

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
June 8, 2011
Burton Barr Central Library, Pulliam Auditorium
Phoenix, Arizona

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Carl Swenson at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Swenson noted that George Hoffman and Gary Edwards were participating in the meeting via teleconference.

Chair Swenson noted that revised material for agenda items #5B and #5C were at each place. The revised materials were previously transmitted.

Chair Swenson announced that public comment cards were available to members of the public who wish to comment. He noted that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

Chair Swenson congratulated Rich Dlugas on being named Chandler City Manager.

Chair Swenson introduced the new Surprise City Manager, Chris Hillman, and welcomed him as a member of the MAG Management Committee.

Chair Swenson thanked David Cavazos and Phoenix Library Director Toni Garvey for providing the use of the Pulliam Auditorium for the meeting.

Mr. Cavazos thanked Chair Swenson and introduced Ms. Garvey, who welcomed the Management Committee to the Burton Barr Library. She noted that the Phoenix Library system serves 1.5 million residents through its 16 facilities. Ms. Garvey noted a new joint branch library with South Mountain Community College will open in August. She stated that each day, approximately 17,000 people will check out more than 41,000 books, CDs, and DVDs from the Phoenix library. Ms. Garvey stated that residents may also access the Greater Phoenix Digital Library, which is made possible by ten library systems in the region. She stated that each day, approximately 300 new library cards are issued, and 800 people access the Internet to take virtual classes. Ms. Garvey stated that about one million people have Phoenix library cards, and that the library is not just brick and mortar, but receives approximately 80,000 hits on its website daily.

Chair Swenson thanked Ms. Garvey for hosting the Management Committee. He remarked that the library was a beautiful facility.

3. Call to the Audience

Chair Swenson stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Swenson noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. Chair Swenson noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He first provided a reminder that Regional Council and Management Committee members are invited to the 161st Air Refueling Wing breakfast and tour on June 16, 2011, at Phoenix Sky Harbor Airport.

Mr. Smith reported on the MAG office remodel by saying that winning bid received from D. L. Withers was 22 percent under the amount budgeted. He noted that the anticipated completion date is September 1, 2011. Mr. Smith stated that meeting rooms will comprise the second floor, with the exception of the copy room that will remain there. He stated that the Information Services,

Information Technology, Environmental, and Human Services divisions will be located on the fourth floor. Mr. Smith stated that the City of Phoenix purchased LED lighting through ARRA funding and had extra units they are giving to MAG. He expressed his appreciation to Phoenix and added that this will help MAG be green and save energy.

Mr. Smith played a clip from the PM-10 prevention video produced by the MAG Communications Division. He acknowledged the efforts of Kelly Taft and her staff. Mr. Smith stated that the video will be sent to municipal cable channels. He remarked that the region has six months to go to have a clean year at the monitors.

Chair Swenson thanked Mr. Smith for his report and asked members if they had questions. Mr. Culbreth asked for clarification that the video will be provided automatically to municipal cable channels. Mr. Smith replied that was correct. He added that playing the video at community functions would also be helpful to the PM-10 prevention effort.

5. Approval of Consent Agenda

Chair Swenson stated that agenda items #5A, #5B, #5C, and #5D were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda.

Chair Swenson asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Mr. Hernandez moved to recommend approval of #5A, #5B, #5C, and #5D. Mr. Cleveland seconded, and the motion passed unanimously.

5A. Approval of May 11, 2011, Meeting Minutes

The MAG Management Committee, by consent, approved the May 11, 2011, meeting minutes.

5B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year MAG 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified seven times with the last modification planned for approval in May 2011. Since then, there is a need to modify projects in the programs that are receiving federal Highway Safety Improvement Program (HSIP) funds. The Transportation Review Committee recommended approval for these two projects on May 26, 2011. Since that time, the Arizona Department of Transportation has requested to modify three projects and add three new projects to the TIP. In addition, regional funds need to be moved between two City of Mesa Arterial Life Cycle Program (ALCP) projects, to which there is no positive or negative financial impact, and adheres to the ALCP Policies and Procedures.

5C. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including Highway Safety Improvement Program projects and projects for the Interim Closeout of the Federal Fiscal Year 2011 MAG Federally Funded Program. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by June 24, 2011. This item was on the agenda for consultation.

5D. Amendment to the FY 2011 MAG Unified Planning Work Program and Annual Budget to Move \$140,000 From the Regional Community Network Operations Consultant to the 2011 Regional Community Network Implementation On-Call Project

The MAG Management Committee, by consent, recommended approval of amending the FY 2011 MAG Unified Planning Work Program and Annual Budget to move \$140,000 from the Regional Community Network Operations consultant to the FY 2011 Regional Community Network Implementation On-Call. The FY 2011 MAG Unified Planning Work Program and Annual Budget included \$180,000 for the Regional Community Network (RCN) Operations consultant. Staff proposed that \$140,000 of this be moved to the FY 2011 Regional Community Network Implementation On-Call to enable additional planning and maintenance of the RCN. This will include evaluating options for expansion, developing and maintaining the existing network, and providing management assistance as required. Projects will include troubleshooting connectivity issues, evaluating expansion requests from agencies and maintaining the infrastructure equipment.

10. Election of Officers

This agenda item was taken out of order.

Each June, the positions of Chair and Vice Chair are elected by the Management Committee. According to the MAG Committee Operating Policies and Procedures, approved by the Regional Council, the Chair works with members to nominate a manager for the Vice Chair position and the current Vice Chair is nominated for the position of Chair. The positions serve one-year terms.

Chair Swenson stated that this item would be moved up on the agenda because Mr. Cavazos needed to leave for another meeting.

Mr. McClendon moved to elect Charlie Meyer Chair and David Cavazos Vice Chair. Mr. Cleveland seconded, and the motion passed unanimously.

Chair Swenson congratulated Mr. Meyer and Mr. Cavazos and thanked them for their willingness to serve.

Mr. Cavazos left the meeting and was replaced by Karen Peters.

6. Arizona Department of Transportation Graffiti Removal Program

Tim Wolfe, District Engineer, Arizona Department of Transportation (ADOT), provided a presentation on ADOT's graffiti removal efforts on the regional freeway system. Mr. Wolfe stated that targets of graffiti tagging include freeway walls, light poles, signs, guard rails, electrical cabinets, and walled areas out of view. He stated that with the approval of Proposition 400, ADOT staff conducted research of other community programs, such as those operated by the City of Phoenix and the City of Tucson. He stated that at the time, local communities were concerned with the lack of color matching, and historically, graffiti was covered over without much attention to aesthetics.

Mr. Wolfe stated that in 2007, a new contract was developed with a focus on improved graffiti abatement. He stated that initial areas identified for treatment included walls, channels, drainage structures, pump house exteriors, and concrete barriers. Mr. Wolfe noted that at the beginning, they did not look at graffiti on signs and signals. He stated that payment by the square foot is made to the contractor on a monthly basis. Mr. Wolfe stated that the contractors do not do abatement on the signs or overhead objects that would require traffic control.

Mr. Wolfe stated that the contractors now do color matching on site, using contractor supplied paint. He noted that the contract in fiscal year 2008 originally was planned for \$200,000, and this year, more than \$500,000 has been expended. Mr. Wolfe stated that the contract established a graffiti hotline and performance criteria. He noted that there are three priority levels: the profanity level, which receives immediate response; level one that receives a 24-hour response; and level two, which pertains to hidden areas like box culverts and may have a longer response time.

Mr. Wolfe said that the contractor is Graffiti Protective Coatings, which has two full-time crews and another that works on an as-needed basis. He stated that the crews travel the region looking for graffiti and responding to complaints. Mr. Wolfe added that besides the hotline, people can report graffiti through the company's website at <http://targetgraffiti.com>.

Mr. Wolfe stated that the crews try to match the colors on tagged surfaces as closely as possible. He noted that one of their challenges is abatement to railroad bridges because facilities need to be closed due to safety concerns.

Mr. Wolfe stated that more than \$300,000 was spent in fiscal year 2008, more than \$650,000 was spent in fiscal year 2010, and about \$450,000 has been spent so far in fiscal year 2011. He then showed some before and after pictures, while noting that in some places it is difficult to tell where there had once been graffiti. Mr. Wolfe remarked that as graffiti is covered quickly, the taggers go to more difficult to reach places.

Mr. Wolfe stated that they have learned that blotchy coverups become a canvas for the next tagger. Their goal is the make tagged surfaces look as if they had never been tagged. Mr. Wolfe stated that this, in conjunction with quick removal, discourages taggers. He stated that not all

taggers are kids or gang members – a 32-year-old man was recently sentenced for tagging. Mr. Wolfe wrapped up his presentation by encouraging members to contact him if they have issues.

Chair Swenson thanked Mr. Wolfe and asked members if they had questions.

Ms. Peters thanked Mr. Wolfe for providing the report in response to a request by the City of Phoenix. She asked the funding source for the graffiti abatement contract. Mr. Wolfe responded that Proposition 400 includes funding for litter pickup, landscaping maintenance, and sweeping. He said that ADOT includes graffiti as part of the maintenance.

Ms. Peters asked if Proposition 400 was the sole funding source for graffiti abatement in Maricopa County and what is the source of funding for the rest of the state. Mr. Wolfe replied that Proposition 400 funds are used for Maricopa County and ADOT has funds for the rest of the state. Ms. Peters stated that residents are very conscious of graffiti and it is a regional problem. Ms. Peters stated that the City of Phoenix hopes to partner with ADOT to leverage limited local funds to increase efforts to eliminate graffiti. Mr. Wolfe remarked that the City of Phoenix Graffiti Busters program was a model for ADOT.

Chair Swenson stated that communities are seeing an increase in graffiti and anything that can be done to combine and leverage resources would be helpful.

Mr. McClendon asked for clarification that the contractors do not do abatement to overhead signs. Mr. Wolfe replied that was correct, due to traffic control issues. He said that signs with graffiti cannot be painted over and are sent to the interstate sign group for paint removal.

Mr. Smith asked the effect of better enforcement and prosecution on graffiti. Mr. Wolfe replied that about three years ago, ADOT hired a private investigation firm to infiltrate a graffiti group. He said that a lot of information was learned that was turned over to local law enforcement. He noted that Maricopa County has been very active in prosecuting graffiti artists and he added that the Department of Public Safety will assist ADOT, but it does not have a graffiti team.

Mr. Smith suggested that MAG could host a graffiti stakeholders group at MAG, invite ADOT and law enforcement to share information with a goal of reducing graffiti.

Chair Swenson expressed he thought this was a good suggestion and asked Ms. Peters her thoughts. Ms. Peters indicated her support of having a stakeholders group.

7. Interim Closeout of the Federal Fiscal Year (FFY) 2011 MAG Federally Funded Program

Eileen Yazzie, MAG Transportation Programming Manager, provided a report on the interim closeout of the federal fiscal year (FFY) 2011 MAG federally funded program closeout priorities. She noted that her presentation would cover the financial analysis, the recommendation by the Transportation Review Committee (TRC), deletions and deferrals, the submittal of projects, and the requested action.

Ms. Yazzie addressed the draft FFY 2009 programming principles used by the TRC to prioritize the projects. Projects submitted for use of Closeout funds will be selected based on the following three priorities in order: 1) Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP; 2) Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less. 3) New projects.

Ms. Yazzie then explained the financial analysis. Ms. Yazzie stated that the total obligation authority for this region is about \$131 million and the projected remaining balance is approximately \$11 million prior to closeout. She said that the FY 2011 projected remaining carryforward is estimated at \$6 million, which is the lowest amount since 2005. Ms. Yazzie noted that the carryforward in 2007 was approximately \$50 million, and this shows great effort by member agencies to get projects out the door.

Ms. Yazzie reviewed the recommendation of the TRC. Priority #1: \$2.006 million of CMAQ funds related to three projects were submitted for advancement and do not need additional funds to obligate this year. She indicated that applying this \$2 million to the \$11 million leaves a remaining balance of about \$9 million. Priority #2: \$2.995 million of CMAQ funds - from deleted projects - for additional funds for current FFY2011 CMAQ projects. Ms. Yazzie noted that this leaves a projected remaining balance of approximately \$6 million in FY 2011 for carryforward to FY 2012. She added that the TRC did not recommend programming the \$6 million because the carryforward ensures that the projects will have funds next year to obligate.

Ms. Yazzie then reviewed the TRC recommendation for modal allocations. She referenced Attachment #1. Priority #1: Advance three Priority #1 projects: CHN14-102, MES13-905, and PHX14-102. Priority #2: Amount available to be programmed is \$2.995 million. Air quality/paving projects, \$1,999,509; ITS projects based on their PM-10 emissions reduction, \$452,500; and bicycle/pedestrian projects based on their PM-10 emissions reduction, \$543,331.

Ms. Yazzie stated that Attachment #2 includes the requests to defer or delete projects, including those already approved by the Regional Council and those received after the approval. Ms. Yazzie stated that Attachment #3 is a compilation of all projects submitted for FFY 2011 Closeout and Attachment #4 lists the projects submitted for FFY 2011 Closeout by ranked by PM-10 emissions reduction.

Ms. Yazzie noted that the \$2.65 million in the requested action on the agenda was an error and should be \$2.99 million. She then reviewed the action recommended by the TRC: Recommend approval of: (1) to advance three projects, priority #1, and program the \$2.99 million made available through Closeout to increase funding on projects based on modal categories, priority #2. For the Air Quality/Paving category, to increase funds to ELM09-802, and increase federal funds to other FY 2011 paving projects. For the Intelligent Transportation System (ITS) and Bicycle/Pedestrian category, to increase funds to projects based on the PM-10 emission reductions ranking. (2) to delete federal funds from projects and to defer projects from FFY 2011 to FFY 2012 or later, and (3) to amend and modify the FY 2011-2015 Transportation Improvement Program, and as appropriate, the Regional Transportation Plan 2010 Update.

Chair Swenson thanked Ms. Yazzie for her presentation and asked if there were any questions. Hearing none, he called for a motion. Mr. Buss moved to recommend approval of: (1) to advance three projects, priority #1, and program the \$2.99 million made available through Closeout to increase funding on projects based on modal categories, priority #2. For the Air Quality/Paving category, to increase funds to ELM09-802, and increase federal funds to other FY 2011 paving projects. For the Intelligent Transportation System (ITS) and Bicycle/Pedestrian category, to increase funds to projects based on the PM-10 emission reductions ranking. (2) to delete federal funds from projects and to defer projects from FFY 2011 to FFY 2012 or later, and (3) to amend and modify the FY 2011-2015 Transportation Improvement Program, and as appropriate, the Regional Transportation Plan 2010 Update. Mr. Cleveland seconded, and the motion passed.

Mr. Culbreth asked if there was going to be discussion of the motion. The Committee returned to discussion of the motion.

Mr. Culbreth stated that Darryl Crossman was in Ohio, but had prepared a statement and a proposed possible amendment to the motion. Regarding the bicycle/pedestrian projects: Maricopa County would receive \$130,000 and Mesa would receive \$1.067 million. With only \$543,000 currently available, Mesa is likely to receive more than \$400,000. If additional funds become available, he understood Mesa would receive the rest of the funds, up to \$1.067 million. Mr. Culbreth stated that Litchfield Park and Tempe PM-10 scores were tied and since the TRC meeting, he understood that the PM-10 score for the Litchfield Park project had been reviewed and it now would be in third place. Mr. Culbreth suggested an amendment to the motion that the Litchfield Park underpass project be made a priority for federal funds over and above the current \$543,331 for bicycle/pedestrian projects up to a limit of \$293,880.

Chair Swenson asked Ms. Yazzie if she could respond to the proposed amendment to the motion. Ms. Yazzie referenced Attachment #4, which included a memorandum from Doug Kukino and a table that reflected the recommendation of the Air Quality Technical Advisory Committee based on PM-10 emissions reductions. She noted that the TRC recommended approval of projects based on their modal categories. Ms. Yazzie pointed out the Maricopa County, Mesa, Tempe and Litchfield Park projects. She noted that the Tempe and Litchfield Park projects have an emissions reduction of .03. Ms. Yazzie stated that the amendment to the motion is a request to move the Litchfield Park project ahead of the Tempe project.

Mr. Culbreth replied that was correct, and he added that he understood there was a reevaluation of the emissions reduction and the Litchfield Park project now had an emissions reduction score of .04. Ms. Yazzie noted that if the score is now .04, the Litchfield Park project would rank ahead of the Tempe project.

Chair Swenson stated that if the information presented on the score is correct, it would change the rank order. Ms. Yazzie replied that was correct.

Mr. Cleveland asked for clarification if the amended motion was to give the Litchfield Park project the next available funds after the Mesa project receives \$1 million or after the Mesa project receives \$413,331. Mr. Culbreth replied that Litchfield Park would not want to go above the request the City of Mesa might make.

Mr. Brady stated that these are funds that are unspent. He said that the Mesa request seems like a lot compared to the amount available but Mesa feels it is an important project. Mr. Brady asked for clarification of project savings. Ms. Yazzie replied that \$543,331 in total has been identified from deleted projects, and \$413,331 has been programmed for Mesa. Any additional funds to be programmed would need to come from projects that are deleted from federal funds, not just deferred. She added that staff has been working diligently to identify those projects.

Mr. Brady indicated that Mesa would be willing to accept the motion that any additional funds beyond the \$413,331 would be applied to the Litchfield Park project.

Vice Chair Meyer asked for clarification of the schedule for how the PM-10 rankings changed. Ms. Yazzie replied that one of the factors used in the CMAQ rankings is the average daily traffic (ADT) number. She explained that Litchfield Park originally submitted its application for this project in 1999 and the rankings used the ADT shown in the application, however, the volume had increased since then. Ms. Yazzie stated that following the TRC recommendation, Mr. Crossman had inquired about the traffic volume that was used for CMAQ scores and methodology, whereupon it was discovered that the volume had changed. She noted that this changed the PM-10 emissions reduction to .04 from .03.

Vice Chair Meyer asked if the ADT for other projects had been reevaluated or was it just the basis of this request that this one project was reviewed. Ms. Yazzie replied that staff did not ask for all projects to be reevaluated, however, the majority of projects are not as old as the Litchfield Park and the information on those projects is more current.

Chair Swenson asked if an amended motion was needed to satisfy Litchfield Park's issue. Ms. Yazzie replied that the committee could vote on an amended motion that would put the Litchfield Park project as next project in order if additional funds are received in the bicycle/pedestrian category.

Mr. Buss, as maker of the motion, accepted the amendment. Mr. Cleveland, as second, accepted the amendment. He added that for the record, he thought it was important to include in the amended motion that anything over the \$413,331 amount given to Mesa would then be available to the Litchfield Park project, otherwise it would indicate that Mesa would be given \$1 million, which is the project total. Mr. Cleveland stated that he thought it appropriate to include in the motion Mr. Brady's comment that Mesa is willing to settle for the amount known today.

Ms. Yazzie stated that the amended motion could read to recommend approval of: (1) to advance three projects, priority #1, and program the \$2.99 million made available through Closeout to increase funding on projects based on modal categories, priority #2. For the Air Quality/Paving category, to increase funds to ELM09-802, and increase federal funds to other FY 2011 paving projects. For the Intelligent Transportation System (ITS), to increase funds to projects based on the PM-10 emission reductions ranking. For the Bicycle/Pedestrian category, to increase funds to projects based on the PM-10 emission reductions ranking, and any funds in excess of the \$543,331 amount (Maricopa County MMA11-724, \$130,000 and City of Mesa MES13-905, \$413,331) go toward the Litchfield Park project (LPK05-101C, \$293,880). (2) to delete federal funds from projects and to defer projects from FFY 2011 to FFY 2012 or later, and (3) to amend

and modify the FY 2011-2015 Transportation Improvement Program, and as appropriate, the Regional Transportation Plan 2010 Update.

Chair Swenson asked Mr. Culbreth if this satisfied the City's concerns. Mr. Culbreth replied yes.

The vote on the amended motion passed, with Vice Chair Meyer voting no.

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

Lindy Bauer, MAG Environmental Director, provided an air quality update. She noted that at a previous meeting, the Committee heard about the new Revised 2008 Annual PM-10 Emissions Inventory that would be used as the foundation for the new Five Percent Plan for PM-10. Ms. Bauer stated that MAG has now prepared preliminary projections of PM-10 emissions for 2011 and 2012, based on the revised 2008 Periodic Emissions Inventory published by the Maricopa County Air Quality Department in March 2011. She noted that also incorporated were the new AP-42 emissions factor and growth factors released by Marshall Vest, Economic and Business Research Center, at the University of Arizona. Ms. Bauer pointed out the population numbers reflect the economy, especially in construction and manufacturing.

Ms. Bauer displayed a pie chart of the draft 2011 PM-10 Emissions Inventory, and she noted there is quite a reduction in the construction category. She stated that the total tonnage has also decreased. She pointed out that the tonnage for the revised 2008 PM-10 emissions was approximately 48,000 tons and the tonnage for the draft 2011 PM-10 emissions is approximately 41,000 tons. She remarked that this decrease is largely due to the reduction in construction, manufacturing and paved road dust.

Ms. Bauer then addressed the preliminary projections of 2011-2012 PM-10 emissions. The total PM-10 emissions for 2008 was 48,148 tons, for 2011 is 41,260 tons, and for 2012 is 40,800 tons. Ms. Bauer noted that a five percent reduction based on the 2011 emissions equals 2,063 tons. She said that contingency measures that equal one year's worth of reasonable further progress are also required in a plan like this. Ms. Bauer stated that the measures already implemented have an impact in 2012 of 460 tons. She said that the measures had their biggest reduction in 2008, 2009, and 2010, because the Five Percent Plan that was withdrawn focused on that. She noted that the additional reduction needed to meet the five percent target in 2012 is 1,603 tons. Ms. Bauer indicated that there is the potential to apply the best management practices from House Bill 2208 here, as well as agricultural measures that have not been factored in. She stated that they are also looking through the TIP for projects that might obligate in 2011 or 2012, such as paving unpaved roads, alleys or shoulders. Ms. Bauer advised that the recommendation from the Transportation Review Committee would produce 9.3 miles of paving unpaved roads and 72 miles of paving unpaved alleys.

Mr. Smith advised that paving dirt road projects in the TIP must obligate this year and get through the ADOT Local Governments Section. He remarked that often times, there are priority issues at ADOT.

Ms. Bauer reported on timing issues, by saying that measures need to be in place by January 1, 2012 to take numeric credit for all of 2012. Timing issues include: When will the Arizona Department of Environmental Quality (ADEQ) submit documentation of the 2009 Exceptional Events to EPA? If exceptional events occur in 2011, how quickly can ADEQ submit this documentation to EPA? How soon after documentation is received can EPA make a decision on the exceptional events? Can the quality assurance of 2011 monitoring data be expedited by Maricopa County (due to EPA by May 1, 2012)?

Ms. Bauer stated that if the region is clean in 2011, there is a good chance it will have three years of clean data at the monitors. She indicated if that happens, the five percent reduction in emissions, contingency measures, and modeling could be suspended as long as the area remains in attainment under the EPA Clean Data Policy, and MAG could submit a plan with the revised 2008 emissions inventory and legislatively-adopted measures.

Ms. Bauer stated that on May 2, 2011, the Environmental Protection Agency provided draft guidance documents on the implementation of the Exceptional Events Rule. She said that comments are due by June 30, 2011. Ms. Bauer then reviewed MAG's comments: EPA should not view the existence of recurring high wind event exceedances as justification to require ever-increasing controls on sources; EPA should not establish a quota on the number of high wind event exceedances (Proposed: If more than one per year on a three-year average, a detailed control analysis is required); the proposed High Wind Action Plan should establish the control measures needed by the State in advance of future events so that recurring events do not penalize the State; EPA should not be biased against exceedances that occur at only one monitor in a region; the 25 mph wind speed threshold set by EPA does not reflect the multiple and unique dynamics that control the production of dust in Maricopa County and other jurisdictions; EPA should not presume that exceedances recorded when wind speeds are under 25 mph are only caused by anthropogenic activity; EPA should issue a final decision on exceptional event submittals in substantially less time than the proposed 18 months. Ms. Bauer noted that the document is currently out for public review.

Ms. Bauer informed the Committee that the region had a close call Monday when the Buckeye PM-10 monitor almost had an exceedance. She noted that the monitor is outside the nonattainment area, and they watch this monitor because in the past, EPA has threatened to increase the size of the nonattainment area if there are exceedances at the monitor. Ms. Bauer stated that the situation began on Friday evening. While Maricopa County Air Quality staff were watching the monitors, they saw the numbers increasing at the Buckeye monitor. An inspector was sent and reported back that agriculture was causing the increase.

Ms. Bauer stated that the County tried to notify the contacts on the prevention list, but there was a failure through the GovDelivery system. She noted that the County inspector does not have the authority for agriculture enforcement – that responsibility rests with ADEQ. Ms. Bauer stated that MAG was not notified either, due to the failure of the GovDelivery notification, however, MAG staff watches the readings and when they saw the numbers increasing, notified agencies, Ms. Bauer noted that the Buckeye staff person, when informed of the situation, went right out to the area and asked the farmer to please not create dust. She then played a video that showed

harvesting and tilling work creating dust. Ms. Bauer noted that the direction of the wind may have helped because it carried the dust away from the monitor.

Ms. Bauer stated that ADEQ is going to check if the farmer had best management practices in place and whether they should issue a violation. She noted that ADEQ has only one enforcement person for agriculture and the County and municipalities have no enforcement authority over agriculture.

Mr. Smith asked if an exceedance had occurred at the Buckeye monitor if the resulting penalty would have been a larger nonattainment area or not having a clean year. Ms. Bauer stated that the region is trying to impress EPA with its efforts by implementing measures in the plan. If there had been a violation at the Buckeye monitor, it should not count against the region, but it could cause EPA to decide to increase the size of the nonattainment area.

Mr. Smith said that the Regional Council Chair, Mayor Thomas Schoaf of Litchfield Park, is very interested in this issue and has requested a meeting with the farmers. He asked Ms. Bauer to update the Committee on this. Ms. Bauer stated that the Maricopa County Farmers Bureau has invited West Valley mayors to its annual policy meeting on June 29, 2011, at noon. She said that the mayors will talk to the farmers about the importance of not having exceedances.

Chair Swenson asked if the breakdown in the communications system was being addressed. Ms. Bauer replied that the County had fixed the glitch with GovDelivery. She added that when ADEQ has only one agriculture enforcement person, MAG staff found it odd to send out someone after the fact to see if best management practices were in place. She said that if the best management practices were in place, were they the right ones? Ms. Bauer remarked that something is wrong that the readings were so high. Chair Swenson asked if Ms. Bauer would report back on how the communication issues were being addressed. Ms. Bauer replied yes.

Mr. Cleveland expressed appreciation for the excellent report and remarked on the amount of work done by MAG staff. He commented on farm activities. Mr. Cleveland stated that the farmers are harvesting products and on the heels of that, they are tilling the soil for the next crop that will be harvested in the fall or winter. He stated that the farmers are struggling with a tight timeframe and there is a lot of farming going on in that area, so much that there are not enough combines to do all of the work. Mr. Cleveland stated that the dust prevention efforts add to their frustration because there has been no rainfall to help mitigate the dust problem. He stated that Buckeye would like to be invited to the June 29 West Valley Farmers Bureau meeting, as Mayor Meck has many friends in the farming community.

Mr. Cleveland referenced the two bar charts that showed the PM-10 emissions for 2008 and for 2011. He noted decreases in each category, but significant reductions related to construction and earth moving. Mr. Cleveland asked if there had been conversations with the construction community that as the region rebounds economically, we do not go back to the 48,000 tons in 2008. Ms. Bauer replied that when Mr. Cleveland chaired the Air Quality Technical Advisory Committee, construction was booming and not all of the controls of today were in place. She said that over time, the compliance rate for the construction industry has increased dramatically, there

has been a great deal of training, and the rules are being implemented. Ms. Bauer indicated that the construction industry seems committed to implementing measures to keep down the dust.

Mr. Cleveland remarked that he hoped the city managers would be vigilant about visiting with building and permitting departments to ensure the compliance provisions are being sustained and inspectors have a role on scene. Mr. Cleveland stated that dust and trackout still have an impact. He remarked that much institutional knowledge has been lost and employees need to be retrained on reducing tonnage.

Mr. Brady asked how many acres of farmland are in the vicinity of the monitor. Ms. Bauer replied that she did not know the number of acres, just that activity occurred to the north and south of the monitor. Mr. Brady remarked that the cost and benefits need to be weighed. He said that cotton and alfalfa prices are high right now, but with a large amount of federal funds at risk in this region, it might make sense to look at a \$5,000 or \$10,000 per acre cost. He added that it is a farmer's livelihood to plant and harvest his crops.

Mr. Cleveland noted that many times land is purchased by the development community and leased back to farmers. He said that this is a big dilemma because there are probably 40 square miles of farmland.

Mr. Smith asked Ms. Bauer to discuss the best management practice in agriculture and high wind days. Ms. Bauer stated that in Coachella Valley, California, the farmers are required to cease tilling on high wind days. In Arizona, ceasing tilling on high wind days is a best management practice in a menu of choices. Ms. Bauer noted that a farmer would be required to select two options from the menu, but ceasing tilling on high wind days is an option.

Mr. Stoddard asked if MAG was coordinating comments on the draft guidance documents on the Exceptional Events Rule with other agencies so MAG is not the only agency expressing concerns for the 25 mph regulation. Ms. Bauer replied that Arizona is a member of Westar. She added that MAG staff has heard that Westar has several concerns with the EPA Exceptional Events Rule. Ms. Bauer stated that ADEQ has requested that comments be submitted to them for coordination. Mr. Smith added that the comments are also being sent to MAG's consultant, Crowell and Moring, in Washington, D. C.

Ms. Bauer noted that the staff who responded and the ADEQ agriculture enforcement person were able to get the farmer to cease activity Monday evening, and there were enough hours for the concentrations to subside.

9. MAG Economic Development Committee Update

Denise McClafferty, MAG Management Analyst, provided a report on the activities of the MAG Economic Development Committee (EDC) since the last report in February. Ms. McClafferty spoke about the joint effort between MAG and the Greater Phoenix Economic Council (GPEC) to develop a website with the goal of assisting businesses that want to expand or relocate to the region or for starting a new business. Ms. McClafferty stated that a prototype of the website is

anticipated to be presented at the July 5, 2011, EDC meeting. This web site will provide regional information that will assist businesses interested in opportunities in Arizona.

Ms. McClafferty stated that the EDC has received presentations from businesses: APL Limited, which relocated from California to Arizona; Conair Corporation, which expanded to Glendale; and ColnaTec, a startup business from Gilbert. Ms. McClafferty stated that the EDC has also been establishing relationships with the Canadian Consulate and the Consul General from Mexico. She noted that two efforts are underway to conduct business roundtables with the Canadian and Mexican business communities, and recently, EDC members were invited to attend the Arizona Mexico Commission summer plenary session.

Ms. McClafferty stated that the aerospace industry was discussed at the June 7, 2011, EDC meeting. She noted that a panel of aerospace and defense industry representatives spoke at the meeting. Ms. McClafferty said that the Arizona Commerce Authority will be taking the lead on the effort to establish a trade association for the aerospace and defense industry. She added that MAG, PAG, and ADOT will work in cooperation with the Arizona Aerospace and Defense Commission on a supply chain study scope of work.

Ms. McClafferty stated that the EDC received an update on the Intermountain West Summit in February. She stated that the goal of the Intermountain West coalition is to focus on economic development opportunities for the states in the Intermountain West. Ms. McClafferty stated that the Arizona Commerce Authority is taking a leadership role in coordinating an event to discuss economic development opportunities for the Intermountain West.

Amy St. Peter, MAG Human Services Manager, continued the presentation by providing a report on the proposal to conduct a Metropolitan Business Plan sponsored by the Brookings Institute. She stated that Brookings approached MAG to submit a proposal for the Metropolitan Business Planning Initiative. The decision to submit a proposal was vetted through the MAG Economic Development Committee and Regional Council. Ms. St. Peter stated that a video workshop with Brookings and RW Ventures provided additional information about the opportunity.

Ms. St. Peter indicated that through this initiative, Brookings intends to offer technical assistance and support as regions develop business plans. She noted that the deliverables of the project include a business plan with an economic overview, a lead initiative, a prospectus for the steps needed to implement the plan, and a policy memorandum that may be used to align state and federal interests to support the metropolitan business plan.

Ms. St. Peter stated that the proposal to participate in the Brookings Metropolitan Business Planning Initiative was submitted on May 25th after a unanimous vote by the MAG Regional Council. She reported that the proposal reflected two leadership advisory teams, one to develop the economic overview and to help shape the project in the beginning formative stages, and another team that would be specific to the industry identified for the lead initiative. Ms. St. Peter stated that members of the first leadership team include GPEC, the intellectual assets of ASU and Thunderbird School of Global Management, and Grady Gammage, Jr. Ms. St. Peter advised that this may be the first time ASU and Thunderbird have partnered together a project of this magnitude.

Ms. St. Peter stated that the proposal also reflects a budget of under \$300,000. This includes approximately \$100,000 for in-kind staff support, \$166,000 for a full time business consultant, and funds for anticipated community engagement costs. Ms. St. Peter noted that the funds for the business consultant might be scaled down if full-time services are not needed.

Ms. St. Peter stated that if MAG is selected, Brookings would have a goal of raising \$150,000 to help defray their costs. She advised that this is not a requirement for participation. Ms. St. Peter stated that Brookings has indicated it would work with MAG to identify potential donors, and in the event Brookings did not raise the \$150,000, MAG would not be expected to pay this amount.

Ms. St. Peter stated that MAG was one of approximately ten regions invited to submit proposals and Brookings has indicated it plans to work with four to six regions in this round of pilot projects. Ms. St. Peter stated that if selected for this round, four Brookings staff members would be assigned to this region. They would travel here this month for a kick off meeting to identify the key stakeholders and the first steps of the project.

Ms. St. Peter stated that in the first five months of the project, an overview of the economy would be developed by local stakeholders with Brookings advising. She explained that a lead initiative would be developed in the subsequent four months, and the prospectus and policy memorandum would be developed in the following three months. Ms. St. Peter stated that Brookings plans to have a public announcement of the metropolitan business plans in the fall of 2012.

Ms. St. Peter stated that completing a business plan for the region may increase access to federal funding in the future. She reported that Puget Sound, one of the three regions to participate in the first round last year, indicated that the process was extremely valuable in mobilizing people around economic development and they learned much from the other peer regions.

Ms. St. Peter stated that this represents an opportunity to be action oriented and opportunity specific. Developing a metropolitan business plan represents departure from business as usual and a chance to reframe the way economic development is approached as a region.

Chair Swenson thanked Ms. McClafferty and Ms. St. Peter for their reports and asked if there were questions.

Mr. Smith noted that in regard to the Intermountain West, MAG has been contacted to provide a description of Interstate 11 in Arizona and Nevada for possible insertion into a bill hearing in two to four weeks in Congress.

Chair Swenson expressed that this was a great opportunity and requested that the Committee be provided updates.

11. Request for Future Agenda Items

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

No requests from the Committee were noted.

12. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Vice Chair Meyer, on behalf of the Management Committee, presented Chair Swenson with a plaque in appreciation of his service as Chair of the Management Committee. Vice Chair Meyer stated that Chair Swenson had done an outstanding job as Chair.

Chair Swenson thanked the Management Committee and said serving as Chair had been a pleasure. He expressed his appreciation to Dennis Smith and MAG staff for all of the work they do.

Adjournment

There being no further business, the meeting was adjourned at 1:30 p.m.

Chair

Secretary