

agenda item, unless the Bicycle and the Pedestrian Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items were given an opportunity at the time the item was heard. No one wished to address the committee.

4. Staff and Member Agency Reports

Staff and committee members are invited to provide an update of pedestrian and bicycle-related activity in their agencies.

Maureen DeCindis explained that fourteen applications were ranked at the MAG Enhancement Peer Review Group meeting on June 8, 2010. Twelve were local projects and two were state projects.

5. MAG Complete Streets Guide

Leslie Dornfeld presented the final draft of the MAG Complete Streets Guide to the committee for review. Maureen DeCindis explained that the contract with EDAW, Inc. officially concludes the end of June. The committee will have June and July to review the document and distribute it within their cities. If there are any major edits, MAG staff can make the changes to the document. At the August meeting, the committee will be asked to approve the Guide.

6. Transportation Improvement Program Update (TIP)

A working group of the MAG Bicycle and Pedestrian Committee has been meeting for six months to evaluate the bicycle and pedestrian TIP application and evaluation criteria. A copy of the revised application and criteria was distributed to the members for review and comment.

Maureen DeCindis explained that there will be no TIP process this September. She further explained that on May 25, 2010, the Environmental Protection Agency (EPA) decided to disapprove the MAG Five Percent Plan for PM-10 for reducing dust in the Valley. MAG had found compelling scientific information that the high wind conditions in the riverbed at the Monitor at 43rd Avenue was a major contributor to an exceptional event. Under the Clean Air Act, an air quality violation occurs when a single monitor exceeds the PM-10 standard more than three times over a three year period. The monitor is on a riverbank where the wind blows towards the monitor over a smooth terrain of silty soil.

In the MAG PM-10 plan there are 77 dust control measures and the Five Percent Plan has 53 aggressive measures. There is a Army Corp of Engineers project proposed for that riverbed area that would construct a bike path and restore native vegetation but this project was not considered by EPA. The EPA Region 9 administrator acknowledged that the EPA Exceptional Event Rule was flawed but he said that he had to enforce it anyway.

Therefore, the highway funds are put in jeopardy by EPA enforcing a flawed rule. If this disapproval is finalized in the Federal Register, the region would go into conformity freeze within 30 to 90 days. A freeze would mean that only projects in the first four years of the TIP and Regional Transportation Plan can proceed. No new TIP, Plan or projects could move forward until a new Five Percent Plan is submitted that fulfills the Clean Air Requirements and EPA finds the conformity budget adequate. If the problems are not corrected in 18 months, Clean Air Act sanctions would be imposed, usually tighter controls on major industries. If the problem is not corrected in 24 months from the date of the first notice, that would

result in the withholding of federal highway funds—immediately, \$1.7 billion in the draft five year TIP. This would result is a loss of tens of thousands of jobs in the region.

7. Bicycle and Pedestrian Counts Discussion

Member agencies will be asked to discuss the most cost effective and efficient methods to assess the number of pedestrians and bicyclists in the region.

8. Request for Future Agenda Items

Members have the opportunity to suggest future agenda topics.

9. Next Meetings

All meetings will be on the third Tuesday of the month in the Cholla Room at 1:30 p.m., except for those noted otherwise.

June 15, 2010

July 20, 2010

August 17, 2010

September 21, 2010

October 19, 2010

November 9, 2010 (note change)

December 14, 2010 (noon)