**MARICOPA ASSOCIATION of GOVERNMENTS**

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June 5, 2007

TO: Members of the MAG Regional Council Executive Committee and Members of the Building Lease Working Group

FROM: Mayor James M. Cavanaugh, City of Goodyear, Chair and Mayor Keno Hawker, City of Mesa

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR THE JOINT MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE AND THE BUILDING LEASE WORKING GROUP

Monday, June 11, 2007 - 12:00 noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A joint meeting of the MAG Regional Council Executive Committee and the Building Lease Working Group (BLWG) has been scheduled for the time and place noted above. Members of the Committee and the Working Group may attend the meeting either in person, by telephone conference, or by video conference.

Please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Denise McClafferty at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the Executive Committee agenda items, please contact Mayor James Cavanaugh at (623) 882-7782. For the BLWG, please contact Mayor Keno Hawker at (480) 644-2388. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

## TENTATIVE AGENDA

| | COMMITTEE ACTION REQUESTED |
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| 1. Call to Order<br><br>The meeting of the Executive Committee and Building Lease Working Group (BLWG) will be called to order. | |
| 2. Call to the Audience<br><br>An opportunity will be provided to members of the public to address the Executive Committee and BLWG on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard. | 2. Information and discussion. |

### ITEMS PROPOSED TO BE HEARD BY THE EXECUTIVE COMMITTEE AND THE BUILDING LEASE WORKING GROUP

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| 3. Update on the Regional Office Center<br><br>On May 14, 2007, the Executive Committee and BLWG were provided an update on the discussions held with attorneys and with the City of Phoenix regarding the questions raised at an April partnering agency board meeting. The Executive Committee then went into Executive Session to discuss legal issues regarding the Regional Office Center. The Executive Committee reconvened and directed staff to proceed with a Title 34 Procurement process on the Regional Office Center. An update on this process will be provided.<br><br>The Executive Committee may vote to recess the meeting and go into executive session to obtain legal advice and to consider and possibly instruct the MAG staff regarding the acquisition of real property. The meeting may then be reconvened to take action regarding direction | 3. Information, discussion and possible action to recess the meeting to conduct an executive session to obtain legal advice and to consider and possibly instruct the MAG staff regarding the acquisition of real property, and to reconvene the meeting for possible action regarding direction concerning the Regional Office Center. |

concerning the Regional Office Center. The authority for such an executive session is A.R.S. § 38-431.03(A)(3) and (7).

4. Adjournment of the Building Lease Working Group

5. Approval of Executive Committee Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

5. Approval of the Executive Committee Consent Agenda.

**ITEMS PROPOSED FOR CONSENT*
BY THE EXECUTIVE COMMITTEE**

*5A. Approval of the May 14, 2007 Executive Committee Meeting Minutes

5A. Review and approve the May 14, 2007 Executive Committee meeting minutes.

*5B. Approval to Amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets for the Commuter Rail Strategic Plan

In October, 2006, the MAG Executive Committee awarded a contract for $300,000 to prepare a Commuter Rail Strategic Plan. The proposed action would amend the budget to include $40,000 from the Arizona Department of Transportation to fund study work being conducted in Pinal County. The proposed action would replace MAG funding and not increase the $300,000 project budget.

5B. Approval to amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to replace MAG funding with a $40,000 contribution from the Arizona Department of Transportation to complete the MAG Commuter Rail Strategic Plan.

*5C. Consultant Selection for the US-60/Grand Avenue, from SR-303L/Estrella Freeway to SR-74, Access Management Plan Study

On October 16, 2006, the Regional Council Executive Committee approved amending the FY 2007 MAG Unified Planning Work Program and Annual Budget to include $538,000 to conduct the US-60/Grand Avenue Access Management Plan. The purpose of the study is to assist in controlling access on Grand Avenue between SR-303L and SR-74. Funding for the project comes from FY 2006 MAG closeout funds ($500,000)

5C. Approval to select the firm Wilson & Company to provide consulting services for the US-60/Grand Avenue Access Management Plan Study for the segment between SR-74 and SR-303L, for an amount not to exceed $538,000.

and the City of Surprise ($38,000). A Request for Proposals (RFP) was advertised on February 22, 2007 for the project and one proposal was received on the due date of March 15, 2007. A multi-agency group consisting of representatives from the Arizona Department of Transportation - Prescott District, the City of Surprise, and MAG reviewed the proposal on May 11, 2007 and determined it met the scope of services, qualifications, and budgetary guidelines outlined in the Request for Proposals. This review group recommended to MAG that Wilson & Company be selected to conduct the study for an amount not to exceed $538,000. Please refer to the enclosed material.

*5D. Consultant Selection for the Financial Auditor for the Maricopa Association of Governments

The Maricopa Association of Governments requested proposals from qualified firms of certified public accountants to audit the financial statements for five consecutive years beginning in fiscal year 2007. In response to the Request for Proposals released in April 2007, MAG received three proposals from qualified certified public accountant firms. The MAG Audit Selection Committee reviewed the proposals and recommended to MAG that Cronstrom, Osuch and Company, P.C. perform the financial audit at MAG for the period beginning FY 2007 through FY 2011. Please refer to the enclosed material.

5D. Recommendation to select the firm Cronstrom, Osuch and Company, P.C. to perform the MAG annual financial audit for fiscal years 2007 through 2011.

*5E. Amendment of the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to Add Funding to Straight Line Holding Incorporated for MAG Website Co-location

The contract between the Maricopa Association of Governments (MAG) and Straight Line Holdings Incorporated for web support and co-location will expire at the end of June 2007. MAG is in the process of procuring a new vendor to provide co-location services. In order to have adequate time to transfer the co-location to the new vendor, there is a need to extend and increase the cost of the contract with Straight Line Holdings Incorporated to allow for an orderly and seamless transition to a new co-location vendor. Staff is recommending amending the FY 2007 and

5E. Approval to amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to add $10,000 to Straight Line Holdings Incorporated to transition to a new web co-location site.

2008 MAG Unified Planning Work Programs and Annual Budgets to add $10,000 to Straight Line Holdings Incorporated for a revised total to increase from $35,368 to $45,368. Funding will be provided from MAG contingency funds. Please refer to the enclosed material.

*5F. Amendment of the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to Provide Additional Funding to the United Civil Group Corporation for Unpaved Road Traffic Counts

In June 2006, the MAG Regional Council approved the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey. MAG requires additional assistance to conduct traffic counts on 230 unpaved roads in the PM-10 nonattainment area. The counts will be used to update the estimates of unpaved road emissions for the Five Percent Plan for PM-10. MAG is required to submit the Five Percent Plan to the Environmental Protection Agency by December 31, 2007. To collect the additional traffic counts, staff is recommending that the existing contract with United Civil Group Corporation be amended to add $35,686 for a revised contract total from $119,665 to $155,351. Funding will be provided from MAG contingency funds. Please refer to the enclosed material.

5F. Approval to amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to provide additional funding to the United Civil Group Corporation in the amount of $35,686 for unpaved road traffic counts.

## ITEMS TO BE HEARD BY THE EXECUTIVE COMMITTEE

6. Eight-Hour Ozone Plan

The Eight-Hour Ozone Plan is due to the Environmental Protection Agency by June 15, 2007. The region has an attainment date of June 15, 2009. Based upon air quality modeling, the plan demonstrates attainment by the ozone season of 2008, with the existing measures in place. To date, the region has two years of data with no violating monitors. In order to be in attainment, the region will need clean data at the monitors in 2006, 2007, and 2008. Public hearings on the Draft Eight-Hour Ozone Plan will be conducted on June 1 and June 4, 2007. Since the regularly scheduled MAG Regional Council

6. Adopt the MAG Eight Hour Ozone Plan for the Maricopa Nonattainment Area.

meeting is June 27, 2007, the MAG Regional Council Executive Committee is being requested to take action to adopt the plan. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

8. Adjournment

7. Information, discussion and possible action.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
JOINT MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
AND THE BUILDING LEASE WORKING GROUP
May 14, 2007
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
# Mayor Joan Shafer, Surprise, Treasurer
Mayor Steven M. Berman, Gilbert
Mayor Keno Hawker, Mesa
Mayor Thomas L. Schoaf, Litchfield Park
* Councilmember Peggy Neely, Phoenix

BUILDING LEASE WORKING GROUP MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor James M. Cavanaugh, Goodyear
* Councilmember Ron Clark, Paradise Valley
Frank Fairbanks, Manager, City of Phoenix

PARTNERING AGENCIES ATTENDING

Bryan Jungwirth for David Boggs, Valley Metro/RPTA
John McCormack for Rick Simonetta Valley Metro Rail

* Not present
# Participated by video or telephone conference call

1. Call to Order

The Executive Committee and Building Lease Working Group meeting was called to order by Chair James M. Cavanaugh at 12:03 p.m. Chair Cavanaugh stated that Mayor Shafer participated in the meeting by telephone. Chair Cavanaugh stated that public comment cards were available for those members of the public who wish to comment. He noted that transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. Chair Cavanaugh noted materials at each place: addenda to the agenda # 5F Amendment to the FY 2007 MAG Unified Planning Work Program to accept funding from the City of Phoenix to support the Human Services Coordination Transportation Plan, agenda item #3 of the Regional Office Center update, and Legislative Report for agenda item # 11.

2. Call to the Audience

Chair Cavanaugh noted that according to the MAG's public comment process, members of the audience who wish to speak are requested to fill out the public comment cards and stated that there

is a three minute time limit. Public comment is provided at the beginning of the meeting for 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. He noted that no public comment cards had been received.

5. Approval of Executive Committee Consent Agenda

This agenda item was taken out of order. Chair Cavanaugh stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Cavanaugh stated that items #5A, #5B, #5C, # 5D, #5E, #5F, and #5G were on the consent agenda. He noted that no public comment cards had been received. Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. None were noted.

5A. Approval of the April 16, 2007 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the April 16, 2007 Executive Committee meeting minutes.

5B. Amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to Combine Three Projects into One On-Call Project

The Regional Council Executive Committee, by consent, approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to combine three projects into one on-call project. The FY 2007 MAG Unified Planning Work Program and Annual Budget contains three projects to enhance socioeconomic modeling at MAG. The goal of these projects is to ensure that MAG maintains state-of-the-art models, which account for the relationship between growth in our region and other regions of the state. MAG staff is requesting that these three projects be combined into one project with a number of on-call consultants titled the "Socioeconomic Enhancement Project" for a total cost of $290,000. The combined project would meet the same goal, but would allow MAG staff to better identify the actual needs of the modeling process as it unfolds and to assign the on-call consulting teams with the skills best suited to meet those needs. If combining these three projects into the Socioeconomic Enhancement Project is approved, a solicitation for on-call consultants will be conducted.

5C. Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

The Regional Council Executive Committee, by consent, approved the Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinny Funds for Homeless Assistance. On December 8, 1999, the RC approved MAG become the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the

MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. Forty-nine homeless assistance applications were submitted this year. The Ranking and Review Committee, administered by the Valley of the Sun United Way is reviewing and scoring each application. Scores will be released on May 11, 2007. The MAG Continuum of Care Regional Committee on Homelessness will approve the final rankings at their May 21, 2007 meeting. The final rankings will be presented to the MAG Regional Council on May 23, 2007 for information.

5D. Amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to Transfer the Regional Community Network (RCN) Implementation Project from the MAG Budget to ADOT

The Regional Council Executive Committee, by consent, approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to transfer $1,600,000 for the Regional Community Network (RCN) Implementation Project from the MAG budget to ADOT. The FY 2007 MAG Unified Planning Work Program and Annual Budget contains the Regional Community Network Implementation Project. This project was initiated in FY 2006 to provide the communications infrastructure needed to interconnect traffic management centers and public safety agencies within the Phoenix metropolitan region through RCN Phase 1A. The Phase 1A project will utilize the communications architecture recommendations identified in the 2003 MAG Regional Community Network (RCN) Study. This project will lead only to the implementation of network links that are considered a high priority by the stakeholders in the region. However, the network resulting from this project will be limited to the number of links that can be constructed with funds available for this project. MAG staff is requesting that $1,600,000 be transferred from the MAG 2007 Work Program for implementation of the project by ADOT. The project would meet the same goal, but would allow ADOT staff to implement the project and oversee construction of the network links with the skills best suited to meet those needs. The MAG ITS Committee will provide oversight for this regional project. Project implementation will also be monitored by the committee through regular progress reports received by MAG.

5E. Amendment to the FY2007 MAG Unified Planning Work Program and Annual Budget to Complete an Additional Services Request from the Town of Buckeye for Interstate 10-Hassayampa Valley Roadway Framework Study

The Regional Council Executive Committee, by consent, approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to add $23,727.68 to the interstate 10 Hassayampa Valley Roadway Framework Study to complete the additional services request from the Town of Buckeye. On March 27, 2007, the Town of Buckeye met with MAG representatives and requested that the project consultant, DMJM Harris, for the Interstate 10-Hassayampa Valley Roadway Framework Study complete an analysis of the Interstate 10 freeway between Miller Road and the proposed Desert Creek Parkway (approximately 9.4-miles). This request came from the Town to allow for further analysis in identifying connections in the vicinity of Wilson Avenue and Bruner Road, and their relationship to the freeway mainline and the nearby SR-85/Turner Parkway system interchange. This effort is beyond the current scope for the project that MAG contracted with DMJM Harris on May 1, 2006. The budget amendment request is for $23,727.68 and would be paid

for with Town of Buckeye funds. This action raises the contract budget for the Interstate 10-Hassayampa Valley Roadway Framework Study from $500,000 to $523,727.68. Completion of the additional services is anticipated to coincide with the scheduled completion of the project on August 31, 2007.

5F. Amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the City of Phoenix to Support the Development of the Human Services Coordination Transportation Plan

The Regional Council Executive Committee, by consent, approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to accept $81,625 from the City of Phoenix to develop a Human Services Coordination Transportation Plan in compliance with SAFETEA-LU. In June 2006, the MAG Regional Council to develop the Human Services Coordination Transportation Plan in compliance with SAFETEA-LU regulations. Regional Council also approved the recommendation that City of Phoenix be the designated recipient for Sections 5316 and 5317 funds. As the designated recipient, the City of Phoenix agreed to pay MAG $81,625 to develop the coordination plan. It is necessary to amend the FY 2007 Unified Planning Work Program and Annual Budget to accept these funds.

5G. Approval to Amend the FY 2007 MAG Unified Planning Work Program and Annual Budget to Provide Additional Funding for MAG Air Quality Technical Consultant Assistance

The Regional Council Executive Committee, by consent, approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to provide for an additional $10,220 for the associate contract for MAG Air Quality Technical Assistance. On March 19, 2007, the MAG Regional Council Executive Committee approved an additional $30,000 for the associate contract for MAG Air Quality Technical Consultant Assistance which increased the contract amount to $100,000. The air quality workload has continued to be extremely intense. Additional technical assistance is needed for the air quality modeling and plan development for the MAG Five Percent Plan for PM-10 due to the EPA in December 2007. The modeling and plan development workload has increased due to the complexity of the modeling and technical information requests from the Legislature and other stakeholders. The associate will continue to provide technical assistance for the MAG PM-10 Source Attribution and Deposition Study, transportation conformity analyses, and evaluation of congestion mitigation and air quality improvement projects. The additional federal funding requested from the Work Program is $10,220 which would increase the current associate contract amount from $100,000 to $110,220.

3. Update of the Regional Office Center

This agenda item was taken out of order. Chair Cavanaugh turned the gavel over to Mayor Hawker, Chair of the Building Lease Working Group (BLWG). Dennis Smith, MAG Executive Director, provided an update on the Regional Office Center project. Mr. Smith noted that we have been working on the project for approximately two years. On April 19th the RPTA Board met and approved a 30 day continuance to receive more information on cost and legal issues. Attorneys on

both sides have met with the City of Phoenix to work through those legal issues. Staff is prepared to have a discussion about those meetings and ask the Executive Committee if they wish to go into Executive session.

Mayor Hawker asked the group how much of the legal update they were comfortable with outside of executive session.

Fredda Bisman, MAG General Counsel stated that it was her preference not to give legal advice in public session until after discussion under Executive Session of the Executive Committee. She noted that a majority of the quorum of the Executive Committee always has the right to waive that privilege of confidentiality, but it is not her recommendation at the moment.

Mayor Hawker suggested that the committee convene into executive session to hear the legal status of the joint agreement to come to a resolution between the different parties. Mayor Hawker also addressed the rest of the group and they were in agreement to go into executive session.

The Executive Committee voted to recess the meeting and go into executive session to obtain legal advice and to consider and possibly instruct the MAG staff regarding the acquisition of real property. The authority for such an executive session is A.R.S. § 38-431.03(A)(3) and (7).

Mayor Hawker stated that after discussion, the Executive Committee had agreed to direct staff to proceed with a Title 34 Procurement Process. Mayor Hawker also stated that it has been determined that questions were raised both politically and legally indicated that we should proceed with caution before red flags come up during the process. It was determined that the Title 34 Procurement Process, whether it is needed or not, is something we should proceed with so no questions arise as to whether we qualify or not. Mayor Hawker also stated that other items were raised with the property ownership and how we should proceed. He noted that one question was if we buy the land first, and what is included with RFQ Title 34 Procurement Process. The committee mentioned that it would be helpful if staff could get that information before the new Procurement Process started and brief the committee.

The Executive Committee reconvened to take action regarding direction concerning the Regional Office Center. Mayor Berman moved to direct staff to proceed with Title 34 Procurement process on the Regional Office Center. Mayor Shafer seconded, and the motion carried unanimously. .

4. Adjournment of the Building Lease Working Group

With no further business the Building Lease Working Group meeting adjourned.

6. Approval of the Draft FY 2008 MAG Unified Planning Work Program and Annual Budget

This agenda item was taken out of order. Rebecca Kimbrough, MAG Fiscal Services Manager, presented the final draft of the 2008 MAG Unified Planning Work Program and Annual Budget and noted that it is ready for recommendation for approval to go to Regional Council at their May 2007

meeting and that there have been no major changes since the last update. She did present the release of $1.6 million Regional Connections Network Projects implementation for ADOT. An item added to the Work Program was the copy machine equipment in the capital lease section and this was included in the draft mailed to Executive Committee. She noted that no other changes have been made. Ms. Kimbrough also stated that this year, the budget is about 11.8 percent below last year's budget.

Mayor Manross moved to approve the resolution adopting the Draft FY 2008 MAG Unified Planning Work Program and Annual Budget. Mayor Shafer seconded and the motion carried unanimously.

8. Building a Quality Arizona Resolution

This agenda item was taken out of order. Mr. Smith stated that the Councils of Governments, and the Metropolitan Planning Organization's suggested that a resolution be prepared for all of the Regional Councils to support the Building a Quality Arizona effort. The resolution has been prepared and sent out for input. The Pima Association of Governments has already approved the resolution which was included in the packet. Mr. Smith stated that we are requesting approval on the resolution supporting the Building a Quality Arizona.

Mayor Manross moved to recommend approval of the resolution to support Building a Quality Arizona. Mayor Berman seconded, and the motion carried unanimously.

7. Additional PM-10 Measures Recommended by Maricopa County for the Suggested List and Letter from the Environmental Protection Agency

Lindy Bauer, MAG Environmental Director, stated there were additional measures recommended by Maricopa County presented at the March 28, 2007 the Regional Council meeting. At the meeting, the MAG Regional Council took action to approve the suggested list of measures to reduce PM-10 Particulate Matter as recommended by the MAG Air Quality Technical Advisory Committee (AQTAC). The MAG Management Committee had one modification and one addition. She noted that Regional Council directed the MAG Air Quality Technical Advisory Committee at their April 2007 meeting to consider the remainder of the recommendations. On April 26th 2007, the Air Quality Technical Advisory Committee considered the remainder of the recommendations from the County. They recommended two measures be sent back to the MAG consultant for reduction of track out tolerance before rapid clean up from 25 to 50 feet. They also recommended no visible emission beyond the property line be sent back. Ms. Bauer stated that AQTAC recommended just-in-time grading for construction and modeling cumulative impacts for permitted sources for PM-10 not be considered further. On April 20, 2007, a letter received from the Environmental Protection Agency expressed concern about the development of the new PM-10 Plan, the violations of the PM-10 standard occurring outside of the Phoenix non attainment area, and the development of the Eight-Hour Ozone Plan. The letter stated the plan relied to much on Maricopa County and not enough on local cites and towns. Ms. Bauer stated that historically, back in 1991, MAG Regional Council had asked the county to adopt region wide dust control measures and that they have relied on the County for these sources. Looking back, Maricopa County does not have adequate resources to fully

implement the dust control rules. EPA is worried that this will happen again and is requesting that the cities and towns assist in regulating the non permitted sources like unpaved roads, vacant lots, and unpaved parking lots. EPA also stated in the letter that entities that are going to implement the plan have the resources up front to implement.

Mayor Mary Manross asked what EPA meant by having resources up front.

Ms. Bauer responded this is referring to commitments that are made by cities and towns. When the plan starts, for example, if the City of Scottsdale commits to having two inspectors, they need to have them when the plan starts. Ms. Bauer continued with the information that the EPA expressed concern that some of the control measures were taken out too early in the process, especially the county measures. Coleen McKaughan, from EPA noted that the plan was not doable, and the plan would not be approved by EPA. EPA also expressed that the Buckeye monitor, which is just outside the nonattainment area, continues to go over the standard. Monitors also in Pinal County violate the standard, EPA encourages these areas to come together and get the numbers down, otherwise EPA may need to expand the nonattainment area boundaries in Maricopa County to the west and also expand or create a new nonattainment area in Pinal County.

Mayor Manross asked why EPA does not go to Pinal or Buckeye directly and demand that they respond to violations.

Ms. Bauer responded that EPA does not like the monitor numbers and they are a warning for these areas. These areas do not want to be in a nonattainment area. Usually these areas take care of the numbers themselves. If the monitors are not taken care of, EPA will proceed, although at the moment this is just a warning.

Mayor Manross stated that she believed that it appears that Maricopa County, along with cities and towns, were being asked to be responsible for areas outside of the nonattainment areas along with Pinal County. She asked if that is what EPA was stating.

Ms. Bauer responded that the Buckeye monitor is driven by agriculture, so a warning was issued. That monitor is located within Maricopa County but outside the nonattainment area. The Governor's Agricultural Best Management Practice Committee is considering different measures. Also, the Management Committee has recently recommended that they expand the Best Management Practices to area A, which would cover the monitor. This was just one example.

Mayor Manross said that there is much discussion about three areas within the City of Phoenix that are violating. She wanted to know what is happening with those and why they have not cracked down on them or if they have.

Ms. Bauer responded that these monitors did cause this region to be in nonattainment west of the 43rd Avenue and Durango monitor. The City of Phoenix has worked extensively and spent $18 to $19 million to pave unpaved shoulders and roads. In addition, the Maricopa County Department of Transportation has assisted in the effort and work will be completed within one month. The County

is not enforcing against nonpermitted sources. MAG consultants, in the PM-10 Source Attribution Study, identified these and took photographs of trackout from vehicles using unpaved roads and parking lots in addition to a rock products facility. The county seems to be focusing on the permitted sources, but help is needed from the cities and the County on the nonpermitted sources.

Mayor Manross asked if those three problems in the City of Phoenix are corrected, would we not be in compliance or could we do more.

Ms. Bauer responded that to stop violations at those three monitors we are required to implement the measures throughout the region. If we stop them at the monitor and have three years of clean data with no violations, the region would be in attainment.

Dennis Smith, MAG Executive Director, added that at the Regional Council meeting, the County had five measures and one was approved, and four were sent back to the AQTAC. Those measures were not approved by the AQTC. He noted that EPA has indicated that the plan is not doable. What that implies is that as a Metropolitan Planning Organization we are jeopardizing over a billion dollars worth of Federal funds over a five year period. If we have a conformity lapse the projects stopped range from five to six billion dollars. Mr. Smith indicated that the Management Committee understood the situation was serious. He noted that at their place was the recommendation from the Management Committee. They reviewed measures recommended by Maricopa County and also included additional measures that are proceeding to the Regional Council. He said the Executive Committee decision today is whether it wants to endorse the Management Committee recommendation or have it go to Regional Council with no input. Mr. Smith noted that the air quality bill is about ready to be acted upon at the legislature. With the last meeting of the stakeholder group within this week, our understanding is that the bill is going to go into Conference Committee within the next week or so but will be before the Regional Council meeting.

Chair Cavanaugh stated that two comment cards were submitted, one was from Russell W. Bowers from the Arizona Rock Products with written comments, and Bert Acken, from the Lewis and Rocca Law Firm, representing the Home Builders Association of Central Arizona. The written comments were read aloud by recommendation of the attending members.

Russell (Rusty) W. Bowers, Arizona Rock Products.
As the representative of the sand and gravel industry, I would wish the Executive Committee to know that the recommendation of # 5 modeling accumulative impacts are contrary to clean air efforts. By admission of several employees of both county and state environmental organizations, this measure is aimed at breaking up sand and gravel operations that are located in rough proximity to each other, in spite of official testing (Vertana Lakes study, 2001) that shows the cumulative impact by actual measurements to be one third of the federal standard. The clean air act specifically states that you cannot use the measures in a plan to affect zoning and/or land use governance. Restorative of trades and the arbitrary and capricious action of MAG in forwarding a measure that is noted in use of further definition "and necessary" input to secure unintended consequences or temporary uses are not created in and unacceptable by industry or legal standard. This protocol were invented to justify a land use policy at the same time the industry is attempting to form

channelization districts to create 30+ mile long recreational districts to create measures intended outcome would divide industry resources and prejudice that incredible plan. You are cutting off industry incentive to work together with you all over less or near one percent of the inventory based on the Salt River non attainment area, only a portion of a percentage which would possibly be affected.

Chair Cavanaugh recognized public comment from Bert Acken, Lewis and Roca Law Firm, representing the Home Builders Association of Central Arizona.

Mr. Acken stated that he hopes that MAG and the Regional Council will adopt the latest recommendations of the Air Quality Technical Advisory Committee. More then two thirds of the membership of that committee are representatives of cities and towns, Maricopa County, and public interest groups. AQTAC held several meetings over countless hours and reviewed hundreds of documents with detailed analysis concerning the cost and effectiveness of dozens of proposed control measures. There were about 77 measures that he recalled. In the end, all of the recommendations of the AQTAC were supported by the majority if not near unanimous decision. The construction industry is already subject to the most stringent measures to control fugitive dust in the country. Mr. Acken noted that AQTAC industry representatives on the AQTAC supported several additional measures that will impose additional cost on its members and these costs go into the hundreds of millions of dollars. The reason they supported the plan is because it will reduce emissions. Those measures include training for employees and dust control coordinators onsite for five acres or larger. That measure alone is 10 times more stringent than Clark County measure. The proposed additional measures recommended by MAG and the support of industries account for over 100 percent of the necessary reductions needed in 2008 for the five Percent Plan. With that, the two year plan will have to come up with five percent reductions. One of those years is accounted for by the measures agreed to and imposed by the industry. Additional measures were suggested and rejected by the AQTAC because they lacked scientific and economic support and those should be rejected by the Regional Council. For example, MAG consultant Sierra Research concluded that just in time grading would have negligible impact on emissions. This is consistent with EPA's conclusion that rule 310 is equivalent to Clark County stabilization requirements. Similarly Maricopa County has previously taken the position that its trackout provisions are equivalent to those on the south coast of California. MAG, EPA, and Clark County have all stated previously that a property boundary standard is not as useful as the current 20 percent passage standard. Mr. Acken continued by mentioning the letter from EPA. One concern was that decision making be based on thorough consideration of technical information. Technical support for the additional measures does not exist. These measures will not reduce emissions and will not be used to demonstrate attainment and will cost hundreds of millions dollars. They estimate that these measures will increase the cost of each new single family home by more than $10,000. The latest recommendations of the AQTAC are based on sound science and economics and should be adopted. Mr. Acken continued by answering Mayor Manross' question on the Salt River Area. They are in complete agreement on what Ms. Bauer stated as to what the problem is in the Salt River Area, un-permitted sources, unpaved roads and shoulders, along with Maricopa County's unpaved roads. All of these are problems and they have to be addressed in the plan. It does not matter what additional measures are

put on construction, or what measures cities decide to agree to if unpaved roads, shoulders, and un-permitted sources are not addressed we will be here again next year doing the same thing.

Chair Cavanaugh stated that with no further cards or further comments from the public, the members will discuss possible action to discuss further measures in the suggested list of measures. Chair Cavanaugh stated we are discussing items 1-4 and then 5-13 and the members need to take action on those two groups of measures. He opened the floor for discussion and comment from the Executive Committee.

Mayor Schoaf asked if the AQTAC, acted with a specific recommendation for additional measures or reconsider the additional four measures.

Ms. Bauer responded that the paper was done by Maricopa County to go along with Supervisor Stapley's memorandum.

Mr. Smith added that the groups attachment from Management Committee was the motion attached from Frank Fairbanks, City of Phoenix, and was unanimously supported by the managers. EPA has sent us back to the table to redo the plan in the AQTAC process. Local newspaper reports have stated that the MAG process is flawed because industry was at the table and measures were being suppressed to be considered by Regional Council. The Management Committee came up with additional measures and a decision needs to be made for air quality.

Chair Cavanaugh stated a motion to approve all thirteen motions was made by Mayor Berman and Mayor Shafer seconded that motion. The item was now open for discussion.

Mayor Hawker stated that under # 1, which is measure 2 in the attachment, he did not quite understand the grading of individual lots for homes. Can we mitigate that by putting some type of dust palliative on top, or is there grading one lot at a time through a subdivision. That seems very impractical and it may not accomplish what we are looking for, or is there more detail.

Ms. Bauer stated that the County had stated that there are large parcels in the county that have been graded. With the slowdown in construction and economic activity, some are left un-stabilized. Grading will have to be done in increments and this will also need further definition.

Mr. Smith added that it is important that these measures receive further refinement and input from the public in the Maricopa County rule making process. Some of these would go into Maricopa County rule 310 where those types of issues get worked out.

Mayor Hawker also questioned item # 5, modeling the cumulative impacts, and asked what it means.

Ms. Bauer stated that this is another measure that needs further refinement. To prevent several sources clustered together so we don't go over the standards to prevent another area like the Salt River. Where several sources are clustered together the Management Committee stated that we have to be careful to get further refinement so we don't have unintended consequences.

Mayor Hawker also asked about measure 3, # 2 what was the track out measure tolerance before.

Ms. Bauer responded, with 50 feet.

Mayor Hawker asked if that was per drive or per project, and does it matter, the size of the project. Will it be the same as working on 5,000 acres versus five acres. Do you still have 25 feet or is it cumulative.

Ms. Bauer stated that those details would be made and Maricopa County 310 rule construction making process.

Mayor Hawker also stated that # 6, agriculture is a major source. For example, no plowing on windy days is being addressed now.

Ms. Bauer stated that by what the Management Committee recommended, plowing on high wind days is being addressed. This will especially help with the Buckeye monitor so applying those BMP's to existing area A, which would go outside the non attainment area, would be helpful, then the Conformity Committee will consider these.

Mayor Hawker asked about #8, splitting a lot with a dirt road, would they have to pave it, put fresh gravel or something to stabilize the area. This will help those that do want lot splits to degrade the environment. Mayor Hawker stated he did not really understand all of the details and the list does not go into detail, but he will go along with it and would like to see how the progression goes. If the rule making under 310 becomes too stringent, he will not be supportive. He would like to know what comes first, our recommendations or the 310 ruling.

Ms. Bauer stated that the Executive Committee would approve the recommendations first. MAG would then have a position, and the County would go through the rule making process, especially those having to do with construction. Modeling cumulative impacts would require legislative action to give the County and ADEQ the authority to do it.

Mayor Hawker stated he would like an example of modeling cumulative impacts. He asked if rule # 4 would improve what we have today. He does not think that we have spacing in sand and gravel areas, so would we have certain rules for these types of usages.

Ms. Bauer stated the County and ADEQ are the permitting authorities they would establish an emissions threshold. When a facility locates, it would state what the permitted source is allowed and any additional sources would have to stay under the threshold.

Mayor Manross stated that AQTAC recommended that measure # 5, modeling cumulative impacts, not be considered, but that we were considering it because of the rule making, and we will get more input. She asked how it got on that list and where it is in the AQTAC process.

Ms. Bauer responded that they reported to Management Committee what the AQTAC had done so far and the Regional Council directed the AQTAC to go back and consider the measures in

Supervisor Stapley's memorandum. Another was EPA's letter when they stated that measures were eliminated prematurely and the plan was not doable.

Mr. Smith added that we are out of time. The legislature is going to act soon. Cities are also working on commitments. We have to put the plan together, so it is a matter of time. If we had time, we would go back and receive more consultant input on these issues.

Mayor Manross asked that in item #5, will that give sufficient flexibility to communities to determine how they are going to address unpaved roads or shoulders. She asked if there would be flexibility once they meet the pollution requirements, or is paving the only choice.

Ms. Bauer responded that there will be flexibility in stabilization as an alternative to paving. Maricopa County has a Rule 310 that covers these sources beyond the June 15th commitments they are looking at. The Rule 310 and now the county is stating that they are unable to do it. We are using that as a base, and that we will be giving all MAG member agencies the information to compare and make sure all bases are covered.

Chair Cavanaugh stated that San Francisco cannot give us a formal response, but that the discussion with EPA is that we are moving in the right direction.

Ms. Bauer responded that in EPA's letter they have indicated that we are moving in the right direction.

Mayor Berman moved to recommend approval to include additional measures in the Suggested List of Measures to Reduce PM-10 Particulate Matter. Mayor Schafer seconded and the motion carried unanimously.

9. Federal Transportation Initiatives

Matthew Clark, MAG Senior Policy Planner, stated that at the April 16, 2007 Maricopa Association of Governments Regional Council Executive Committee meeting, members of the Executive Committee indicated that they would like to hear a presentation from one of the coalitions that has been formed to address the nation's transportation needs.

Lesley Blakley, Executive Director from the Coalition for America's Gateways and Trade Corridors (CAGTC), joined the meeting by teleconference to provide a brief overview of the organization's mission and goals, and to answer any questions from the members of the Executive Committee. Mr. Blakley stated that the CAGTC was formed in 2001 to focus on the need to improve the national freight efficiency on the nation's transportation network in the re-authorization of TEA-21, which eventually became SAFETEA-LU. The CAGTC's 12 to 15 sponsoring organizations, which included the Association of American Railroads and American Trucking Association, wanted the reauthorization to focus on freight infrastructure as part of the transportation system.

Mr. Blakely stated that the CAGTC picked up a number of additional members from around the country, especially from the west coast, during the two year policy discussion period on SAFETEA-LU. Over the past five years, the CAGTC has continued to grow and is now 40-50 organizations strong. Mr. Blakely mentioned that there are several state DOT's, MPO's, and COG's as members, as well as the National Association of Regional Councils, engineering firms, ports, real estate and other types of public organizations.

Mr. Blakely informed the Executive Committee that the CAGTC focuses on two types of educational lobbying. The group targets selected members of congress and other elected officials and works with partnering groups to help educate the policy makers on the importance of improving freight movement on the nation's transportation network. The CAGTC also partnered with the American Association of State Highway and Transpiration Officials and the American Road and Transportation Builders Associations to host a Trade Corridor Summit, to focus on trade infrastructure across the country. The purpose was to educate policy makers and build support in congress about the many types of transportation interests around the country. The CAGTC does not focus their lobbying efforts on appropriations or earmarking funding for specific projects.

According to Mr. Blakely, the CAGTC did work with policy makers on the crafting of SAFETEA-LU and held over 500 meetings with members of congress and their staff. Mr. Blakely indicated that before the CAGTC got involved members of congress believed that there was no need for a two billion a year to address the inadequacies of the transportation networks as they relate to freight movement in SAFETEA-LU. However, the CAGTC has worked to change the perception of many of the members of congress, and now many policy members know that freight movement is important. Mr. Blakely state that the CAGTC now has a strong relationship with U.S. Representatives and Senators throughout the country.

Mr. Smith stated that MAG had been visited by the River of Trade Corridor Coalition and the Executive Committee is weighing the benefit of joining the River of Trade Corridor Coalition, CAGTC, both groups or none of those.

Mr. Blakley stated he is familiar with the River of Trade and believes that they only have one focus. He continued that the River of Trade Corridor Coalition can be a good ally to MAG, but MAG may be better off by joining the CAGTC, which has much broader goals and influence.

Mr. Smith asked Mr. Blakley if the cost to join the group is $5,000.

Mr. Blakely responded that they try to be flexible with the memberships for public groups in the first year and they do not have to come up with the entire fee within the first year. He indicated that MAG could pay $2,500 for this year and then the full membership fee the following year. Mr. Blakely stated that membership fees are used for the development of materials to help enable the CAGTC to carry out their mission.

Chair Cavanaugh opened the floor for other members and asked if $5,000 is an entry fee and if it is then what the annual membership dues will be, and if there are any additional fees during the year.

Mr. Blakley responded that there is a $5,000 annual fee, which they bill only once a year.

Mayor Manross stated she understood that it would cost MAG $2,500 dollars for the first year then $5,000 for each of the years after.

Mr. Blakely stated that for the first year, they are willing to cut the cost for the membership for a public entity.

Mayor Manross also stated that in the handout provided to the Executive Committee the Trade Corridor Summit lists 23 organizations throughout CAGTC. Mayor Manross asked what type of work CAGTC will do for MAG if MAG joined the CAGTC.

Mr. Blakely stated that the Trade Corridor Summit was of no charge to the organizations.

Mayor Manross stated that she wanted to know how the CAGTC will benefit MAG locally if the CAGTC is primarily focused on improving the freight transportation corridors nationally. Mayor Manross indicated that the question was whether to join the organization and support those efforts, or should we join another organization that will have a more direct benefit to the MAG region.

Mr. Smith informed the Executive Committee that MAG pays $15,000 a year to be in the National Association of Regional Councils and chose to end the organization's membership in AMPO because it was believed to be a duplication. Mr. Smith stated that MAG is currently a member of only one national organization.

Mr. Blakley stated that the Trade of Corridor Summit was only one of the activities that the organization hosts. Mr. Blakely indicated that the coalition believed that it was important to bring together several different stakeholders to talk about the federal role and bring together a vision of what needs to get done.

Chair Cavanaugh asked the group if there were any other questions for Mr. Blakley.

Mayor Shafer stated she would like to know what type of value this would bring to MAG.

Mr. Blakley mentioned that the value does tend to get lost. He stated that at the federal level there is a very important need to have an organization that can speak on freight movement needs to members of congress across the county. Mr. Blakely indicated that the CAGTC can speak with those members of congress who need to vote on legislation that focuses on projects that are important to the MAG region.

Mr. Clark, thanked Mr. Blakley for his presentation.

Mr. Clark informed the members of the Executive Committee that agenda includes an option to join the River of Trade Corridor Coalition, the CAGTC, both or neither.

Mayor Hawker stated that he would not like to join CAGTC.

Chair Cavanaugh asked if there was a desire to join the CAGTC. Members of the Executive Committee indicated that they did not wish to join the organization.

Chair Cavanaugh stated has worked with the River of Trade Corridor Coalition and asked Mr. Clark if there was a membership fee to join the coalition.

Mr. Clark stated that there is no membership fee to join the River of Trade Corridor Coalition. Mr. Clark did inform the Executive Committee that the coalition does ask new members to host a quarterly meeting which would cost around $7,500. The meeting would start on a Thursday evening with an all day conference on Friday. It would include breakfast, lunch and dinner, and a breakfast on Saturday.

Chair Cavanaugh asked if we hold the meeting when we join, or any time during the membership.

Mr. Clark stated that we would likely hold the meeting within the first year of joining.

Mayor Hawker asked if MAG staff could look into any opportunities to establish a public and private partnership to help defer some of the costs of hosting the event.

Mr. Smith stated that MAG staff could look into sponsorship opportunities.

Mayor Manross would like to know what our goal is in joining one of these groups.

Mr. Smith stated that we would like to focus on I-10 nationally and possibly get more funding for I-10. Any money we do get, we are hoping it is above the line and not below the line.

Mayor Manross asked if the River of Trade or any other Corridor is going to help us achieve that goal.

Mr. Smith responded that with the completion of the interstate system, there is discussion of setting up a freight trust fund and that the I-10 freight corridor could be a candidate for any additional improvements.

Mr. Clark stated that one of the reasons for working with the River of Trade was their efforts to identify the River of Trade Corridor, which included the I-10 freeway, as one of the US DOT's "Corridors of the Future." Mr. Clark informed the group that the River of Trade's proposal was not selected as a finalist for the "Corridors of the Future" program, but that River of Trade Corridor Coalition is still working on having the corridor designated as a Congressional High Priority Transportation Corridor.

Chair Cavanaugh stated that the River of Trade Corridor Coalition is well known in Texas and Congress.

Mr. Clark stated the coalition is well known within the administration and does have friends in Congress, but that may have changed with the election and their influence may have decreased.

Mayor Manross asked if we have enough information about these coalitions, and if we need to make a decision today because of I-10.

Mr. Smith stated we would like to come to a decision today because of the importance of I-10. The membership is not that costly to MAG and the River of Trade Corridor Coalition is asking for a decision from the Executive Committee.

Chair Cavanaugh stated that there will be no downside and that the $7,500 could be subsidized.

Mayor Shafer does not think these groups are going to help our goal but they won't hurt the effort.

Chair Cavanaugh stated joining the group is not going to hurt us, but MAG staff should investigate any sponsorship opportunities.

Mr. Smith mentioned that MAG could join the River of Trade Corridor Coalition for a year and then reevaluate the decision to join.

Chair Cavanaugh stated that we should join the River of Trade and find sponsorship then meet in a year to check on the progress.

Mayor Schoaf moved to approve joining the River of Trade for a one year trial period, and to seek sponsorship for any meetings hosted by MAG for the River of Trade. Mayor Berman seconded the motion, and Mayor Shafer voted no.

10. Corridors of the Future Program Update

Mr. Clark stated that at the April 16, 2007 Maricopa Association of Governments (MAG) Regional Council Executive Committee meeting, an update was provided regarding the U.S. Department of Transportation's (USDOT) National Strategy to Reduce Congestion on America's Transportation Network "Corridors of the Future" program.

Mr. Clark reminded the Executive Committee members that the Phase One proposal submitted by Wilbur Smith Associates that included the I-10 freeway from California to Florida was selected as a semi-finalist in the "Corridors of the Future" program. Mr. Clark updated the committee on MAG's offer to assist Wilbur Smith in their efforts to prepare their Phase Two application.

Mr. Clark informed the Executive Committee that Wilbur Smith has asked the State Departments of Transportation located on the Interstate 10 (I-10) corridor to assist in their efforts to prepare the Phase Two application. Mr. Clark stated that the Chairman of the Arizona State Transportation Board has sent a letter in support of designating the I-10 freeway as a Corridor of the Future. Mr. Clark indicated that MAG staff has prepared a resolution supportive of the efforts to include the I-10 National Freight Corridor as one of the three to five Transportation Corridors of the Future.

Mayor Manross made a motion to support the resolution and add I-10 as a candidate. Mayor Schoaf seconded the motion. Chair Cavanaugh asked if there were more questions. Mayor Schoaf also asked if there is more that the Executive Committee could do to help the process.

Mr. Clark stated that this is all that can be done by MAG at the moment. Mr. Clark mentioned that one thing that might be helpful is for City Councils to issue a proclamation or resolution in support of Phase Two application and/or have the cities located along the corridor send letters of support to Secretary Peters.

Chair Cavanaugh stated that those items should be added and staff can work on those items.

Mayor Schoaf asked if Mayor Manross would accept an addition to her motion to include a request that MAG staff assist cities in their effort to support this the Phase Two application. Mayor Manross accepted the additions and made a motion to approve.

Mayor Manross moved to recommend approval of a resolution supporting the I-10 Corridor as a candidate for the Corridors of the Future Program, and for MAG staff assist cities in their effort to support this the Phase Two application. Mayor Schoaf seconded, and the motion carried unanimously.

11. Legislative Update

The Executive Committee deferred this item to the MAG Regional Council at its May 23, 2007 meeting.

12. Adjournment

There being no further business, the Executive Committee adjourned at 2:40 p.m.

_____
Chair

_____
Secretary

Agenda Item #5C

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY. . . for your review

**DATE:**
June 4, 2007

**SUBJECT:**
Consultant Selection for the US-60/Grand Avenue, from SR-303L/Estrella Freeway to SR-74, Access Management Plan Study

**SUMMARY:**
On October 16, 2006, the Regional Council Executive Committee approved amending the FY2007 MAG Unified Planning Work Program and Annual Budget to include $538,000 to conduct the US-60/Grand Avenue Access Management Plan. The purpose of the study is to assist in controlling access on Grand Avenue between SR-74 (ref. post 120.13, expressed in miles) to SR-303L (ref. Post 138.61). Funding for the project comes from FY2006 MAG close-out funds ($500,000) and the City of Surprise ($38,000). A Request for Proposals (RFP) was advertised on February 22, 2007 for the project and one proposal was received on the due date of March 15, 2007. A multi-agency group consisting of representatives from the Arizona Department of Transportation - Prescott District, the City of Surprise, and MAG reviewed the proposal on May 11, 2007 and determined it met the scope of services, qualifications, and budgetary guidelines outlined in the Request for Proposals. This review group recommend selecting the one proposal from Wilson & Company to complete the effort for an amount not to exceed $538,000.

The US-60/Grand Avenue Corridor between SR-74 and SR-303L is currently a four-lane facility with a number of at-grade crossings by local roadways. The land uses adjacent to US-60 are in transition from an area predominantly rural in nature to a suburban character. Several large residential planned area developments have been approved, or are under review for areas within two miles of the corridor. In addition to the planned area developments, the Burlington Northern Santa Fe Railway (BNSF) has acquired over 700 acres near US-60 and SR-74 to develop a logistics center, intermodal freight facility and commerce park, which will generate additional traffic on US-60, and increase commercial traffic in the corridor.

Maintaining reasonable service levels on US-60 requires controlling access to the facility. This study will document existing corridor conditions, and predict future capacity demands on the corridor based on committed and planned land uses near the corridor as well as external traffic from anticipated new facilities being identified in the MAG Hassayampa Valley Framework Study now underway. This should result in:

I. definition of an ultimate facility concept and accompanying access control requirements,

II. identification of the need for any additional rights-of-way for both US-60 and current and future arterial intersections and interchanges,

III. description of approaches to controlling access through design, site planning of adjacent development, zoning powers and ordinances, and administrative procedures, and

IV. establishing consent among the affected jurisdictions regarding approaches to access control.

MAG's procurement rules state that when one proposal is received, selection of the single proposal is appropriate, provided the firm's proposal consists of staff professionally qualified to conduct the requested services, presents a proposal addressing all of the services stated in the Request for Proposals, and meets the budgetary and scheduling guidelines established for the project. The Wilson & Company team proposal meets these criteria.

**PUBLIC INPUT:**
No public input has been received concerning the specific requested change.

**PROS AND CONS:**
PROS: An access management plan for US-60 will promote good traffic flow, minimize the potential for crashes, and encourage compatible land uses along this important arterial roadway linking Phoenix with Wickenburg and points west, including Las Vegas.

CONS: Without an access management plan, future development along this portion of US-60/Grand Avenue will continue to grow and traffic will be subject to greater periods of stop-and-go traffic. Additionally, nationwide studies have proven facilities without any form of access management have higher crash rates that those with a plan. Grand Avenue will strain the existing and future transportation infrastructure in this portion of the MAG region; especially the pending proposals for new corridors from the Interstate 10-Hassayampa Valley Roadway Framework Study.

**TECHNICAL AND POLICY IMPLICATIONS:**
TECHNICAL: Access management plans have been developed for other key corridors in the MAG region, including SR-74, SR-85 and SR-87. The most important technical implication is the obtaining cooperation with adjacent land owners and key project stakeholders in the development of a workable and feasible plan to reach the four goals identified above.

POLICY: Recommendations from this project will provide transportation planning guidance to MAG, ADOT, Maricopa County, the City of Surprise, and the Federal Highway Administration. The project may also identify other connections and roadways to US-60 that could be included as part of the regional transportation planning process, and for possible incorporation into a future update of the Regional Transportation Plan.

**ACTION NEEDED:**
Approval to select the firm Wilson & Company to provide consulting services for the US-60/Grand Avenue Access Management Plan Study for the segment between SR-74 and SR-303L, for an amount not to exceed $538,000.

**PRIOR COMMITTEE ACTIONS:**
The Regional Council approved the use of MAG STP closeout funds for the study on June 29, 2005.

**MEMBERS ATTENDING:**
Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
*Mayor Douglas Coleman, Apache Junction
Vice Mayor Betty Lynch for Mayor Ron Drake, Avondale
*Mayor Dusty Hull, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell Yavapai Nation
Mayor Wally Nichols, Fountain Hills

*Mayor Chris Riggs, Gila Bend
*Governor Richard Narcia, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Bernadette Jimenez, Guadalupe
*Supervisor Don Stapley, Maricopa County
Councilmember Jini Simpson for Mayor Ron Clarke, Paradise Valley
Mayor John Keegan, Peoria
Mayor Phil Gordon, Phoenix
+ Councilmember Gary Holloway for Mayor Wendy Feldman-Kerr, Queen Creek
* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
Mayor Bryan Hackbarth, Youngtown
+ Rusty Gant, ADOT
* Joe Lane, ADOT
F. Rockne Arnett, Citizens Transportation Oversight Committee

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

The Regional Council Executive Committee approved amendment of the FY2007 MAG Unified Planning Work Program and Annual Budget to conduct the study.

* Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
# Mayor Joan Shafer, Surprise, Treasurer
Mayor Steven M. Berman, Gilbert
Mayor Keno Hawker, Mesa
* Mayor Thomas L. Schoaf, Litchfield Park
Councilmember Peggy Neely, Phoenix

* Those members neither present nor represented by proxy.
# Attended by telephone conference call.

**CONTACT PERSON:**
Bob Hazlett, 602 254-6300.

Agenda Item #5D

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

**DATE**:
June 4, 2007

**SUBJECT:**
Consultant Selection for the Financial Auditor for the Maricopa Association of Governments

**SUMMARY:**
The Maricopa Association of Governments requested proposals from qualified firms of certified public accountants to audit the financial statements for five consecutive years beginning in fiscal year 2007. In response to the Request for Proposals released in April 2007, MAG received three proposals from qualified certified public accountant firms including Heinfeld, Meech & Co., P.C., Henry and Horne, L.L.P., and Cronstrom, Osuch and Company, P.C. The MAG Audit Selection Team reviewed the proposals and met to do a final evaluation of the proposals on May 3, 2007. The MAG Audit Selection Team reached a consensus and recommended to MAG that Cronstrom, Osuch and Company, P.C. perform the financial audit at MAG for the period beginning FY 2007 through FY 2011.

The all-inclusive price summary for the financial audit by Cronstrom, Osuch and Company, P.C. for each of the fiscal years 2007 through 2011 is listed below:

| | |
|---|---|
| June 30, 2007 | $36,000 |
| June 30, 2008 | $37,800 |
| June 30, 2009 | $37,800 |
| June 30, 2010 | $39,600 |
| June 30, 2011 | $39,600 |

**PUBLIC INPUT:**
None.

**PROS & CONS:**
PROS: MAG is required by its By-laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**
TECHNICAL: The annual financial audit must be in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. Additionally, the audit report will indicate whether MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-laws, an annual audit must be conducted by a public accountant or a certified public accountant selected by the Regional Council at the end of each fiscal year.

**ACTION NEEDED:**

Recommendation to select the firm Cronstrom, Osuch and Company, P.C. to perform the MAG annual financial audit for fiscal years 2007 through 2011.

**PRIOR COMMITTEE ACTIONS:**

On May 3, 2007, the MAG Audit Selection Team reached a consensus to select Cronstrom, Osuch and Company, P.C. to perform the MAG annual financial audit for fiscal years 2007 through 2011.

Larry Lange, City of Goodyear
Rebecca Kimbrough, MAG
Janice Tazner, City of Scottsdale
Veronica Martinez, MAG

**CONTACT PERSON:**

Rebecca Kimbrough, Fiscal Services Manager, (602) 254-6300.

Agenda Item #5E

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

**DATE**:
June 4, 2007

**SUBJECT:**
Amendment of the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to Add Funding to Straight Line Holding Incorporated for MAG Website Co-location

**SUMMARY:**
The contract between the Maricopa Association of Governments (MAG) for web support and co-location will expire at the end of June 2007. MAG is in the process of procuring a new vendor to provide co-location services. In order to have adequate time to transfer the co-location to the new vendor, there is a need to extend and increase the cost of the contract with Straight Line Holdings Incorporated to allow for an orderly and seamless transition to a new co-location vendor. Staff is recommending amending the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to add $10,000 to Straight Line Holdings Incorporated for a revised total to increase from $35,368 to $45,368. Funding will be provided from MAG contingency funds.

**PUBLIC INPUT:**
None.

**PROS & CONS:**
PROS: The extension of the contract with Straight Line Holding Incorporation and the provision of additional funds are needed to keep the MAG Web site in operation.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**
TECHNICAL: The MAG Web site is needed to convey technical data to member agencies, the public and MAG divisions.

POLICY: The MAG Web site is needed to convey meeting notices and material associated with all MAG Committees and to provide information on MAG plans and programs, access to MAG public records and an opportunity for the public to offer feedback.

**ACTION NEEDED:**
Approval to amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to add $10,000 to Straight Line Holdings Incorporated to transition to a new web co-location site.

**PRIOR COMMITTEE ACTIONS:**
None

**CONTACT PERSON:**
Audrey Skidmore (602) 254-6300.

Agenda Item #5F

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

**DATE:**
June 4, 2007

**SUBJECT:**
Amendment of the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to Provide Additional Funding to the United Civil Group Corporation for Unpaved Road Traffic Counts

**SUMMARY:**
In June 2006, the MAG Regional Council approved the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey. MAG requires additional assistance to conduct traffic counts on 230 unpaved roads in the PM-10 nonattainment area. The counts will be used to update the estimates of unpaved road emissions for the Five Percent Plan for PM-10. MAG is required to submit the Five Percent Plan to EPA by December 31, 2007.

To collect the additional counts, staff is recommending that the existing contract with United Civil Group Corporation be amended to add $35,686 for a revised contract total from $119,665 to $155,351. Funding will be provided from MAG contingency funds.

**PUBLIC INPUT:**
None.

**PROS & CONS:**
PROS: The traffic counts will enable MAG to improve the estimates of PM-10 emissions from unpaved roads for the Five Percent Plan for PM-10.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**
TECHNICAL: The traffic counts will be collected on a sample of approximately 230 unpaved roads in the PM-10 nonattainment area. The counts will be used with unpaved road mileage derived from aerial photography to estimate 2007 PM-10 emissions for unpaved roads in the Five Percent Plan. The current estimates of PM-10 emissions from unpaved roads are based on data collected more than ten years ago for the Revised MAG 1999 Serious Area Particulate Plan for PM-10. Unpaved roads are a major source of PM-10 emissions in the nonattainment area. New commitments to pave and stabilize unpaved roads may contribute significantly to the annual five percent emission reductions required in the Five Percent Plan.

POLICY: The Revised MAG 1999 Serious Area Particulate Plan for PM-10, approved by the Environmental Protection Agency in July 2002, included modeling that demonstrated attainment of the PM-10 standards by December 31, 2006 with the 77 control measures in the Plan. Due to elevated monitor readings in 2005 and 2006, the area did not attain the PM-10 standard in 2006. MAG is preparing a Five Percent Plan for PM-10 that will be submitted to EPA by December 31, 2007, as

required by the Clean Air Act. The 2007 emissions in the Five Percent Plan must be reduced by five percent per year until all monitors record three consecutive years of "clean data". On May 23, 2007, the MAG Regional Council approved 13 additions to the Suggested List of Measures for the Five Percent Plan, including a measure that requires MAG to conduct an annual inventory of dirt roads and estimated traffic counts to measure progress in eliminating dirt roads.

**ACTION NEEDED:**

Approval to amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets to provide additional funding to the United Civil Group Corporation in the amount of $35,686 for unpaved road traffic counts.

**PRIOR COMMITTEE ACTIONS:**

Regional Council Executive Committee: On September 18, 2006, the MAG Regional Council Executive Committee approved amending the FY 2007 Unified Planning Work Program and Annual Budget to shift $10,000 from the Internal Truck Travel Survey to the Arterial Traffic Volume Survey/Traffic Count Map.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
*Mayor Joan Shafer, Surprise, Treasurer
Mayor Steven M. Berman, Gilbert
Mayor Keno Hawker, Mesa,
Mayor Thomas L. Schoaf, Litchfield Park
#Councilmember Peggy Neely, Phoenix

* Not present.
# Participated by videoconference or telephone conference call.

Regional Council: On June 28, 2006, the MAG Regional Council approved the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey for an amount not to exceed $109,915.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
* Mayor Douglas Coleman, Apache Junction
Mayor Marie Lopez-Rogers, Avondale
Mayor Bobby Bryant, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Mayor Wally Nichols, Fountain Hills
Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Bernadette Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
*Supervisor Max Wilson, Maricopa County
Mayor Ed Winkler, Paradise Valley
Mayor John Keegan, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
*President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
*Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
*Mayor Bryan Hackbarth, Youngtown
*Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
F. Rockne Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Management Committee: On June 14, 2006, the MAG Management Committee recommended approval of the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey for an amount not to exceed $109,915.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
# George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Patrice Kraus, Chandler
* B.J. Cornwall, El Mirage
* Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian Cornmunity
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Tom Martinsen, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Doug Sandstrom for Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley, Tempe
John P. Lopez for Reyes Medrano, Tolleson
+ Shane Dille, Wickenburg
* Vince Micallef, Youngtown
John Pein for Victor Mendez, ADOT
Mike Sabatini for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

On May 22, 2006, a multi-agency evaluation team reviewed the proposals. The evaluation team recommended to MAG that United Civil Group Corporation be selected for the MAG Regional Traffic Volume Survey for an amount not to exceed $109,915.

Proposal Evaluation Team

City of Glendale: Greg Davies
City of Litchfield Park: Darryl Crossman
City of Mesa: Jamie Blakeman
City of Phoenix: Srinivas Goundla
City of Scottsdale: Walter Brodzinski
City of Tempe: Julian Dresang
Maricopa County: Vicki Stewart

**CONTACT PERSON:**

Dean Giles, (602) 254-6300.

Agenda Item #6

# DRAFT
# EIGHT-HOUR OZONE PLAN FOR THE MARICOPA NONATTAINMENT AREA

## EXECUTIVE SUMMARY

MAY 2007

MARICOPA ASSOCIATION of GOVERNMENTS

DRAFT

# EIGHT-HOUR OZONE PLAN FOR THE MARICOPA NONATTAINMENT AREA

## EXECUTIVE SUMMARY

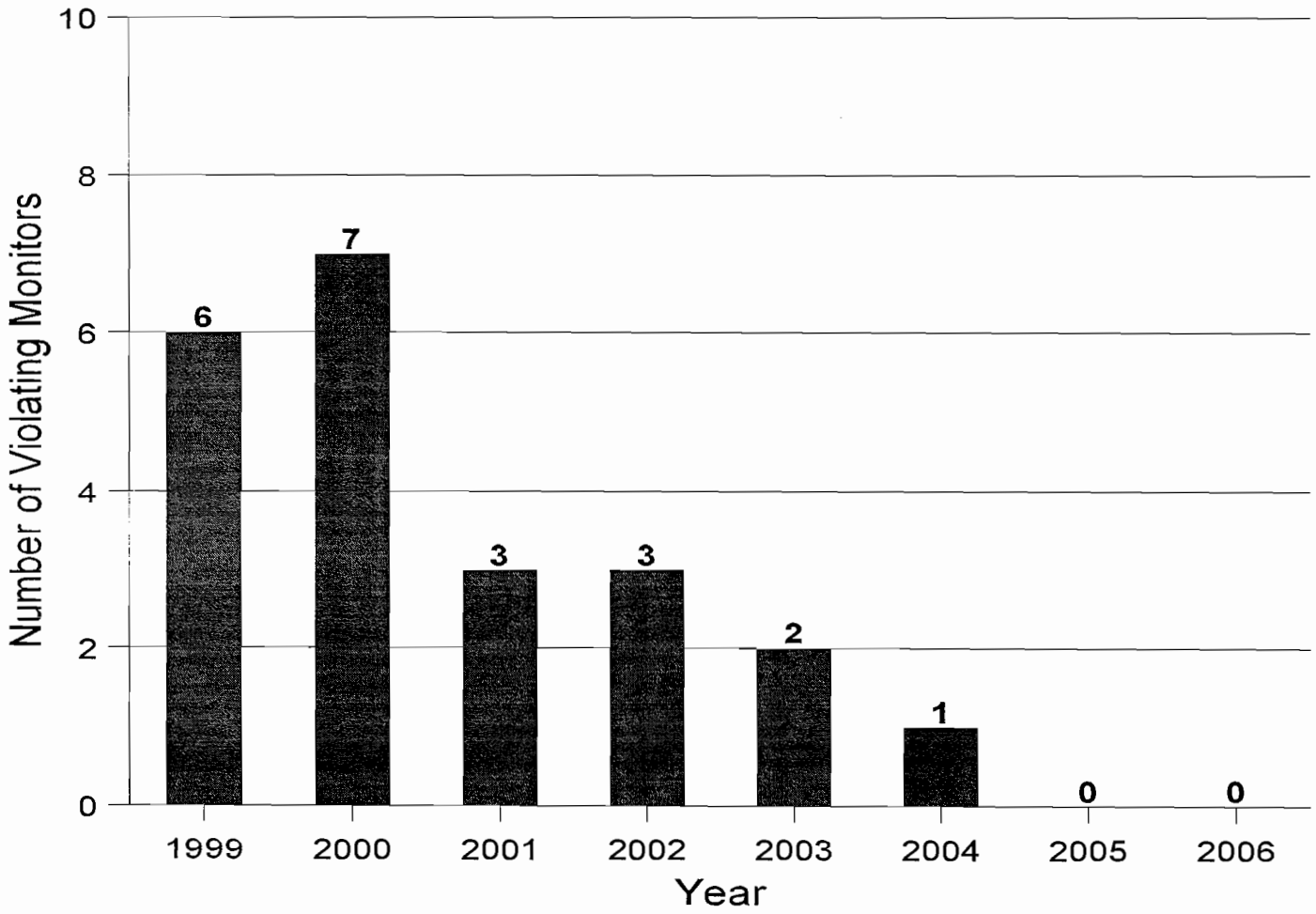
On June 15, 2004, EPA designated a 4,880 square mile area located mainly in Maricopa and Pinal Counties as an eight-hour ozone nonattainment area. The Clean Air Act requires that a plan be submitted to EPA by June 15, 2007. that shows attainment of the eight-hour ozone standard in the Maricopa nonattainment area. The plan must demonstrate that the eight-hour ozone standard will be met by the ozone season of 2008, with measures that have been implemented before the ozone season of 2008.

The plan uses photochemical modeling to show that the standard will be attained in2008 with federal, state, and local control measures that have already been implemented in the region. The modeling results are supported by a downward trend in monitored ozone concentrations. As Figure ES-1 indicates, the eight-hour ozone standard has not been violated at any monitor in the Maricopa nonattainment area for the past two years (i.e., 2005 and 2006).

Ozone is formed by chemical reactions among volatile organic compounds (VOC), nitrogen oxides (NOx), and other air pollutants, in the presence of heat and sunlight. The ozone precursor emissions on the highest ozone day during the June 2002 episode are summarized in Figure ES-2. The major source of VOC is natural vegetation (i.e., biogenics). Onroad mobile and area sources each contribute another 13 percent of the total VOC emissions. Motor vehicles are the largest source of nitrogen oxide (NOx), contributing nearly two-thirds of the emissions. Nonroad engine exhaust is responsible for another 27 percent. Together, onroad and nonroad mobile sources produce 90 percent of the total NOx emissions.

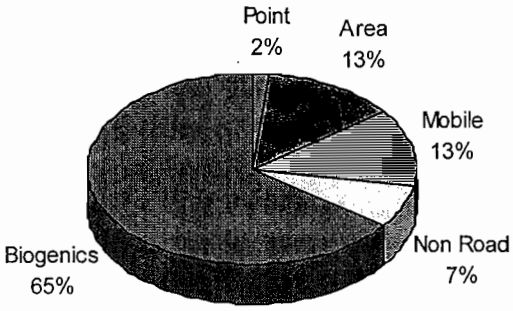
To demonstrate attainment by the ozone season of 2008, the plan assumes emission reduction credit for seven attainment measures. Figures ES-3 and ES-4 show the VOC and NOx reductions, respectively, for the individual attainment measures in June 2008. All of the attainment measures represent legally binding commitments in EPA-approved air quality plans that have already been implemented in the Maricopa area. Figures ES-5 show the VOC and NOx emissions in June 2008 with the attainment measures.

**FIGURE ES-1**
**VIOLATIONS OF THE EIGHT-HOUR OZONE STANDARD IN THE MARICOPA COUNTY NONATTAINMENT AREA**

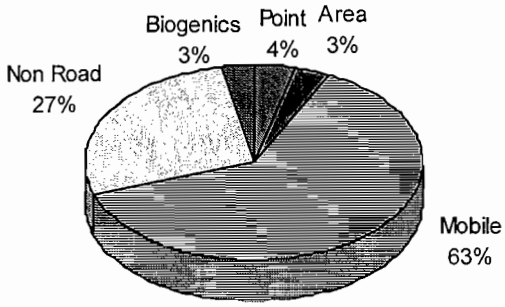


## FIGURE ES-2
## VOC AND NOx EMISSIONS ON JUNE 6, 2002

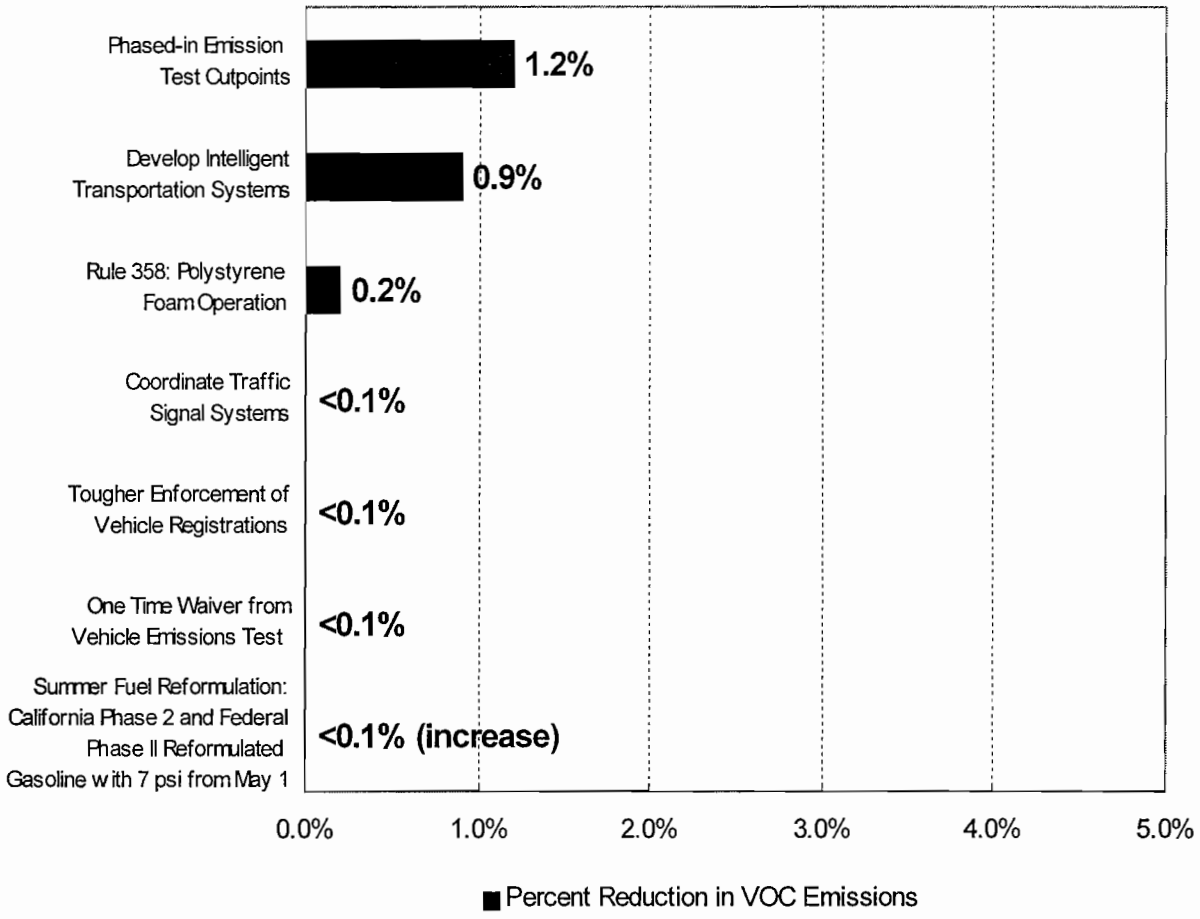
**Total VOC = 696.13 mt/day**



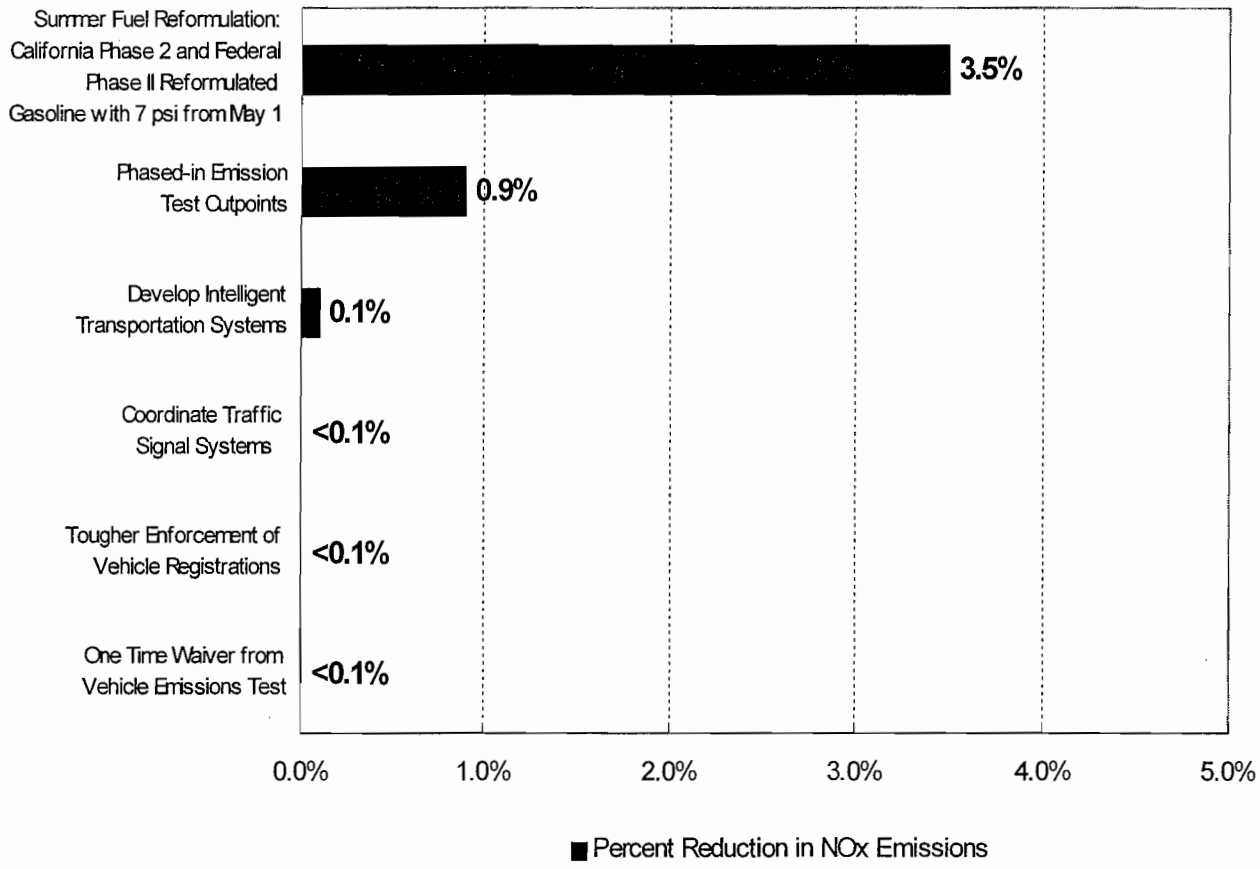

**Total NOx = 291.82 mt/day**



## FIGURE ES-3
## VOC REDUCTIONS BY INDIVIDUAL ATTAINMENT MEASURE IN JUNE 2008

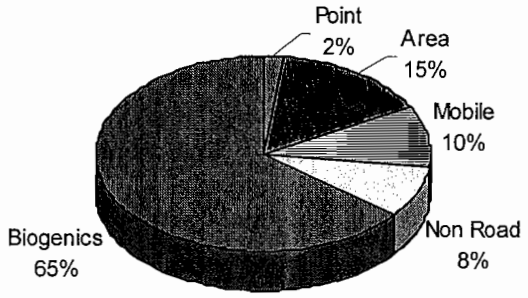


## FIGURE ES-4
## NOx REDUCTIONS BY INDIVIDUAL ATTAINMENT MEASURE IN JUNE 2008

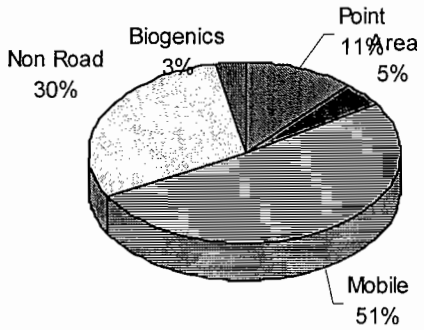


## FIGURE ES-5
## VOC AND NOx EMISSIONS WITH ATTAINMENT MEASURES IN JUNE 2008

**Total VOC = 699.75 mt/day**




**Total NOx = 286.93 mt/day**



As required by the Clean Air Act, the attainment plan also includes contingency measures. Figures ES-6 and ES-7 show the VOC and NOx emission reductions, respectively, attributable to the individual contingency measures. Credit for the contingency measures was not assumed in modeling attainment in 2008. The contingency measures have all been implemented, as allowed by EPA, in order to ensure that the standard is met as expeditiously as possible. Early implementation of the contingency measures serves to reinforce the emission reductions credited to the attainment measures. EPA also allows federal measures to be contingency measures if the credit for these measures is not needed for attainment.

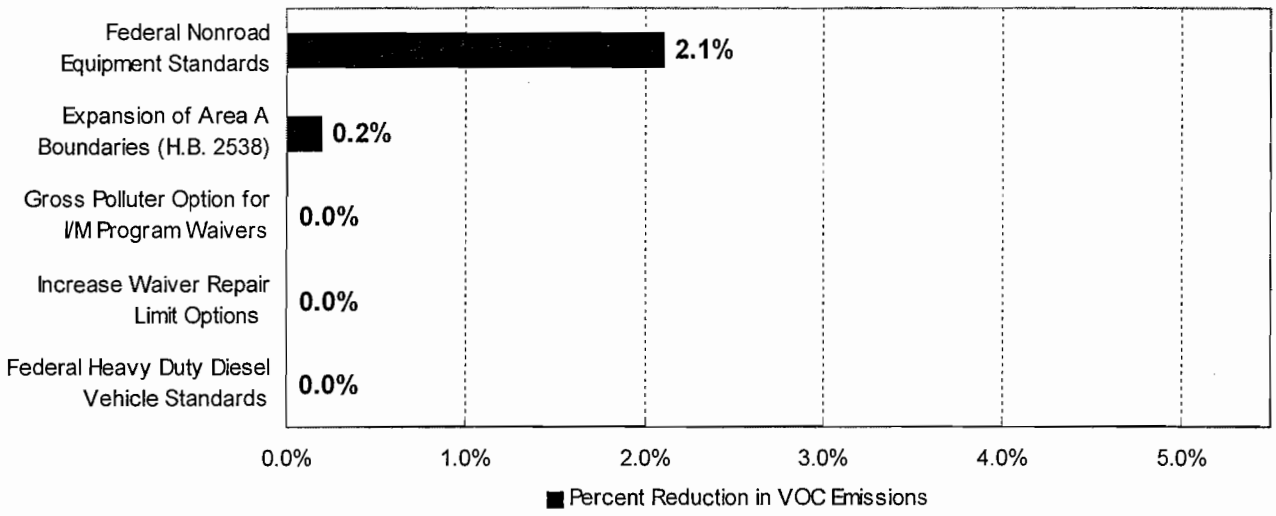
The photochemical grid modeling was conducted for multi-day high ozone episodes that occurred in June 2002, July 2002, and August 2001. These three episodes were selected because they represent a range of meteorological conditions and diurnal and spatial emission patterns that can lead to high ozone concentrations in the nonattainment area [MAG, 2005]. Attainment was modeled by applying the base year meteorology and diurnal and spatial pattern of emissions on the episode days to projected 2008 emissions. The attainment demonstration assumed emission reduction credit for the seven attainment measures, which have all been implemented. Figure ES-5 is a contour plot of the modeled eight-hour ozone concentrations for the June 2008 episode.

All of the predicted values in the contour plot are 84 ppb (0.084 ppm) or less. The predicted ozone values for the July and August 2008 episodes are also 84 ppb (0.084 ppm) or less. Therefore, the modeling indicates that the eight-hour ozone standard is attained for all three episodes in 2008.

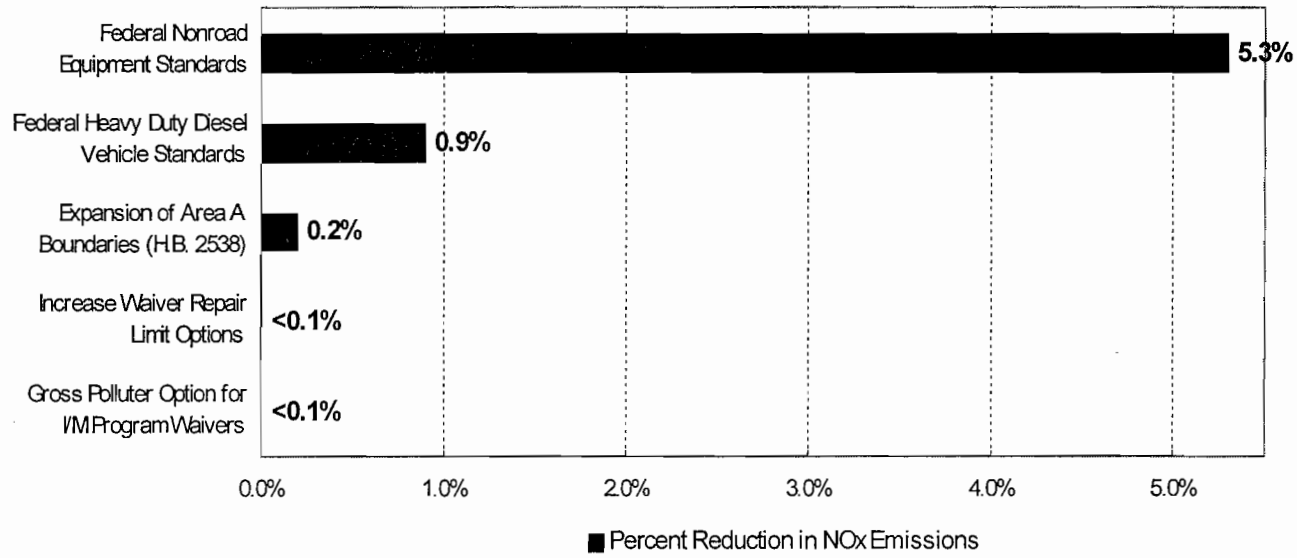
Since the peak modeled ozone values were so close to the standard, a screening test and weight of evidence analysis were performed to supplement the modeling results. The screening test indicated that areas not near monitors would also attain the standard for all three episodes. The weight of evidence analysis also concluded that the eight-hour ozone standard will be met during the ozone season of 2008, based on downward trends in concentrations of ozone precursors and ozone concentrations.

The attainment plan establishes onroad mobile source emissions budgets for transportation conformity. The 2008 conformity budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NOx. After these budgets are found to be adequate or approved by EPA as part of the attainment plan, they will replace the interim eight-hour ozone emissions tests currently being used in conformity analyses.

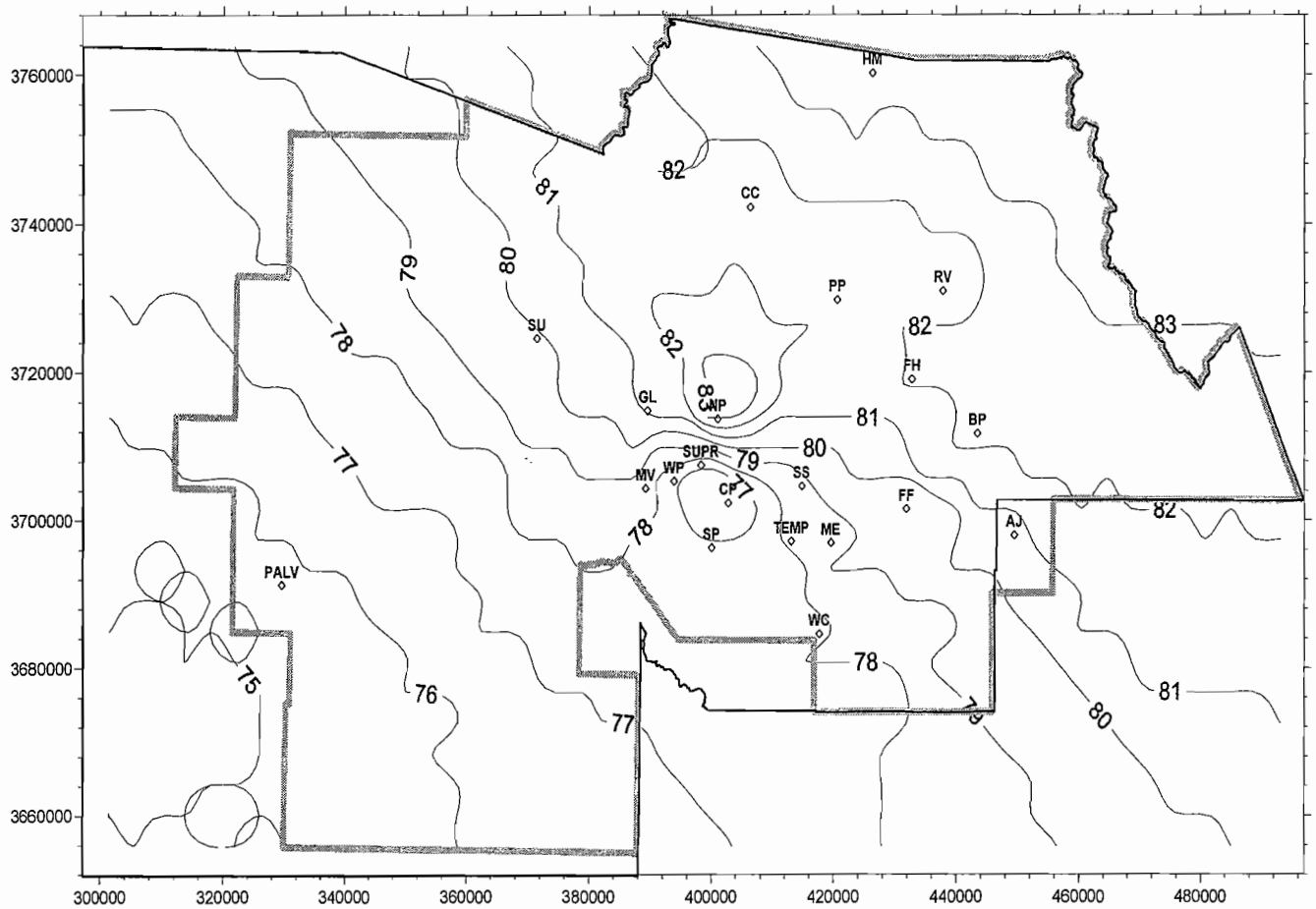
## FIGURE ES-6
## VOC REDUCTIONS BY INDIVIDUAL CONTINGENCY MEASURE




## FIGURE ES-7
## NOx REDUCTIONS BY INDIVIDUAL CONTINGENCY MEASURE



## FIGURE ES-8
## PREDICTED EIGHT-HOUR OZONE CONCENTRATIONS IN JUNE 2008 (IN PPB)



**RESOLUTION TO ADOPT THE MAG EIGHT-HOUR OZONE PLAN FOR THE MARICOPA NONATTAINMENT AREA**

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments composed of twenty-five cities and towns within Maricopa County and the contiguous urbanized area, the County of Maricopa, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation in Maricopa County; and

WHEREAS, the Maricopa nonattainment area has been classified by the U.S. Environmental Protection Agency as a Basic Area for the eight-hour ozone standard with a June 15, 2009 attainment date according to the Clean Air Act; and

WHEREAS, the Maricopa nonattainment area has had two years with no violating monitors in 2005 and 2006; and

WHEREAS, MAG has prepared the Eight-Hour Ozone Plan for the Maricopa Nonattainment Area, including the modeling attainment demonstration; and

WHEREAS, A.R.S. 49-406 H. requires that the governing body of the metropolitan planning organization adopt the nonattainment area plan; and

WHEREAS, The U.S. Environmental Protection Agency requires that the Eight-Hour Ozone Plan for the Maricopa Nonattainment Area be submitted by June 15, 2007 and the regularly scheduled MAG Regional Council meeting is June 27, 2007; and

WHEREAS, The MAG by-laws provide that the business and affairs of the corporation which arise between meetings of the Regional Council shall be conducted by the Executive Committee.

NOW THEREFORE, BE IT RESOLVED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL EXECUTIVE COMMITTEE as follows:

SECTION 1. That the MAG Regional Council Executive Committee adopts the MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area which demonstrates attainment of the eight-hour ozone standard by the ozone season of 2008.

SECTION 2. That the MAG Regional Council Executive Committee authorizes the submission of the plan to the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL EXECUTIVE COMMITTEE OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS ELEVENTH DAY OF JUNE 2007.

_____

James M. Cavanaugh, Chair
MAG Regional Council
Executive Committee

ATTEST: _____

Dennis Smith
Executive Director