

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
July 8, 2009  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair	Scott Butler for Christopher Brady, Mesa
Carl Swenson, Peoria, Vice Chair	Jim Bacon, Paradise Valley
# Matt Busby for George Hoffman, Apache Junction	Frank Fairbanks, Phoenix
Rogene Hill for Charlie McClendon, Avondale	John Kross, Queen Creek
Stephen Cleveland, Buckeye	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Gary Neiss, Carefree	Bridget Schwartz-Manock for John Little, Scottsdale
* Usama Abujbarah, Cave Creek	Randy Oliver, Surprise
Spencer Isom for B.J. Cornwall, El Mirage	Charlie Meyer, Tempe
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Chris Hagen for Reyes Medrano, Tolleson
Julie Ghetti for Rick Davis, Fountain Hills	Gary Edwards, Wickenburg
Rick Buss, Gila Bend	Mark Hannah for Lloyce Robinson, Youngtown
* David White, Gila River Indian Community	Kwi Sung Kang for John Halikowski, ADOT
George Pettit, Gilbert	Kenny Harris for David Smith, Maricopa County
Horatio Skeete for Ed Beasley, Glendale	Carol Ketcherside for David Boggs, Valley Metro/RPTA
Romina Korkes for John Fischbach, Goodyear	
RoseMary Arellano, Guadalupe	
Darryl Crossman, Litchfield Park	

\* 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 Mark Pentz at 12:03 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Pentz noted that Matt Busby was participating via teleconference.

Chair Pentz welcomed back Stephen Cleveland, who is Buckeye Interim Town Manager.

Chair Pentz noted material at each place: for item #6, an updated list of names submitted for the MAG Federal Funds Working Group and for agenda item #11, a bill summary chart.

Chair Pentz 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 Pentz 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 Pentz 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 Pentz recognized public comment from Dianne Barker, who congratulated him on his election as Chair of the Management Committee. Ms. Barker stated that as a citizen, the Management Committee has treated her the best of any group and this started with former Scottsdale City Manager and Management Committee Chair, Dick Bowers. She said that she did not want to take up much of the Committee's time, but wanted to report that the proposed conformity processes include transportation models from 2006 and surveys from 2001. Ms. Barker commented that from a citizen's perspective this is old information and more current information in a growing area is needed. Ms. Barker expressed her appreciation for the citizens who took the time to offer their comments. She noted that Jason Stephens and Kelly Taft included in the Transportation Public Involvement Report all of the comments she submitted, and also included questions asked by Bob McKnight regarding widening at New River and about Deck Park. Ms. Barker stated that we are constrained by money and sometimes we need to break through the regulations for the greater good. Chair Pentz thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region.

Mr. Smith played a portion of the recently produced MAG Proposition 400 transportation video. He commented that this video provided an opportunity to say thank you to those who supported Proposition 400 with their votes and it is a great medium to show the citizens how the tax is being spent. Mr. Smith stated that a copy of the video was at each place and had been distributed to municipal Channel 11s. He said that if an agency does not have a Channel 11, the video could be shown to community groups. Mr. Smith acknowledged the efforts of Gary Stafford, Kelly Taft, Jason Stephens, Gordon Tyus, and the MAG Transportation and Information Services staff. Chair Pentz thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Pentz stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, and #5N were 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 Pentz 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. Cleveland moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, and #5N. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of June 10, 2009, Meeting Minutes

The Management Committee, by consent, approved the June 10, 2009, meeting minutes.

5B. Enhancement Peer Review Group Round 17 Recommendations

The Management Committee, by consent, recommended that the list of ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Peer Review Group reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, seven enhancement fund applications totaling \$2,890,498 for projects on local roads were received, with approximately \$8 million available statewide. One application for a project on ADOT right-of-way was received totaling \$1 million, with approximately \$5 million available statewide. The Enhancement Peer Review Group recommends that the list of ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

5C. Elderly Mobility Sign Project Update

Federal funds in the amount of \$400,000 was programmed in the FY 2007 MAG Unified Planning Work Program for a regional project that would promote elderly mobility in the MAG region. The resulting project was jointly recommended by the Elderly Mobility Stakeholders Group, Transportation Safety Committee and the Management Committee. The final approval by the Regional Council resulted in the installation of nearly 3,100 new street name signs across the region. Some of these signs replaced existing signs at intersections, and others were placed on intersection approaches providing the name of the upcoming cross street. The key feature that was introduced by these signs was the use of a new letter font named Clearview Font. This font has been adopted by many agencies, including the Arizona Department of Transportation, due to its vastly improved legibility. Sixteen MAG member agencies participated in this project and their sign costs are reimbursed by MAG with project funds. As a result of this project, a few local agencies have decided to adopt the use of Clearview Font for all new street name signs. This item was on the agenda for information and discussion.

5D. Consultant Selection for the MAG Hassayampa Framework Study for the Wickenburg Area

The Management Committee, by consent, recommended that Wilson & Company be selected to conduct the Hassayampa Framework Study for the Wickenburg Area, 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, includes \$70,000 to conduct the Hassayampa Framework Study for the Wickenburg Area. The Town of Wickenburg will contribute \$5,000 toward the project, bringing the total cost of the project to \$75,000. A Request for Proposals for consultants to conduct the study was advertised on April 23, 2009. Four proposals were received from the following firms: Wilbur Smith Associates, Dibble Engineering, HDR, and Wilson & Company. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents. On June 12, 2009, the proposal evaluation team recommended to MAG the selection of Wilson & Company to conduct the project, in an amount not to exceed \$75,000.

5E. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement 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, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in the attached tables. The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program. To move forward with project implementation for FY 2010, ADOT has requested a number of financial, project description, and schedule changes. The Town of Fountain Hills and the City of Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their community. Valley Metro has requested administrative modifications related to four repayment projects. Details of these requests can be found in the enclosed table. In addition, the enclosed table annotates the material cost changes related to cost increases to the ADOT Program. The Transportation Review Committee recommended approval of this agenda item.

5F. Update to Federal Functional Classification System

The Management Committee, by consent, recommended approval of the proposed updates to the functional classification system. The MAG funding suballocation for the MAG region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). ARRA funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the functional classification hierarchy. Maricopa County and Fort McDowell Yavapai Nation have requested that the functional classification of three roadways located in the Fort McDowell community be updated as related to programming ARRA funds.

5G. Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

The Management Committee, by consent, recommended approval of the Final Closeout for FFY 2009 and recommended amending/adjusting the FY 2008-2012 MAG TIP and the RTP 2007 Update as needed. Since the Regional Council approved the Interim FFY 2009 MAG Closeout, there have been additional request for project deferrals: GDY07-302 and GDY07-709, which are found in Table A. With these new deferrals, the funding available for Closeout increases from \$28.7 to \$29.3 million. The identification of these additional funds for Closeout indicates that the two projects in the rank ordered Contingency List, MMA09-610 and PHX07-740 can be funded. The Transportation Review Committee (TRC) recommended approval of the project deferrals and funding as noted above and also recommended that any remaining Congestion Mitigation Air Quality (CMAQ) Closeout funds be allocated toward funding the remaining street sweepers on the prioritized list for FFY 2009.

5H. Additional Funding for Sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

The Management Committee, by consent, recommended approval of additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 Congestion Mitigation Air Quality (CMAQ) Funding. On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained 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. Funding for the remaining sweepers on the approved Prioritized List is available from \$685,676 in savings associated with four sweeper projects that have been requested to be deleted, and from \$402,968 in Federal Fiscal Year 2009 Closeout funds recommended by the Transportation Review Committee on June 25, 2009. The following sweepers would be funded: Phoenix (the remaining \$62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye (\$157,590 for project #1).

5I. 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 (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects, new American Recovery and Reinvestment Act projects for the Town of Fountain Hills and the City of Scottsdale, and Valley Metro Rail projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5J. Consultation on Proposed Transportation Conformity Processes for the 2009 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and transportation plan. MAG distributed for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2009 Update. Comments regarding this material were requested by July 22, 2009. This item was on the agenda for consultation.

5K. Consultation on Potentially Regionally Significant Projects for the Draft FY 2010-2014 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered “regionally significant” for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2010-2014 MAG Transportation Improvement Program was prepared. It was requested that comments regarding the list be reported to MAG by July 22, 2009. This item was on the agenda for consultation.

5L. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Arizona Department of Environmental Quality for Developing a Roadmap for Greening Water Infrastructure

The Management Committee, by consent, recommended approval to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept \$45,000 from the Arizona Department of Environmental Quality for developing a roadmap for greening water infrastructure. The Arizona Department of Environmental Quality has notified MAG that it would be awarded \$45,000 in stimulus funding from the American Recovery and Reinvestment Act of 2009 for water quality management planning. The funding would be used to conduct a workshop on green infrastructure for water and wastewater treatment plants focusing on Arizona issues, and to prepare a roadmap for greening water infrastructure. It was necessary to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept these funds.

5M. Digital Aerial Photography Partnership with Central Arizona Association of Governments

The Management Committee, by consent, recommended approval to amend the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments (CAAG) for the Pinal County portion of the digital aerial photography. In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included \$40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG was approached by CAAG to enter into a partnership to issue a single Invitation for Bids. Cost for the

imagery purchased through the joint Invitation for Bids would be based on the area covered by the purchase. MAG and CAAG would receive the full imagery acquisition. CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies.

5N. Annexation Requirements for Census 2010

The 2010 Census is only nine months away. To prepare for this count, MAG wants to ensure that all jurisdictions are aware of the need to complete any annexations by December 31, 2009, and report those annexations to the U.S. Census Bureau by March 1, 2010, in order for population in the newly annexed area to be included in the jurisdiction's Census 2010 population. The U.S. Census Bureau conducts the Boundary and Annexation Survey (BAS) annually to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information collected in the BAS to tabulate data for various censuses and surveys, including the 2010 Census of Population and Housing. This item was on the agenda for information.

6. MAG Federal Funds Working Group

Dennis Smith noted that at the June 10, 2009, MAG Management Committee meeting, the expenditure of MAG federal funds was discussed, and following the discussion, it was suggested that a working group be appointed. He said that on June 12, 2009, a memorandum was sent to the Management Committee requesting that potential names for the working group be submitted to MAG. Mr. Smith stated that in 1995, the MAGnificent Seven was formed, and included Stephen Cleveland, Pat McDermott, Ed Beasley, Peter Harvey, Norris Nordvold, Jeff Martin, and Ray Garrison. The group produced a foundation document on the federal funds process, a part of which was the Closeout process. Mr. Smith stated that at that time, there was a problem with projects not making it through the process at ADOT in time to obligate. He indicated that the guideline that projects could be carried forward one time and obligated by March 1 of the following year is not being followed.

Mr. Smith stated that the draft of a new programming process was authored by Eileen Yazzie, MAG Transportation Program Manager, and it is out for review. He noted that 19 names had been submitted for the MAG Federal Funds Working Group. Mr. Smith remarked that this is quite a large group and they were hoping for a smaller group; however, they feel there is merit if key issues can be supported by 19 people. Mr. Smith indicated that the issues could then be presented in September or October to the Management Committee. He commented that the group could deal with the details and the Management Committee could discuss the big picture items. Mr. Smith stated that some of the issues to be discussed include: 1) Having a firm deadline to extend deferral of a project for an additional year; 2) Whether a jurisdiction would be able to ask for more projects if it already has a project that cannot be obligated; 3) Having a formal commitment of local funds, for example, through a city's capital improvement program.

Mr. Smith stated that sometimes an agency will be working on an approved project, which is then not completed, and the agency considers the funds to be theirs to use on another project. He

explained that the Regional Council approved the project and if the project does not proceed, the money comes back to MAG and is put toward a project according to the priority list. Mr. Smith noted that street sweepers are an example of projects that can be obligated quickly.

Ms. Yazzie continued the presentation by saying that between 2001 and 2004, project deferrals totaled less than \$300,000. She advised that in 2005, the amount carried forward grew to \$13 million, in 2006 it was about \$14 million, in 2007 it was \$35 million and in 2008 it was more than \$50 million. Ms. Yazzie commented that this is a more recent problem that they are attempting to address through a revised process.

Ms. Yazzie stated that one of the rules the MAGnificent Seven Committee laid out in 1997 was that a certain amount of federal funds is programmed toward a project and any project cost increases are the burden of the jurisdiction. She advised that of the 26 projects that requested additional funds this year, 15 had cost increases in the range of 13 percent to 300 percent. Ms. Yazzie noted that in this closeout, more federal funds than usual were put toward those projects.

Ms. Yazzie stated that possessing the knowledge of working through the federal process could be a challenge for smaller agencies. She said that the Working Group could possibly develop a procedure for training, education, or partnering with a self-certified member agency.

Mr. Smith stated that the Transportation Review Committee is charged with putting together the Transportation Improvement Program. He explained that it is difficult for committee members to enforce the rule to delete a project after it has already been granted one deferral because the next year it could be their agency making the request. Mr. Smith stated that if an agency's project is deleted, it would probably have a project ready the next year that could utilize closeout funds. He suggested that the Working Group could develop a mechanism for this. Mr. Smith indicated that he thought there needed to be strict enforcement to delete a project, move on and start spending the money.

Mr. Fairbanks applauded Mr. Smith and MAG staff for bringing this issue forward, because this is a serious problem that needs resolution. He said that this is a great approach to come up with a workable solution. Mr. Fairbanks stated that the hidden problem is the tremendous unemployment in all communities. He commented that the \$50 million could be put to use on projects, and this would create jobs and help the economy. Mr. Fairbanks stated that the numbers on the rate of increase in closeout funds were impressive and he thought MAG needs to step up and find something that works. He stated that these delays add to the public suffering and poor economy because there is not enough work.

Mr. Harris asked the mechanism through which agencies could exchange their thoughts and suggestions to meet the September/October deadline. Ms. Yazzie stated that they anticipate one to two meetings of the Working Group and prior to that, staff will be distributing memorandums, white papers, suggestions, and ideas to the Working Group. Mr. Smith said that suggestions and ideas from member agencies could be submitted to Ms. Yazzie who would distribute them to members of the Working Group.

Mr. Fairbanks moved to approve the approach laid out by MAG, to appoint the MAG Federal Funds Working Group on the provided list, and name Chris Brady from Mesa as Chair and Darryl Crossman from Litchfield Park as Vice Chair. Mr. Pettit seconded, and the motion passed unanimously.

7. Transportation Planning Update - Proposition 400 Regional Freeway Program

Bob Hazlett, MAG Senior Engineer, provided the Committee with an update on the strategies identified by MAG staff to address the funding gap in the Regional Freeway Program. He noted this item is on the agenda for information and discussion.

Mr. Hazlett noted that at the last Management Committee meeting he provided a brief overview of the tentative scenario developed for balancing the Regional Freeway and Highway Program and this is to update that presentation. Mr. Hazlett stated that his first map showed the existing Regional Freeway and Highway program that was identified as part of the Regional Transportation Plan, which is funded in large part by Proposition 400. He noted that the original budget was approximately \$9.4 billion and the current Arizona Department of Transportation (ADOT) cost opinion for the program is approximately \$16 billion. He explained that projects obligated through FY 2010 are at \$2.7 billion and the ADOT cost opinion for completing the program is about \$13.2 billion, but the funding available is roughly only \$6.6 billion, leaving a program deficit of \$6.6 billion for the Regional Freeway Program.

Mr. Hazlett presented recommendations for the South Mountain Freeway that were developed through value engineering, including relocating the alignment to 59<sup>th</sup> Avenue and utilizing the narrower Proposition 300 cross section. Mr. Hazlett stated that MAG communicated the recommendations to ADOT and their staff is ensuring that these recommendations will not negatively impact the Environmental Impact Statement (EIS) timeline. Mr. Hazlett also noted that staff is working with Federal Highway Administration to complete the EIS for a public hearing as quickly as possible and get a final EIS and record of decision. He advised that approximately \$570 million in savings on this corridor were identified through the value engineering recommendations, bringing the revised program cost to approximately \$1.9 billion.

Mr. Hazlett then updated members on Loop 303 by saying that the ADOT cost opinion almost doubled the RTP program amount. He said that some portions of this corridor were identified for deferral and some of the interchanges were re-examined. Mr. Hazlett advised that the Grand Avenue and I-10 interchanges represent about one-third of the budget for the entire corridor, and they tried to minimize the budget and still deliver a working freeway corridor. Mr. Hazlett stated that building a simpler structure at Grand Avenue could save about \$150 million. He stated that an ADOT working group is looking at the interchange at I-10, and he advised that the current cost opinion is approximately \$760 million. Mr. Hazlett stated that ADOT staff has up to 14 different options for this interchange under evaluation and the cost might be reduced to about \$400 million.

Mr. Hazlett stated that another interchange on Loop 303 under evaluation is the Northern Parkway interchange identified by the City of Glendale, to ensure that the interim connection will handle the interim facility.

Mr. Hazlett stated that another part of the tentative scenario is deferrals, which were presented to the Transportation Policy Committee (TPC) by corridor and phase. Mr. Hazlett stated that staff is in the process of completing a summary of the tentative scenario for the TPC's review and hope to have it finished by week's end.

Mr. Smith noted that the summary of the tentative scenario was the result of a request by an elected official to explain the assumptions and reasoning being used when making tradeoffs. He commented that the elected officials are on the line when projects move into another phase, and this summary will explain the logic behind the changes.

Mr. Hazlett reviewed the \$6.6 billion in savings in the tentative scenario that could bring the ADOT cost opinion of \$15.9 billion to \$9.4 billion: value engineering of \$1.6 billion, project deferrals of \$4 billion, lower right of way contingency and construction costs of \$500 million, reduced systemwide costs of \$400 million. Chair Pentz thanked Mr. Hazlett for his report and asked members if they had questions.

Mr. Pettit stated that at the last meeting, one of the underlying discussion points was developing an analysis of how much of the \$16 billion was due to change in scope versus hyperinflation. He asked the status of that analysis so there would be a better understanding of the source of the increase. Mr. Hazlett replied that the information would be incorporated in the summary currently being drafted. He said that this information is a critical component of the paper.

Mr. Smith commented that there is a fundamental flaw in the way the system works because the design concept report is not being planned to a budget. As an example, the RTP indicates there will be a certain number of lanes on a given freeway, however, ADOT does a design concept report that indicates more lanes are needed than the number included in the RTP. Mr. Smith stated that because of declining revenue, the tentative scenario returns the plan to what was promised in the original RTP. He stated that if more revenue becomes available, there is room to widen Loop 303, but the South Mountain would be limited because it would be built like SR-51 with walls. Mr. Smith offered that a corridor by corridor presentation could be given to the Management Committee.

Mr. Hazlett stated that another presentation would be given to the TPC to ensure that we are headed in the right direction before updating the TIP and RTP. He said that they hope to have consensus at the next TPC meeting and from that point move toward making formal changes.

Mr. Smith stated that coding the models would proceed once guidance is given by the TPC, and the Management Committee, TPC and Regional Council could be requested to approve this scenario in September for a conformity analysis. He recalled that when the additional freeway funding election lost in 1994, Governor Symington made recommendations on eliminating and unfunding facilities and then the Regional Council concurred with these recommendations in January 1995. Mr. Smith stated that in 1996, MAG did additional analysis on the revenue projections and were able to put projects back into the program. He stated that it is not easy to balance a program with a \$6 billion deficit, but there is hope the economy will recover and perhaps an interim road could be built on a project that was deferred or additional lanes added. Mr. Smith stated that state law is explicit that the freeway life cycle program must be balanced

and he advised that ADOT is working with MAG because these are major plan changes. He indicated that the more detailed, corridor by corridor presentation would be given to the Management Committee in September.

8. Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study has been underway for about two years and has reached the point for making a recommendation. He noted that the agenda packet includes the executive summary of all of the information relevant to the study.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study is an effort similar to the Interstate 10-Hassayampa Valley Framework Study, and moves farther south to encompass another growth area. He noted that the Hidden Valley population projections are similar to those in the Hassayampa Valley, but the area of the study is much larger – about 3,200 square miles – which is about the size of the state of Delaware.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study was a jointly funded effort by MAG, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the cities of Goodyear and Maricopa. He reported that a significant amount of information was contributed by the Central Arizona Association of Governments and the City of Casa Grande. He displayed a list of the Study Review Team, which held at least 200 documented meetings, 182 of which he attended himself.

Mr. Hazlett displayed a map of the study area, which extends south to the Gila River and into Pinal County. He said that the study utilized 36 different maps in the environmental scan and considered about 16 alternatives of balanced capacity, maximum capacity if building freeways, and minimum capacity if building arterials.

Mr. Hazlett displayed a map of the framework recommendation of transportation facilities by the project team. He said that in conjunction with the City of Goodyear, a better definition of Loop 303 to I-8 was developed, and in conjunction with Pinal County, a better definition to the Hassayampa Freeway in the area of the cities of Maricopa and Casa Grande was provided. Mr. Hazlett advised that no new transportation corridors across Indian land were recommended. He noted that the Ak-Chin and Gila River Indian Communities actively participated in the Study Review Team. Mr. Hazlett stated that the recommendation is to enhance the facilities they already have and provide ways around the Indian communities to the metro area and accommodate travel demand.

Mr. Hazlett stated that the recommendation also includes a number of parkways and they paid particular attention to wildlife crossings and national monuments. He advised that the Bureau of Land Management, US Fish and Wildlife, the Sonoran Institute, and Arizona Game and Fish actively participated in this effort. Mr. Hazlett advised that the information derived from the environmental scans can be used in environmental studies on any corridor in this area.

Mr. Hazlett stated that they have been reviewing what might be contained in the acceptance resolution with the Transportation Review Committee, and they will seek formal acceptance by the Regional Council of the study's recommendations in September 2009. Mr. Hazlett noted that the Central Phoenix Framework Study is starting soon and will include needed transportation services in the downtown area and the urban core. Chair Pentz thanked Mr. Hazlett for his report. No questions from the Committee were noted.

9. Transportation Public Involvement Report

Jason Stephens, MAG Public Involvement Planner, provided an update of MAG's transportation public involvement efforts for FY 2009. He noted that the information he would present was included in the FY 2009 Transportation Public Involvement Report.

Mr. Stephens noted that as a result of SAFETEA-LU federal guidelines, MAG revised its existing public involvement plan and adopted a new Public Participation Plan in December 2006, which includes a four-phase public input process that is tied to the planning and programming process. Mr. Stephens stated that changes in the planning and programming cycles result in changes to the public involvement phases. He reported that due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan, however, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes as new cycles are determined.

Mr. Stephens stated that MAG participated in a number of events during FY 2009. He said that MAG staff hosted booths, gathered input and distributed information to event goers. Mr. Stephens stated that MAG partnered with ADOT, Valley Metro, METRO and the City of Phoenix public transit department where possible. He noted that MAG held a Transportation Public Hearing where a court reporter took down comments verbatim and this transcript is included in the Transportation Public Involvement Report. Mr. Stephens stated that these comments received formal staff responses, which are also included in the Report.

Mr. Stephens reported that MAG, along with Valley Metro, gave a number of presentations to disability groups around the Valley to help those with disabilities understand the planning process and give them tools to navigate the transportation system. He commented that in several instances, MAG and Valley Metro went back to organizations with an actual bus to assist these groups in learning how to utilize the transit system, including how to board, how to purchase tickets, how to utilize their ADA eligibility card, and what to expect when traveling by bus or rail. Mr. Stephens noted that MAG also helped arrange meetings between transit agencies and disability groups to streamline the ADA application process.

Mr. Stephens displayed a sample of the comments received and noted that a more extensive listing was in the report. He said that many comments were transit related, especially questions relating to the new light rail system. Mr. Stephens advised that all of the comments made during the presentations or at events were responded to at the event/presentation or afterward via e-mail, telephone or written correspondence. Chair Pentz thanked Mr. Stephens for his report. No questions for Mr. Stephens were noted.

10. Update on the MAG Library District Stakeholder Group

Nathan Pryor, MAG Senior Policy Planner, reported that at the May MAG Management Committee meeting, it was noted that a request had been received to reconvene the MAG Library District Stakeholders Group. He explained that a portion of a County tax goes toward the Flood Control District and a portion goes toward the Library District, and part of the Library District tax is applied to the reciprocal borrowing agreement. Mr. Pryor noted that according to the reciprocal borrowing agreement, a city will be reimbursed per the reciprocal borrowing rate for use of its library by a Maricopa County resident who is not a resident of their jurisdiction. He said that the reciprocal borrowing agreement also includes the purchase of electronic database subscriptions, such as Consumer Reports magazine, that may be accessed by users in libraries across the County.

Mr. Pryor stated that this Spring, when the Library District informed the cities and towns that the reciprocal borrowing rate would be reduced from \$29 to \$26, the request was received by MAG to reconvene the Stakeholders Group. He said that the Group first met on June 11 and much of the conversation was based on improving communication because some felt there was insufficient notice of the rate change. Mr. Pryor stated that the Group wanted to continue meeting on a more regular basis and also to continue discussion with a smaller subgroup, who then met on June 22. He reported that the subgroup requested that the County provide fiscally related items and County staff is currently preparing an overview of how much tax is collected and where it is budgeted. Mr. Pryor stated that County staff will notify MAG when the information has been compiled and a meeting will then be scheduled. Chair Pentz thanked Mr. Pryor for his report and asked members if they had questions.

Mr. Harris asked if the Stakeholders Group included Harry Courtright. Mr. Pryor replied that was correct and also included Cindy Kolaczynski and John Werbech.

Mr. Smith stated that some cities and towns have submitted their agreements back to the County and will participate in the reciprocal borrowing agreement, while some, such as the City of Glendale, have never participated. He noted some jurisdictions are concerned they will lose money on each transaction and that is the basis for this reexamination. Mr. Smith said that the County has indicated it is open to looking at modifying the reciprocal borrowing rate, and the best outcome would be to renegotiate the rate and keep all jurisdictions in the program.

11. Legislative Update

Mr. Pryor provided an update on legislative issues of interest. He stated that funding for the Highway Trust Fund is projected to be depleted, perhaps by August. Mr. Pryor stated that SAFETEA-LU is set to expire September 30 and Congressman Oberstar, Chair of the House Transportation and Infrastructure Committee, is advancing a bill, which was marked up in subcommittee last month. Mr. Pryor advised that Administration is now seeking 18-month extension of SAFETEA-LU and tying in the Highway Trust Fund.

Mr. Pryor stated that a proposed remedy for the Highway Trust Fund includes spending reductions, but it is unclear which programs would be affected. He stated that revisions to SAFETEA-LU are proposed as Stage One of reform and include guidelines on livability and

linking transportation, environmental, and affordable housing through multimodal efforts. Mr. Pryor indicated that he will continue to monitor this legislation.

Mr. Pryor stated that the regular session of the State Legislature ended on July 1, and approximately 200 bills were passed in the final days, including the budget. He advised that the Governor vetoed much of the budget; and convened a special session to remedy the overall deficit that is projected at \$2.5 billion. Mr. Pryor stated that he will continue to monitor how this may impact transportation funding due to the legislature's proposal of a \$167.5 million fund transfer out of transportation.

Mr. Pryor stated that Senate Bill 1048; regarding Emergency Telecommunications, was passed and sent to the Governor for signature. He advised that this was a long-term effort and explained that the legislation was a restructuring of the fund to change the administrative portion from three percent to five percent. Mr. Pryor stated that this enables the retention and possible recruitment of staff to administer 911 programs. Mr. Pryor expressed his appreciation to the MAG member agencies who supported this legislation.

12. 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 Pentz noted that historically, the August meetings have been cancelled unless business arises that requires a meeting. He said that it has been indicated that there is no need for an August meeting, and unless they hear otherwise, the August meeting will be cancelled and a notice will be sent out.

There being no further business, the meeting adjourned at 1:02 p.m.

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Chair

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Secretary