that transportation monies would be distributed first to state departments of transportation for normal distribution processes.

Mr. Pryor stated that using traditional distribution formulas this means Arizona could anticipate receiving approximately \$600 million of the \$85 billion, and of the \$600 million for Arizona, MAG could anticipate receiving approximately \$237 million. He advised that these amounts are subject to change and are currently being used for general planning purposes.

Mr. Pryor stated that MAG staff has encouraged a relaxation of process and use of emergency provisions to expedite the spending of anticipated stimulus monies for projects, however, FHWA and the House Committee on Transportation and Infrastructure have indicated that traditional processes are to be used. He said that this means that projects should be in the TIP and all normal clearances, including federal design standards, right of way, utility and environmental, will need to be completed in order for a project to be deemed ready or eligible for stimulus funds. Mr. Pryor stated that under these guidelines many of the projects in the MAG region may not qualify for stimulus monies, and added that of the nearly \$7 billion in projects from the MAG region, \$237 million is approximately less than 3.5 percent.

Mr. Pryor stated that Congress is expecting that a sizeable portion of monies will be spent in 90 days or less after distribution begins. He noted that in preparation for legislation, ADOT is bringing five full-service consultant teams on board with two teams dedicated to the MAG region to assist local governments. In addition, MAG staff is preparing to develop options and packages with member agencies depending on potential funding levels.

Mr. Smith referenced the House Committee on Transportation and Infrastructure's recommendation to the Appropriations Committee at each place, and noted that the media have reported amounts anywhere from \$700 billion to \$1 trillion. Mr. Smith used \$850 billion as an example package. He noted that the infrastructure amounts even including projects such as the Coast Guard, total \$85 billion or ten percent. Of that amount, \$42 billion would be allocated to what we consider infrastructure projects, such as highways and transit. Mr. Smith stated that this means out of this package, if the recommendation holds, five percent would be allocated to highways, bridges, transit, etc. He expressed that he thought the purpose of the stimulus would be to build real infrastructure and when paid off in 20 years, the next generations would have an asset to drive on.

Mr. Smith stated that staff has strongly encouraged a relaxation of federal regulations in order to use the money quickly and noted that in meetings with the Congressional delegation this message has been conveyed. He indicated that as of the latest meeting with FHWA and ADOT, staff has heard there will be no relaxation of regulations. Mr. Smith stated that staff has also heard that CDBG funds might be coming to counties and cities. He expressed his appreciation to ADOT for making their consultants available to the member agencies. Mr. Smith stated that if the recommendation holds, it would not even be close when it comes to meeting the needs on the list for the MAG region.

Mr. Crossman commented on ADOT's and FHWA's reluctance to relax the processes and asked if they were standing fast on environmental, right of way and utility clearances. Mr. Smith replied that he was not sure the reluctance was really ADOT's or FHWA's. They are saying the relaxation of regulations needs to be addressed in Congress. He added that ADOT and FHWA are looking at some of the clearances they could make and be as flexible as possible in their judgment. Mr. Smith explained that they are limited in how they can interpret the federal rules, such as pavement preservation, but if a road is widened, the federal regulations would need to be followed. He added that the good news is that ADOT has hired consultants to help move projects forward as fast as possible.

Mr. Crossman stated that he heard that resurfacing a street, basically a mill and fill, would require three clearances, which requires at least 12 months. He added that he heard from ADOT that even resurfacing projects would require clearances and this would be a stumbling block to being able to utilize stimulus funds. Mr. Pryor stated that MAG staff is taking a look at the project list to see which projects have gone through clearances.

Chair McClendon thanked MAG staff for coordinating this huge undertaking. He commented that the message needs to be that anyone, whether ADOT or FHWA, to speed up the projects, otherwise the recession will be over before the stimulus funds can be utilized.

11. Comments from the Committee

An opportunity will be 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.

Chair McClendon asked members if they had any announcements from their jurisdiction they would like to share.

Mr. Sabatini stated that Lawrence Odle, Director of the Maricopa County Air Quality District, was present, and would like to announce an air quality workshop.

Mr. Odle stated that on February 4, 2009, the Maricopa County Air Quality District will host a collaborative workshop with cities to help serve as a catalyst to improve particulate pollution activities. He noted that state law requires cities to participate in the enforcement and stabilization of unpaved roads and parking lots and offroad vehicle usage. Mr. Odle stated that the District would like to bring the cities together at the workshop to share the best uses of resources, identify challenges and look at how cities are handling the problem. He stated that the MAG region has \$7 billion in transportation funding that could be challenged if not successful in complying with the Five Percent Plan. Mr. Odle stated that it is not their intention to serve as more than a catalyst and think this is a great opportunity for cities to share their successes and challenges. He said that the workshop will be from 8:30 a.m. until noon and will include two sessions. The first session will be about dust stabilization activities and the second session will focus on offroad vehicle issues.

Mr. Smith referenced the stimulus legislation and said that staff pushed hard to get some exemption for paving dirt roads. He said that MAG, a nonattainment area, has 1,000 miles of dirt roads that need to be paved, and added that 76 of those miles are in Phoenix, near the monitors. Mr. Smith stated that a relaxation of guidelines, due to the fact that MAG is in a nonattainment area, would help to tackle the problem.

There being no further business, the meeting adjourned at 1:25 p.m.

---

Secretary

---

Chairman