

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 5, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Christopher Brady, Mesa, Chair	* Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park, Vice Chair	# Gregory Rose, City of Maricopa
Matt Busby for George Hoffman, Apache Junction	* Jim Bacon, Paradise Valley Carl Swenson, Peoria
David Fitzhugh, Avondale	Thomas J. Remes for Ed Zuercher, Phoenix
Roger Klingler for Stephen Cleveland, Buckeye	# Greg Stanley, Pinal County
* Gary Neiss, Carefree	# Tracy Corman for John Kross, Queen Creek
* Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Rich Dlugas, Chandler	Brad Lundahl for Fritz Behring, Scottsdale
Dr. Spencer Isom, El Mirage	Bob Wingenroth, Surprise
Jess Knudson for Charles Montoya, Florence	Andrew Ching, Tempe
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Reyes Medrano, Tolleson
Ken Buchanan, Fountain Hills	# Joshua Wright, Wickenburg
# Ernest Rubi, Gila Bend	Jeanne Blackman, Youngtown
* Tina Notah, Gila River Indian Community	Dallas Hammett, ADOT
Patrick Banger, Gilbert	Clem Ligoeki for Tom Manos, Maricopa County
Brent Stoddard for Brenda S. Fischer, Glendale	John Farry for Steve Banta, Valley Metro/RPTA
Brian Dalke, Goodyear	

* Those members neither present nor represented by proxy.
Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Christopher Brady, Mesa, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Gregory Rose, Mr. Ernest Rubi, Mr. Joshua Wright, Mr. Greg Stanley, and Ms. Tracy Corman joined the meeting via teleconference.

Chair Brady noted materials at each place: for agenda item #5E, an updated Executive Summary to address the omission of the 83rd Avenue Direct HOV; for agenda item #8, a revised Resolution of Support for the acceleration of the SR-189 project.

Chair Brady noted that hearing assisted devices are available from MAG staff. He announced that public comment cards were available to members of the public who wish to comment. Parking validation was available for those who parked in the MAG parking garage and transit tickets were available for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Chair Brady 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. 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. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the committee requests an exception to this limit.

Chair Brady recognized public comment from Mr. Pat Vint, who stated that he had a conversation with Ms. Dianne Barker regarding the election and Ms. Barker indicated that most people were voting to get rid of the trash than they were voting to support someone. Mr. Vint thanked MAG for the opportunity to speak. He stated that something needs to be done about the City of Phoenix and he added that a person needs to play nice with the staff in order to be able to speak with them. Mr. Vint expressed his support for the freedom of speech and being able to say something even if others do not agree with you. He noted that his 84th birthday was October 4, 2014. Mr. Vint stated that he appreciated that most of the seats were filled at the Management Committee, but it is not this way at the City of Phoenix meetings. Mr. Vint stated that the City of Phoenix should be worried it has a bad name and it seemed that the smaller cities take care of their residents better. He requested that MAG member agencies get after the City of Phoenix. Chair Brady thanked Mr. Vint for his comments.

Chair Brady invited Ms. Dianne Barker to come forward and deliver her public comments. Ms. Barker said that she is a believer in freedom of speech and she hoped this freedom is never lost. She stated that voters at the exit polls indicated their voting reflected disgust with how things are being run, but she would never say they were voting to get rid of the trash. Ms. Barker stated that a healthy competition among state, federal, and local governments is needed, but Congress has a 13 percent approval rating. She stated that citizens selflessly attend public meetings, and if they do not have access to government, there will be problems. Ms. Barker spoke about Sir Winston Churchill saying that the most important asset a country can have is the health of its citizens. Ms. Barker stated that Arizona has a diverse population and citizens will continue to speak. She said she hoped this country would never lose its freedom of speech. Chair Brady thanked Ms. Barker for her comments.

Chair Brady recognized public comment from Mr. John Rusinek, a resident of Phoenix, who spoke about dust. He stated that in 2005, he turned in his neighbors who were parking 13 to 14

vehicles on a driveway and it took the City of Phoenix seven years before the surface was deemed non-dustproofed. He then reviewed the occurrences of MAG Specifications and Details in the City of Phoenix guidelines for various paving materials, including Sections 321, 324, 400, and 313. Mr. Rusinek stated that MAG is involved in dustproofing, but says it cannot enforce any of these guidelines. He stated that the incorrect material was used on his neighbor's driveway. The rock is supposed to be between one-quarter and three-quarters of an inch and the neighbor used two-and-one-half inch rock. Mr. Rusinek reported that the city issued an alternative dustproofing method, however, non-conforming surfaces are not grandfathered for parking and maneuvering areas. Chair Brady thanked Mr. Rusinek for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He stated that MAG has been very active working on building relationships with Mexico. Mr. Smith stated that a Roundtable Discussion with Rodolfo Gómez Acosta, Secretary of Finance for the State of Nuevo León, Mexico, took place October 10, 2014, at the MAG office. Mr. Smith noted the east/west Durango highway through Monterrey was built by Mexico, and one of the purposes is to ship produce to Texas. He stated that there could be a similar opportunity using the highway to ship goods from Monterrey through Nogales, Arizona.

Mr. Smith stated that the Arizona trade office in Mexico City opened October 7, 2014. He noted that partners included the Arizona Commerce Authority, the City of Phoenix, MAG, and others. Mr. Smith stated that approximately 70 people attended this trade mission to Mexico. He noted that ADOT reported that Mexico has pledged \$1 billion for improvements to Highway 15 leading up to Nogales.

Mr. Smith stated that the reconstructed Mariposa port in Nogales opened on October 15, 2014. He said that one year ago, MAG signed a Resolution of Support urging additional staffing at the Mariposa port. Mr. Smith acknowledged Congressman Matt Salmon's efforts on this. He stated that the reconstruction will increase the volume of truck traffic through the port. Mr. Smith reported on an additional concern for this area is adding an interchange at SR-189 just north of Nogales. He noted that a Resolution of Support for the interchange is a separate item on the Management Committee agenda.

Mr. Smith stated that the co-location of Department of Public Safety DPS officers at the Arizona Department of Transportation Traffic Operations Center was announced at a press conference on October 29, 2014. Mr. Smith noted that speakers included MAG Regional Council Chair/Youngtown Mayor Michael LeVault, Phoenix Mayor Greg Stanton, Federal Highway Administration Division Administrator Arizona Karla Petty, and Arizona Department of Transportation Director John Halikowski. Mr. Smith acknowledged Sarath Joshua, MAG staff, for his tenacity on the implementation of this project. He remarked that this project demonstrated that one person can make a difference and how different levels of government can work cooperatively on a project.

Mr. Smith stated that the region's planners and economic development professionals gathered at a workshop in which MAG's economic development tools were demonstrated. He noted that

MAG Information Services Manager Anubhav Bagley could provide a report on these tools at the next Management Committee meeting.

Mr. Smith stated that as of that morning, 599 businesses have registered on the MAG Building an International Economic Network (BIEN) website. He requested that the MAG staff who worked on the development of BIEN to stand.

Chair Brady thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Brady stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

Chair Brady recognized public comment from Mr. Vint on agenda items #6 and #8. Mr. Vint stated that he and his wife travel a lot in their motorhome and drove on Highway 19 near Nogales last week. Mr. Vint wanted to say that the HOV lanes on Highway 19 were well done and maintained so that motorhomes are able to stay within the lines. Mr. Vint stated that light rail is a disaster. He stated that light rail should not have been built at-grade, but elevated, but he has been told that option was too costly. Mr. Vint stated that the intersection at 19th Avenue and Dunlap is a disaster because of light rail. He stated that the construction crews should be working 24 hours per day to get the project completed because businesses are being destroyed during construction. Mr. Vint stated that staff should not expect to be congratulated for doing their jobs. Chair Brady thanked Mr. Vint for his comments.

Chair Brady recognized public comment from Ms. Barker, who expressed her appreciation for the accuracy of the minutes. Ms. Barker referenced the large group who protested the building of the South Mountain Freeway at a Phoenix City Council meeting. She stated that getting the South Mountain Freeway built has been the mantra at MAG and people usually vote for someone like themselves. Ms. Barker questioned whether the freeway is really needed, even though it is in the approved Regional Transportation Plan. Ms. Barker stated that Phoenix City Councilman Sal DiCiccio at one time owned land in the vicinity of the proposed freeway and she hoped he did not have a conflict. Ms. Barker stated that the Paradise Freeway was not built, and not building the South Mountain Freeway will provide opportunities for multimodalism. She spoke about the lawsuit in regard to the MAG 2012 Five Percent Plan for PM-10, and noted that this region has not been in compliance for PM-10 since 1987. Ms. Barker stated that MAG and the state are responsible for developing and implementing control measures, but she expressed that she felt that more promotion could be done. Ms. Barker stated that less than one-third of workers are involved in the Maricopa County trip reduction plan and there are no incentive prizes. She spoke about organizations also providing transit ticket reimbursements when they are offering parking validation. Ms. Barker remarked that single occupant vehicles are expensive and there must be ways to increase usage of mass transportation. Ms. Barker stated that this region should look at the Las Vegas plan for its traffic signal operations because this region overrode its traffic signal coordination due to light rail and it has impacted traffic. Chair Brady thanked Ms. Barker for her comments.

Chair Brady noted that for agenda item #5H, MAG member agencies are required to obtain ADOT approval prior to disposal of CMAQ-funded street sweepers. A copy of the ADOT Policies and Procedures for disposal of the sweepers was included in the agenda packet.

Chair Brady asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted.

Chair Brady called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J.

Mr. Brian Dalke moved, Mr. Bob Wingenroth seconded, and the motion passed unanimously.

5A. Approval of the October 8, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the October 8, 2014, meeting minutes.

5B. Draft 2014 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400, approved by the voters of Maricopa County in November 2004, authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. Arizona Revised Statute 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The Draft 2014 Annual Report is the tenth report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. The full report is available on the MAG website. The Draft 2014 Annual Report was included on October 23, 2014, MAG Transportation Review Committee agenda for information and discussion.

5C. Arterial Life Cycle Program Status Report - May 2014 through September 2014

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on May 28, 2014. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis. The May 2014 through September 2014 Status Report is the first for FY 2015. The report provides information on the 46 projects scheduled for work and/or reimbursement this fiscal year. Of these 46 projects, 12 are in the design phase, five are in the right-of-way-acquisition phase, 27 are in the construction phase, and two are scheduled for reimbursement only. It is anticipated that 15 of these projects are or will be completed and open to traffic by July 1, 2015. Scheduled ALCP project reimbursements in FY 2015 total \$78.2 million. Federal funds comprise \$25.0 million of the total programmed reimbursements while the remaining balance of \$59.2 million is programmed with the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Through August, actual RARF revenue collections in FY 2015 have totaled \$6.1 million, which is two percent higher than the October 2013 Arizona Department of Transportation revenue forecast.

5D. Consultant Selection for the Don't Trash Arizona Litter Prevention and Education Program

The MAG Management Committee, by consent, recommended approval that Olson Communications, Inc., be selected to design and implement the FY 2015 Litter Prevention and Education Program for the MAG region, for an amount not to exceed \$300,000, and that the base contract period shall be a one (1) year term. MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The Regional Transportation Plan (RTP) includes \$279 million for the freeway maintenance program, including litter control. The FY 2015 MAG Unified Planning Work Program and Annual Budget approved by the MAG Regional Council in May 2014 contains \$300,000 to continue the Don't Trash Arizona program for FY 2015. On July 30, 2014, MAG issued a Request for Proposals (RFP) seeking qualified consultants for the development and implementation of the Don't Trash Arizona Litter Prevention and Education Program for the MAG region. On September 10, 2014, MAG received proposals from three qualified consultants in response to the RFP. A multi-agency review panel consisting of participants from MAG member agencies met on September 24, 2014, to evaluate the proposals. The multi-agency review panel unanimously recommended to MAG that Olson Communications, Inc. be selected as the consultant to develop and implement the FY 2015 Litter Prevention and Education Program, at a cost not to exceed \$300,000. Under the terms of the contract, MAG may, at its option, extend the contract up to two years, in one-year increments, based on performance and funding availability.

5E. Acceptance of the Central Phoenix Transportation Framework Study

The MAG Management Committee, by consent, recommended acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans. On October 8, 2014, the MAG Management Committee received a report on the Central Phoenix Transportation Framework Study. The study identifies the long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the South. Since beginning the study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro/RPTA. Through stakeholder meetings, geographic dialogues, two planning charettes, and fourteen Planning Partner events, the project has identified varying transportation opportunities to meet future travel demand and thereby inform development of the NextGen Regional Transportation Plan. During the tenure of this project, study findings have been used to launch other major planning efforts for Metropolitan Phoenix, including the Southeast Corridor Major Investment Study, MAG's COMPASS (Corridor Optimization, Access Management Plan, and Systems Study) initiatives for US-60/Grand Avenue and 99th Avenue, the MAG Managed Lanes Network Development Strategy, and the Interstate 10/Interstate 17 Corridor Master Plan. On October 23, 2014, the MAG Transportation Review Committee recommended acceptance of the study findings.

5F. Traffic Signal Optimization Program Recommendation of Projects for FY 2015

The MAG Management Committee, by consent, recommended approval of the list of Traffic Signal Optimization Program projects for FY 2015. The MAG Traffic Signal Optimization Program (TSOP) provides technical assistance to member agencies for improving traffic signal operations, and delivers training to agency staff via an annual workshop. Since its inception in 2004, the program has completed 101 projects affecting nearly 1,000 signalized intersections. On September 3, 2014, MAG announced a request for new TSOP projects for FY 2015. A total of 14 project applications was received. On October 7, 2014, the MAG Intelligent Transportation System Committee reviewed all applications and recommended nine of the proposed projects, plus two additional projects that would involve performing before-and-after evaluations and a workshop to provide training on traffic signal timing software. The execution of these projects would help improve traffic signal coordination along a number of major arterial corridors in addition to freeway-arterial coordination in the I-10 corridor. The budget available for new TSOP projects is \$300,000 and the total estimated cost for all 11 projects, which are to be carried out using MAG on-call consultants, is estimated to be \$303,000. The additional \$3,000 required will be met by remaining TSOP funds carried over from FY 2014. On October 23, 2014, the MAG Transportation Review Committee recommended approval of the 11 projects.

5G. MAG Public Involvement Progress Report

As part of its adopted public involvement process, MAG provides quarterly progress reports on public involvement activities to MAG policy committees for information and to convey input. MAG responds to all of the comments received as appropriate. The MAG public involvement process adheres to all federal requirements under the current federal transportation planning legislation and is dedicated to providing all of the region's residents and interested parties an opportunity to comment on transportation plans and programs.

5H. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects for FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015. In addition, recently MAG was notified of another instance in which a street sweeper disposal occurred without Arizona Department of Transportation (ADOT) approval. ADOT procedures require that member agencies obtain ADOT approval prior to the disposal of a CMAQ-funded street sweeper.

5I. Update on the Arizona Center for Law in the Public Interest Lawsuit on the MAG 2012 Five Percent Plan for PM-10

On October 16, 2014, the Arizona Center for Law in the Public Interest filed a brief in the Center's lawsuit to challenge the Environmental Protection Agency's approval of the MAG 2012 Five

Percent Plan for PM-10. The brief addresses exceptional events; Agricultural Best Management Practices Program; best available control measures and most stringent measures; and contingency measures. On September 24, 2014, the MAG Regional Council approved MAG's Washington legal counsel to file a motion for MAG to intervene on behalf of the respondent in the lawsuit. On October 23, 2014, the Washington legal counsel filed the MAG motion to intervene. MAG had been coordinating closely with Maricopa County on a potential joint motion to intervene. Since Maricopa County is a member of MAG, Maricopa County staff has indicated that the MAG motion already represents the interests of the MAG members on this matter. Maricopa County may seek authorization to file an Amicus Curiae brief in the event that such a brief is necessary and/or appropriate. On August 28, 2014, the Arizona Department of Environmental Quality had filed a motion to intervene in the lawsuit on behalf of the respondent. On September 24, 2014, the U.S. Ninth Circuit Court of Appeals granted the State's motion to intervene.

5J. Approval of the Draft July 1, 2014 Maricopa County and Municipality Resident Population Updates

The MAG Management Committee, by consent, recommended approval of the draft July 1, 2014 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2014 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Since there may be changes to the Maricopa County control total by the Arizona Department of Administration, on October 28, 2014, the MAG Population Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total.

5K. Proposed 2015 Edition of the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives from many agency Public Works/Engineering Departments, and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2014 review of proposed revisions to the MAG publication. A summary of these recommendations has also been sent to MAG Public Works Directors for review for a period of one month. The package sent to the MAG Public Works Directors included links to the Draft 2015 Revised Specifications and Details. This information is available online for review at the following internet address: <https://www.azmag.gov/Events/Event.asp?CMSID=6895>. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the 2015 Edition of the Standard

Specifications and Details for Public Works Construction will be available for purchase in early January 2015.

6. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

Ms. Eileen Yazzie, MAG staff, presented the proposed major amendment to the MAG Regional Transportation Plan to add the light rail transit extension on Central Avenue: Washington/Jefferson to Baseline Road.

Ms. Yazzie explained that this was the second of three MAG committee steps for approving this project. The first step was the approval by the MAG Regional Council of the Locally Preferred Alternative (LPA) of light rail for five miles on Central Avenue and of starting the major amendment process through the MAG committees. The major amendment process, by state statutes, requires the State Transportation Board, Regional Public Transportation Authority, and the Maricopa County Board of Supervisors to take action to approve or disapprove the requested amendment. Ms. Yazzie stated that MAG also consults with member agencies and the Citizens Transportation Oversight Committee, who may offer comments. She noted that the State Transportation Board, Regional Public Transportation Authority, and the Maricopa County Board of Supervisors recommended approval in September 2014.

Ms. Yazzie noted that today's action was to move forward the amendment and conduct an air quality conformity analysis. Ms. Yazzie noted that step three is anticipated to occur during April and May 2015 when the MAG committees will take action on the air quality conformity analysis and amendments to the Regional Transportation Plan.

Chair Brady thanked Ms. Yazzie for her report. No questions from the Committee were noted.

Mr. Reyes Medrano moved to recommend approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis. Mr. Thomas Remes seconded, and the motion passed unanimously.

7. Draft MAG 208 Water Quality Management Plan Amendment for the West Valley Regional Water Reclamation Facility

Ms. Julie Hoffman, MAG staff, stated that the City of Glendale and Maricopa County have requested that the MAG 208 Water Quality Management Plan be amended to include the West Valley Regional Water Reclamation Facility. The facility would be located in the Glendale Municipal Planning Area and serve a portion of the Glendale Municipal Planning Area that includes unincorporated areas of Maricopa County. Ms. Hoffman stated that the facility would have an ultimate capacity of eight million gallons per day. Reclaimed water would be disposed of through reuse, recharge, and a potential Arizona Pollutant Discharge Elimination System Permit discharge to Bullard Wash south of Litchfield Park via a below-ground pipeline; Roosevelt

Irrigation District Canal south of Litchfield Park via a below-ground pipeline; and/or to the Agua Fria River via existing concrete lined stormwater channels.

Ms. Hoffman pointed out on a map the location of the area to be served by the West Valley Regional Water Reclamation Facility and the jurisdictions that are located within three miles of area to be served by the facility. Ms. Hoffman noted that the jurisdictions include Avondale, Buckeye, El Mirage, Goodyear, Litchfield Park, Surprise, Youngtown, and Luke Air Force Base. She said the jurisdictions were requested to review the draft 208 Amendment and indicate no objections. Letters of no objection have been received from the jurisdictions within three miles.

Ms. Hoffman noted the location of the Russell Ranch Water Reclamation Facility, which is a small facility in the Glendale Municipal Planning area that serves Russell Ranch. She explained that once the West Valley Regional Water Reclamation Facility is operational, flows currently sent to the Russell Ranch Water Reclamation Facility would be redirected to the new facility and the Russell Ranch facility would be retired. Ms. Hoffman stated that if any delays occur in construction of the West Valley Regional Water Reclamation Facility, short-term treatment capacity improvements may be implemented at the Russell Ranch facility as an interim treatment solution for the initial development. She added that the capacity of the Russell Ranch Water Reclamation Facility would not exceed the 400,000 gallons per day ultimate capacity currently identified in the MAG 208 Plan.

Ms. Hoffman reviewed the schedule of actions regarding the West Valley Regional Water Reclamation Facility draft 208 Amendment. On May 21, 2014, the MAG Water Quality Advisory Committee reviewed the draft 208 Amendment and authorized the public hearing. On August 21, 2014, the MAG Water Quality Advisory Committee conducted a public hearing and immediately following the public hearing, the Committee had discussion and considered public comments received. Since there were some issues presented, the Committee tabled the draft 208 Amendment. Ms. Hoffman noted that following this, the relevant parties met and worked through the issues raised at the public hearing and meeting. She noted that a response to the public comments received was prepared. On October 21, 2014, the Water Quality Advisory Committee reviewed the response to comments and recommended approval of the Draft 208 Amendment with one member voting no and one member abstaining. Ms. Hoffman noted that the recommendation from the Management Committee is anticipated to be considered for approval by the Regional Council on December 3, 2014. She said that the draft 208 Amendment would then go to the State Water Quality Management Working Group on December 9, 2014. The draft 208 Amendment would then be submitted by MAG to the Arizona Department of Environmental Quality, which would certify that the amendment is consistent with the MAG 208 Plan and State Water Quality Management Plan and submit it to the Environmental Protection Agency for approval. Ms. Hoffman mentioned that Mr. Frank Metzler from EPCOR Water was present to answer any questions.

Mr. Brent Stoddard remarked that a city does not undergo the 208 Amendment process frequently and he wanted to express his appreciation to MAG staff for their assistance and expertise. Mr. Stoddard stated that the City of Glendale is excited to be here with Maricopa County with this 208 Amendment. He said that they recognize that development is imminent with the completion of Loop 303 and that the economy is improving and people are once again making investments. Mr.

Stoddard stated that when the letters of no objection were received, they began the MAG 208 process. He stated that the Water Quality Advisory Committee tabled the item after significant issues and questions were raised by members and outside entities. Mr. Stoddard stated that Glendale made a commitment to address people's concerns and questions through a fact driven, transparent process. He stated that City Manager Brenda Fischer invited the West Valley managers to City Hall for a discussion on the issues raised on the 208 Amendment and any questions they might have. He noted that Glendale staff presented information in response to the issues raised. Mr. Stoddard said the City also asked the West Valley managers at that time if they had additional questions. He said that they waited 45 days and heard no additional questions or concerns. Mr. Stoddard stated that the City felt it had addressed the issues satisfactorily. Mr. Stoddard stated that in October, the Water Quality Advisory Committee supported the 208 Amendment with one no vote and one abstention. He remarked that having undergone the 208 process, this is what the process was designed for. It brought all of the communities and stakeholders together to have the discussions. Mr. Stoddard stated that he felt the amendment was even stronger today because of all the questions and issues that were raised. He stated that from the City's perspective, its experience with this process underscores the importance of retaining local control of water and that MAG is the appropriate organization and has the appropriate representation at the table. Mr. Stoddard expressed that the MAG 208 Amendment process was a positive experience for the City and he hoped it would be a testament as discussions take place with the state because it works. Mr. Stoddard stated that improvements could be made, but the process works or we would not be at the point we are today.

Mr. Roger Klingler echoed Mr. Stoddard's comments. He complimented the City of Glendale for getting together the West Valley cities and answering their questions very thoroughly. Mr. Klingler referenced ADEQ's desire to revise the 208 process to speed up the permit process. He stated that after the 208 amendment was tabled at the Water Quality Advisory Committee meeting, everyone got together and even though it might have taken a bit longer, we have a better process and understanding of the West Valley wastewater needs. Mr. Klingler expressed his appreciation to Glendale for hosting that and providing information.

Dr. Spencer Isom expressed that the City of El Mirage had no objections to the 208 Amendment and wanted to say that the City appreciates the process and feels there has been an open sharing of information. Dr. Isom stated that he had a conversation yesterday with representatives from Luke Air Base, who expressed concern with a water reclamation facility in the area of a training base. He explained that specifically, their concern is with open-air treatment of water and retention basins, which tend to attract birds. Dr. Isom noted that their concern is understandable because the last two downed Luke jets were a result of bird strikes. He stated that Luke representatives spoke to EPCOR Water representatives, who committed that the ultimate construction of the treatment facility would include the technologies or other things needed to ensure there is zero impact to Luke. Dr. Isom asked Mr. Metzler to confirm on the record today that any plant will be built only after receiving Luke's approval and only in such a manner as to have zero impact to Luke's mission.

Mr. Frank Metzler of EPCOR stated that he had met with Luke Air Force Base representatives on November 3, 2014. He said that for the record, EPCOR is committed to siting, designing, and operating all of their future water and wastewater facilities in the vicinity of Luke Air Force Base

to ensure there are no impacts to flight operations and safety for the Air Force. Mr. Metzler stated that EPCOR has coordinated closely and proactively with Luke staff on this issue since they started this project over one year ago and will continue to do so as it moves forward to construction and operation. Mr. Metzler stated that if it does not work for Luke Air Force Base, it will not work for EPCOR.

Dr. Isom noted that acknowledging EPCOR's commitment to zero impact to Luke would be positive to document in the motion. He stated that EPCOR has been very open in this process and he appreciated Mr. Metzler's comments.

Chair Brady asked if there were any other comments. None were noted.

Dr. Isom moved to recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the West Valley Regional Water Reclamation Facility noting EPCOR's commitment to zero impact to Luke Air Force Base. Mr. Klingler seconded. The motion passed, with Mr. Reyes Medrano voting no.

8. Resolution of Support for Acceleration of the SR-189 Project

Mr. Dennis Smith stated that the reconstructed Mariposa Port of Entry is anticipated to increase the traffic volumes on State Route 189. He explained how State Route 189 passes by Nogales High School. Mr. Smith stated that the Council of Governments for that region, the SouthEastern Arizona Governments Organization, has requested support for the Resolution that is at each place.

Mr. Smith stated that the Arizona Department of Transportation (ADOT) is conducting a design concept report of the interchange configuration needed to fix the bottleneck, estimated at approximately \$64 million. He stated that ADOT has allocated \$2 million in FY 2016 for environmental work and \$4 million in FY 2018 for final design. Mr. Smith noted that the Resolution is written in such a way as to hold harmless existing, currently programmed projects.

Mr. Smith stated that financing options have been researched. He noted that the City of Mesa has successfully processed a number of project accelerations in the past. Mr. Smith stated that there is not sufficient bonding capacity in that region to accelerate the construction. He reported that State Route 189 is contained in the draft ADOT Five-Year Transportation Facilities Construction Program beyond this current five-year program, however, ADOT does not have the funds to accelerate the project's construction. Mr. Smith mentioned financing options such as a HELP loan in which the City of Nogales would repay only the interest. Another option is perhaps readjusting the ADOT priorities to enable this project to happen.

Mr. Smith explained that support for the Resolution is not a commitment by MAG for funding, but it says the interchange is essential to the economic vitality of the entire state of Arizona while holding harmless those projects currently programmed.

Chair Brady thanked Mr. Smith for his report. No comments from the Committee were noted.

Mr. Carl Swenson moved to recommend approval of supporting the draft resolution, requesting the respective Regional Planning Agencies to work cooperatively to jointly advocate to the Arizona Department of Transportation, the Federal Highway Administration, the State Transportation Board, Arizona's Congressional Delegation, the Arizona Legislature, and other public and private stakeholders, to explore additional funding, creative financing, and additional statutory flexibility in order to advance the construction of the preferred build alternative for State Route 189 into the ADOT Five-Year Transportation Facilities Construction Program while holding harmless those projects currently programmed therein. Ms. Jeanne Blackman seconded, and the motion passed unanimously.

9. Federal Fiscal Year 2014 Year End Closeout Report of Federal Highway Administration Suballocated MAG Regional Funds, and Evaluation of Federal Fiscal Year 2015 Funding Levels

Ms. Teri Kennedy, MAG staff, presented an update on the Federal Highway Administration (FHWA) program suballocation for FFY 2014 and outlook for FFY 2015 and a historical review of FHWA, Highway User Revenue Funds, and Regional Area Road Funds.

Ms. Kennedy stated that the FHWA suballocated funds are used to fund such things as bicycle and pedestrian projects, intelligent transportation system projects, paving unpaved roads projects and other air quality projects, the traffic signal optimization program, and the design assistance program. She noted that the obligation authority spending limit this year was just over \$103 million.

Ms. Kennedy noted that the FHWA funds need to be used each year or they are lost – and will go to either other parts of the state or to the federal transportation department for redistribution. She said that the closeout process was conducted in February and March 2014 and MAG had zero dollars in carry forward, which is very positive. Ms. Kennedy stated that the region had just a little over \$8.2 million in final vouchers and project savings in FY 2014. She noted that this is the second year in a row that the MAG region has not had any carry forward and she attributed this to the approved policies that result in projects being completed. Ms. Kennedy noted that MAG's carry forward amount at one time was \$34 million.

Ms. Kennedy stated that the project workbooks for Highway Safety Improvement, Congestion Mitigation and Air Quality, and Transportation Alternatives programs have been sent to MAG member agencies and they are due back November 17. She noted that she had already received back some of the workbooks. Ms. Kennedy stated that having the workbooks are invaluable in calculating if closeout will be conducted. She noted that ADOT anticipates the MAG region having approximately \$4 million in final vouchers and cost savings.

Ms. Kennedy then addressed the FFY 2015 estimated suballocated FHWA funds to MAG. She noted that the surface transportation authorization appropriation is through December 11, 2014, and FFY 2015 funding is anticipated to be at the same level as FFY 2014. Ms. Kennedy stated that the MAG program is overprogrammed due to project deferrals and reduced federal funds after MAP-21. She noted that a shortage in the STP funds is due to a past loan of \$16.4 million to ADOT and the reconciliation is being reviewed with ADOT. Ms. Kennedy remarked that there

will not be closeout with a \$13 million deficit, but if they get concurrence on the reconciliation of MAG's historic funds, there will be a closeout.

Ms. Kennedy provided historical information on FHWA MAG suballocations back to 2006. She noted that in 2012, the rescission, coupled with the MAP-21, resulted in a decrease of 11 percent in funding. A slight increase in funding occurred in 2013, as MAG planning boundaries were expanded into Pinal County, and currently, MAG is approximately five percent below the 2006 projection for FY 2014.

Ms. Kennedy reviewed the Proposition 400 regional revenues, which support the Arterial Life Cycle Program, the Transit Life Cycle Program, and the Freeway Life Cycle Program. She stated that Proposition 400 revenues are still 41 percent below the 2006 projection for 2014. Ms. Kennedy stated that with the rebalancing, the projections have been readjusted and there is no need to defer projects in the immediate future.

Ms. Kennedy reported that revenue from the Highway User Revenue Fund, which she said was probably the slowest recovering of all the funding sources, is down 35 percent from the 2006 projection for 2014.

Ms. Kennedy explained that regional and state revenues are beginning to recover, while federal funds are expected to remain flat for the balance of the TIP program years. Ms. Kennedy reported that at least annually, all federal, regional, and state revenues are reviewed and projections are modified. If needed, a rebalancing of the life cycle programs will occur. Ms. Kennedy stated that for suballocated federal funds, the status of projects is reported, costs and revenues are monitored, and the ledger balanced to utilize all obligation authority through project deferrals, cancellations, project advancements, the closeout process, final vouchers, and cost savings.

Ms. Kennedy thanked all of the member agency staff for their efforts on the workbooks. Chair Brady thanked Ms. Kennedy for her report.

Dr. Isom recognized Ms. Kennedy for the tremendous job she has done overseeing this program.

10. Southeast Valley Transit System Study

Mr. Marc Pearsall, MAG staff, provided a mid-project update on the Southeast Valley Transit System Study. He said that the study has been ongoing for eight months and is anticipated to be back to the MAG committees in spring 2015 for acceptance. Mr. Pearsall expressed his appreciation to the jurisdictions that have been participating in the study.

Mr. Pearsall stated that the Southeast Valley Transit System Study is the third of three subregional transit studies, and is co-managed by MAG and Valley Metro. The purpose is to identify efficiencies and service gaps for existing and future transit services, optimize existing services, identify current unmet needs, and address changing study area conditions. Mr. Pearsall noted that transit ridership has increased and the study will help to understand unmet needs. He stated that public outreach had been extensive with both media and public meetings and was being managed

by Valley Metro staff. He noted that a presentation on the study will be provided at the Chandler Transportation Commission meeting the following evening.

Mr. Pearsall stated that the final report will develop recommendations for addressing short-, mid-, and long-term transit needs and investigate funding strategies and partnership opportunities. He displayed a map of the study area and said the study has narrowed down service to three zones: the transit optimization core zone, the transit emerging and aspiring zone, and the regional transit connections zone.

Mr. Pearsall stated that the transit optimization core zone is the current high-transit use area. He said that in the transit emerging and aspiring zone, people request the expansion of service and hours of operation. Mr. Pearsall stated that the regional transit connections zone is the Pinal County area. He explained that the City of Coolidge currently manages transit for the Casa Grande and Florence areas and their options might be van pools or rural transit shuttles.

Mr. Jorge Luna, Valley Metro staff, continued the presentation with an explanation of the optimization component. He said that the purpose is to see if additional benefits can be derived from the existing service. Mr. Luna stated that the optimization process analyzes current transit successes and challenges, agency resource efficiencies, potential service improvements, and ridership growth opportunities.

Mr. Luna displayed a map of the study area and he noted that daily transit boardings in the Southeast Valley total approximately 81,000 on weekdays, 43,000 on Saturdays, and 27,000 on Sundays. He said that this implies many use transit to go to school and work. Mr. Luna stated that four routes in the study area – 61, 45, 72, and 30 – carry approximately 33 percent of its transit riders. This number expands to 50 percent if the Arizona Avenue link or the Main Street link is added. Mr. Luna pointed out that the green dots on the map symbolize the locations of weekday bus riders.

Chair Brady thanked Mr. Pearsall and Mr. Luna for their reports. No questions from the Committee were noted.

11. Legislative Update

Chair Brady noted that there was no report.

12. 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 were noted.

13. 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.

Mr. Carl Swenson spoke of the recent passing of Mr. John Schell, Government Affairs Director for the City of Peoria. He expressed his appreciation for the condolences to Mr. Schell's family and to the City. Mr. Swenson announced that funeral services will be Friday at 2:00 p.m. at Christ Church of the Valley.

Chair Brady extended his condolences on behalf of the MAG Management Committee. Chair Brady also expressed his sympathies for the recent deaths of the two City of Chandler police officers.

Adjournment

There being no further business, the meeting was adjourned at 1:10 p.m.

Chair

Secretary