MARICOPA ASSOCIATION of GOVERNMENTS

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July 9, 2007

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor James M. Cavanaugh, City of Goodyear, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

Monday, July 9, 2007 - 12:00 noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee 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 or Dennis Smith, MAG Executive Director, at (602) 254-6300.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. Call to Order The meeting of the Executive Committee will be called to order.	
2. Call to the Audience An opportunity will be provided to members of the public to address the Executive Committee 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.
3. 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 (*).	3. Approval of the Executive Committee Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*3A. Approval of the June 11, 2007 Executive Committee Meeting Minutes	3A. Review and approve the June 11, 2007 Executive Committee meeting minutes.
*3B. River of Trade Corridor Coalition Update On Thursday, June 14, 2007 and Friday June 15, 2007 the River of Trade Corridor Coalition (ROTCC) held its quarterly meeting in Windsor, Ontario, Canada. MAG staff joined representatives from eight of the nine states along the freight corridor at the meeting. Attached is a memorandum providing a brief overview of the	3B. Information and discussion.

International Quarterly Meeting. Please refer to the enclosed material.

*3C. Amendment of the FY 2008 MAG Unified Planning Work Program and Annual Budget to Combine the Following Approved Projects: Update of Congestion Management Process with the MAG Performance Measurement Framework Study

In May 2006, the MAG Regional Council approved the FY 2007 MAG Unified Planning Work Program and Annual Budget (UPWP). The Update of Congestion Management Process (CMP) project was included in the approved Budget, authorizing an expenditure of $400,000. The approved FY 2008 MAG UPWP and Annual Budget includes the MAG Performance Measurement Framework Study at an amount of $150,000. The proposed combined project will comply with the requirements of the final SAFETEA-LU ruling, effective March 16, 2007, which establishes a metropolitan-wide, integrated strategy for evaluating the performance of transportation projects as they relate to congestion mitigation. Findings from this project will be reflected in the MAG RTP and the TIP. Please refer to the enclosed material.

3C. Approval to amend the FY 2008 MAG Unified Planning Work Program and Annual Budget to combine the Update of Congestion Management Process (CMP) with the MAG Performance Measurement Framework Study.

*3D. Amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to Reduce the Funding from the Arizona Department of Economic Security

In June, 2007, MAG was notified by the Arizona Department of Economic Security (DES) that the homeless planning contract would be reduced from $20,000 to $10,000. Staff is requesting an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to reflect this reduction in funds. The reduction is the pass-through funding for Community Information and Referral, a private non-profit agency. The funds support the Homeless Management Information System. DES will contract directly with Community Information and Referral. This new arrangement does not reduce the labor funding used by MAG. Please refer to the enclosed material.

3D. Approval to amend the FY 2008 MAG Unified Planning Work Program and Annual Budget to reflect the $10,000 reduction in funding from the Arizona Department of Economic Security.

*3E. Amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget for MAG Air Quality Technical Consultant Assistance

During FY 2007, MAG contracted with a MAG associate with highly specialized air quality modeling expertise and extensive experience with the MAG air quality models. The workload was intense due to the complex air quality modeling and plan development needs for the MAG Eight-Hour Ozone Plan and technical information requests from the Arizona Legislature and other stakeholders. For the upcoming year (FY 2008), this intense workload is expected to continue with the MAG Five Percent Plan for PM-10, new PM-10 planning activities approved by the Regional Council on May 23, 2007, and other air quality modeling analyses. Staff is requesting an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to include an associate contract for specialized air quality technical assistance services for an amount not to exceed $130,000. Please refer to the enclosed material.

3E. Approval to amend the FY 2008 MAG Unified Planning Work Program and Annual Budget to include an associate contract for air quality technical assistance services not to exceed $130,000.

ITEMS TO BE HEARD

4. Update on the Regional Office Center

On June 11, 2007, the Executive Committee went into Executive Session to discuss legal issues regarding the Regional Office Center and the possible acquisition of real property. The Executive Committee reconvened regular session and no action was taken. Since that time, MAG staff and the three regional agency attorneys have been meeting to discuss acquisition of property, as well as proceeding with Title 34 procurement for a regional office building. An update on this process will be provided.

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

4. 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 securing an appraisal, pursuing negotiations for the acquisition of real property, approving terms for a letter of intent, and issuing a Request for Qualifications (RFQ) for design and construction of a Regional Office Center.

meeting may be reconvened to take action regarding direction concerning the Regional Office Center.

5. Legislative Update

An update will be provided on legislative issues of interest.

6. Adjournment

5. Information, discussion and possible action.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
June 11, 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

* Not present
# Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair James M. Cavanaugh at 12:01 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: the revised version of the Executive Committee agenda, as well as the responses to the public comments for agenda item #5 Eight Hour Ozone Plan.

2. Call to the Audience

Chair Cavanaugh noted that according to the MAG 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.

3. Approval of Executive Committee Consent Agenda

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 #3A, #3B, #3C, # 3D, #3E, and #3F 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.

3A. Approval of the May 14, 2007 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the May 14, 2007 Executive Committee meeting minutes.

3B. Approval to Amend the FY 2007 and 2008 MAG Unified Planning Work Programs and Annual Budgets for the Commuter Rail Strategic Plan

The Regional Council Executive Committee, by consent, approved an amendment 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. 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.

3C. Amendment of the FY 2007-2011 MAG Transportation Improvement Program and Consultant Selection for the US-60/Grand Avenue, from SR-303L/Estrella Freeway to SR-74, Access Management Plan Study

The Regional Council Executive Committee, by consent, recommended amending FY 2007-2011 MAG Transportation Improvement Program (TIP) to include $500,000 of MAG Surface Transportation Program (STP) funds for the US-60/Grand Avenue Access Management Plan, and recommended carrying forward the funds from the FY 2007 MAG Unified Planning Work Program and Annual Budget to the FY 2008 MAG Unified Planning Work Program and Annual Budget, and recommended selecting 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. 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 ($500,000) comes from MAG federal Surface Transportation Program (STP) funds and the City of Surprise ($38,000). The STP funds ($500,000) were inadvertently omitted from the MAG Transportation Improvement Program. Therefore the FY 2007-2011 MAG Transportation Improvement Program needs to be amended to include the project. 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.

3D. Consultant Selection for the Financial Auditor for the Maricopa Association of Governments

The Regional Council Executive Committee, by consent, recommended selecting the firm Cronstrom, Osuch and Company, P.C. to perform the MAG annual financial audit for fiscal years 2007 through 2011. 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.

3E. 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 Regional Council Executive Committee, by consent, approved an amendment to 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. 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 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.

3F. 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

The Regional Council Executive Committee, by consent, approved an amendment to 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. 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.

4. Update on the Regional Office Center

Dennis Smith, MAG Executive Director, stated that they had revised the agenda so that the Regional Council Executive Committee could go into Executive Session if the Regional Council Executive Committee wished to do so.

Chair Cavanaugh asked the purpose of an Executive Session.

Fredda Bisman, MAG General counsel, stated that there have been updates on legal issues regarding the Regional Office Center, as well as the acquisition of property. Both of these items are authorized for 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). The Regional Council Executive Committee reconvened regular session. No action was taken.

5. Eight Hour Ozone Plan

Lindy Bauer, MAG Environmental Director, stated that the Eight-Hour Ozone Plan is due to the Environmental Protection Agency on June 15, 2007. The MAG Regional Council meeting is June 27, 2007, therefore the MAG Regional Council Executive Committee is being requested to take action to adopt the plan. This region has an attainment date of June 15, 2009. The air quality modeling data for the plan demonstrates attainment with existing measures. The MAG region also has two years with no violating monitors. A concentration at the monitors of .085 parts per million of ozone would be a violation. Our highest monitor was the North Phoenix monitor, which was at .083 parts per million, which is very close to the standard. In addition to running the CAMx air quality model, Environ, our consultant, did a weight of evidence approach to look at trend data. Based upon the weight of the evidence, Environ concluded that attainment of the standard would occur. The measures with a large impact in the Eight-Hour Ozone Plan are clean burning fuel and the vehicle emissions testing program where a large amount of benefit is derived. In January and February, we prepared an Air Quality Update for the Regional Council, which indicated that a lawsuit had been brought against EPA for the classification of areas like ours under Subpart 1 of the Clean Air Act. The lawsuit stated that EPA's classification scheme was flawed. The court then vacated the Subpart 1 classification of areas and handed it back to EPA for additional work. In the meantime, EPA recommended that the Plan be developed and submitted to meet the June 15, 2007 deadline. EPA asked for a rehearing and on Friday, June 8, 2007, the court issued a ruling on the case. EPA will now interpret the ruling the court made. On Friday, June 15, 2007, we will submit the plan to ADEQ and EPA for review.

Mayor Hawker moved to adopt the MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area. Mayor Shafer seconded, and the motion carried unanimously.

6. Legislative Update

Mr. Smith stated that he would provide the Transportation Legislative update and Lindy Bauer would provide the Air Quality portion. He stated that the $62 million State Highway Funds are still going to the STAN account. Last year this was comprised of new general funds. However, this year, this will not be new funds but existing funds, which go to State Highway Fund for redistribution. The legislative process is still alive and will extend the re-payment period on the State Highway Bond from 20 to 30 years. This process will bring additional funds for transportation. He also stated that they are extending the language for the acceleration of transportation projects and paying the interest cost from the STAN account. He also noted that in the Senate there is a Road of Regional Significance Congestions Mitigation Account. These funds also come out of the STAN account, which appropriates $10 million for projects in counties, cities, and towns in high growth areas. He also commented that Building a Quality Arizona is progressing in order to provide information to the legislature regarding a possible statewide vote on transportation. He stated that we have been proposing that framework studies be done throughout the state, similar to the Hassayampa Study and the Hidden Valley Study. Language has been drafted in conjunction with the Director of ADOT and both parties have come to an agreement. This framework study language is not going forward at the moment. This would have been $7 million for statewide framework studies. If framework studies start, we would have a better idea of what needs to be proposed statewide. If the bill does not happen, there has been discussion with ADOT to pursue other funds. He also stated that he would like more ownership of the studies by the regions being studied. Each county has to feel that they are part of the planning, instead of a normal ADOT study. This would be like Prop 400 where the cities felt that they had ownership of the plan and it was not a typical MAG study. Mohave with their growth, for example, can have more ownership of the plan in conjunction with ADOT.

Lindy Bauer stated that Senate Bill 1552 for Air Quality is having a rough time passing at the legislature. Stakeholders have been working for months on a conference committee amendment. The bill includes many of the measures from the suggested list of PM-10 measures approved by the MAG Regional Council. If the bill does not pass, the cites and the county have the authority to implement and enforce most of the measures that are needed. The bill does have some measures for which state authority exists, and we need the state to use its authority. One example is to increase fines for open burning. Our consultant took photographs of the Salt River area of open burning where smoke went directly into the air quality monitor. That fine is only $25.00. The fine increase is included in the conference committee amendments and this measure would be helpful. Regional Council also placed responsibility on agriculture. The Agricultural Best Management Practices Committee decided to follow the Regional Council recommendations to include best management practices in the portion of Area A, which is in Maricopa County. This has also been added to the conference committee amendment as well. There was no consensus on prohibiting new dirt roads. The MAG Regional Council included recommendations for prohibiting new dirt roads. Most of the dirt roads are from lot splitting in the unincorporated area, and when cities annex, they are left with dirt roads. MAG then uses money to pave these dirt roads as more dirt roads are being created. The MCDOT website indicates that they maintain nearly 700 miles of unpaved roads. The thinking is that new dirt roads should be prohibited. However it is met with strong opposition at the legislature, especially by the Board of Realtors. The county drafted a measure where in order to receive a building permit

there would be a requirement to pave the dirt road. The conference committee is scheduled to meet on Tuesday, June 19 or Wednesday, June 20, 2007.

Mr. Smith stated that on Friday, June 8, 2007, Ms. Bauer received a letter from ADEQ and EPA questioning how we are spending the CMAQ funds. We reminded them that this region is proceeding on the Plan presented for the half-cent sales tax. The Plan was presented to the voters as multimodal, ITS, bike, pedestrian, streets, freeway, transit, and a rail plan. These letters state that we have a problem with PM-10 and asked why we are not redirecting the money into PM-10. This topic will be open for discussion at the Management Committee meeting. We could suspend our program to take care of PM-10, but now we are in emergency situation. We have proposed $5 million to be matched by the cities. We now would like the legislature to match $5 million. We have increasing pressure to take the money that we have and direct it to PM-10. In Ms. Bauer's bar chart, the greatest impact is Maricopa County Rule 310, where the biggest impact is enforcement. The Regional Council directed the County to hire more inspectors to care of the problem. We can pass a lot of these other minor measures but enforcement is a major part.

Mayor Berman asked if unpaved roads are much of the problem and how big of change is it if we pave roads. The Town of Gilbert does not allow unpaved roads.

Ms. Bauer responded by stating that unpaved roads are about 10 percent of the County emissions inventory.

Chair Cavanaugh stated that by bringing environment and transportation together and if we do not satisfy the EPA requirements we are losing 10's of millions of dollars from the federal government. He asked if it is possible to have the STAN funding to go into PM-10, or is it possible to put small amounts of money in to protect us in the future for the reduction of PM-10. This would also be in accordance with our 13 additional measures. A portion of the money could be used by the cities when needed. The City of Goodyear received an estimate and it is hard to believe what it is going to cost the city to fix the problem, and the cost will be even more for larger cities. He also believed the $62 million should be used for PM-10 at the moment.

Mr. Smith stated that there are restrictions on how the money can be spent. Road paving is included but a city cannot use the money to enforce an ordinance, but enforcement may be eligible if vehicle licence tax funds were used. It is possible to exchange money, so there may be a way to work things out. There have been several court cases stating how Highway User Revenue Funds (HURF) can be used.

Chair Cavanaugh stated that Goodyear is paving lots and purchasing street sweepers. Can the state provide some funding for individual cities and get additional funding dollars for projects. Bringing air quality and transportation together is what this is all about. If we do not do it now, the ones that follow us are going to regret that.

Mr. Smith stated that we have asked for money from the cities and counties for enforcement and for ADEQ to hire agriculture inspectors. He stated that he is not sure that any of the appropriations are going to air quality at the moment.

Ms. Bauer stated that at the beginning of the stakeholders' meetings, they went through all the measures on the Regional Council Suggested List of Measures for PM-10. These measures included funding for these types of measures. The legislature put those aside to review later, but have come back to them.

Councilmember Neely stated that the City of Phoenix has state land in her district and she does not know if these issues have been discussed. Violations are occurring within state land properties and it is problematic to get the state to post on the land so arrests can be made for trespassers kicking up dust. She stated that the state is receiving benefits from cities enforcing measures and it is not just the county. State lands are a huge amount of property. The state tends to address these problems. They should be reminded that they are a stakeholder in this also.

Chair Cavanaugh stated he understood Councilmember Neely's comment and thinks PM-10 is more of an issue than acceleration of transportation at this time.

Mayor Manross asked if STAN is a $10 million effort.

Mr. Smith stated that the money is for high growth areas but it will all come back to the Regional Council.

Mayor Manross stated that she did not think the initiative will have much of an impact with $10 million on a issue like PM-10.

Mr. Smith stated that there are eight communities eligible for that money. It will be included in the TIP, and it will come back to the Regional Council.

7. Adjournment

Chair Cavanaugh congratulated Mayor Joan Shafer stating that she has been a member of Regional Council since 1995 and a Regional Council Executive Committee member since 2002. He continued saying that she will be stepping down from Executive Committee. He thanked her for her devotion and service not only to her community, but to the entire MAG region. He wished her luck in her future endeavors.

Mayor Shafer responded by saying she has enjoyed her time and stated that she will miss everyone, but she will still see everyone at the MAG Regional Council meetings until December.

There being no further business, the Executive Committee adjourned at 1:10 p.m.

_____
Chair

_____
Secretary

MARICOPA
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GOVERNMENTS

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Agenda Item #3B

July 2, 2007

TO: Members of the MAG Regional Council Executive Committee

FROM: Matthew Clark, MAG Senior Policy Planner

SUBJECT: RIVER OF TRADE CORRIDOR COALITION ROTCC INTERNATIONAL QUARTERLY MEETING

On June 14, 2007, and June 15, 2007, the River of Trade Corridor Coalition (ROTCC) held its first International Quarterly Meeting in Windsor, Ontario, Canada. MAG staff joined representatives from eight of the nine states along the transportation corridor. In addition to members of the coalition, the ROTCC invited elected officials from Windsor, Ontario, and local business interests from Detroit, Michigan, to participate in the discussion. Representatives from the U.S. Environmental Protection Agency, the American Trucking Association, and the University of Texas were also in attendance. Below is an overview of the ROTCC International Quarterly Meeting.

International Quarterly Meeting - June 14, 2007

On Thursday, June 14, 2007, the ROTCC held its first International Quarterly Meeting hosted by the city of Windsor, Ontario, Canada. ROTCC Chairman Ron Natinsky, Councilmember from the City of Dallas, Texas, welcomed the participants to the meeting and asked the members to introduce themselves. Following the introductions, Councilmember Bill Flaute, Riverside, Ohio, reported on new membership to the ROTCC. Along with MAG, two Arizona Legislators have become members of the ROTCC: Arizona State Senator Amanda Aguirre (D, District 24) and Representative Jonathan Paton (R, District 30). The ROTCC now has more than 350 members from both the public and private sectors.

Following the membership update, the ROTCC broke into two concurrently run committee meetings. MAG staff joined ROTCC members from Arkansas, Michigan, Ohio, Ontario, and Texas in the Congestion Mitigation Committee meeting. The goal of the breakout session was to examine how to move the products of an ever-expanding market efficiently, safely, and securely via rail and highway. During the breakout session, participants discussed a number of transportation infrastructure and congestion related issues along the River of Trade transportation corridor that each was facing.

Many participants indicated that they have outdated bridges and roads that are in desperate need of repair and expansion. Almost all of the members of the group stated that there was a need for a significant investment of resources to fix the growing list of problems. MAG staff spoke about the three major areas of concern that were outlined in the testimony delivered by MAG staff before the National Surface Transportation Policy and Revenue Study Commission, including:

- The role of the federal government in building and maintaining a national transportation system must be defined.
- The great need for federal leadership to change the system of transportation funding to meet the growing transportation infrastructure needs. MAG staff emphasized that while tolls and public/private partnerships will be an important part of the package, this is not a panacea for the fundamental transportation funding problem.
- The final point outlined in the testimony was the need for the U.S. Department of Transportation to continue to look for ways to streamline processes and improve communication.

Following the discussion, the group was asked to vote on five resolutions that would be forwarded to the full group for final approval. The breakout session participants approved four of the five resolutions. Attached are copies of the four resolutions for your review. The approved resolutions were:

1. For the ROTCC to Support the Sovereignty of Each NAFTA Nation, and Others, While Maintaining Open Trade Relations.
2. For the ROTCC to Support Compliance with U.S. Department of Transportation Commercial Vehicle Rules and Regulations.
3. For the ROTCC to Pursue a Congressional High Priority Corridor Designation for the Entire River of Trade Corridor.
4. For the ROTCC to Support the Great Lakes Collaborative and Midwest Clean Diesel Initiative.

After the discussion and vote on the five resolutions, ROTCC staff announced the updated list of Congressional High Priority Corridors. The Interstate 10, Interstate 40, and Interstate 15 freeways are now listed as Congressional High Priority Corridors throughout the state of Arizona. The announcement concluded the Congestion Mitigation Meeting.

During lunch, Mayor Eddie Francis, Windsor, Ontario, welcomed the members from the ROTCC who had traveled to Windsor to participate in the meeting. After the welcome message, Mayor Francis spoke to the group about many of the obstacles that his city is facing due to congestion. The mayor focused on two major areas of concern.

The first point the Mayor spoke about was the need to add additional transportation corridors between Windsor and Detroit. Currently all of the freight and passenger traffic that moves between the two cities must use either the four-lane Ambassador Bridge or a four-lane tunnel. Second, the new security measures taken after the September 11, 2001 terrorist attacks must be streamlined to prevent congestion caused by freight trucks as they maneuver through the customs process.

Mayor Francis concluded his presentation by emphasizing that 85 percent of the international trade between Canada and the United States moves through Detroit and Windsor. The Mayor indicated that trade between the United States and Canada will continue to grow and that the issues must be addressed or the congestion will harm the economic stability of both countries.

After lunch, presentations were given by representatives from the American Trucking Association (ATA), the Environmental Protection Agency (EPA) and MAG staff. The main point of the presentation given by the ATA was the need to address the congestion choke points on the United State highway systems. According to the representative from the ATA, the organization would support an increase in the federal

diesel fuel tax, as long as it was dedicated to fixing and expanding transportation infrastructure on the U.S. highway system.

The ATA also made clear that it does not support selling current transportation infrastructure to raise funds for construction of new transportation infrastructure. The organization believes that selling transportation assets will lead to tolls and that the industry cannot afford to absorb those costs.

The EPA spoke about its efforts to reduce pollution caused by freight trucks that are stuck in traffic due to congestion in large urban areas. The EPA outlined its incentive programs to help retrofit older diesel trucks with newer technology that will help cut emissions released into the air by the trucks.

MAG staff provided the group a background on the MAG organization, its committee structure, and its role in facilitating regional cooperation in development of the Regional Transportation Plan. In addition to the overview of MAG as an organization, staff highlighted the current efforts to address Arizona's transportation needs through the Building a Quality Arizona process.

Following the presentations, an overview on the issues discussed in the two breakout sessions was given by ROTCC Chairman Ron Natinsky. Members of the ROTCC discussed the four resolutions that were approved in both breakout sessions. The ROTCC voted to approve all four of the resolutions and forward the resolutions to all interested parties along the River of Trade Corridor. Copies of the resolutions will be circulated to all ROTCC members, as well as the ROTCC Congressional and Legislative Caucuses. In addition, all elected officials, state departments of transportation, metropolitan planning organizations, chambers of commerce, and media along the nine River of Trade Corridor states will receive copies of the resolutions. After the vote on approving the four resolutions was taken, the ROTCC adjourned for the evening.

International Quarterly Meeting - June 15, 2007

On Friday, June 15, 2007, members of the ROTCC began the day with a VIP bus tour of Windsor's transportation assets. The bus tour took participants to the Ambassador Bridge, the Windsor to Detroit tunnel, and various rail crossings throughout the city. During the tour, the guide pointed out several of the congestion issues that were discussed by Mayor Francis at Thursday's lunch. The location of the customs office on the Windsor side of the Ambassador bridge forces the freight trucks to make several turns before the trucks are able to clear customs and proceed. The constant maneuvering causes significant backup along the bridge. Construction is currently underway to move the location of the customs office, but the completion date is a year or two away.

Another difficulty the City of Windsor is facing is the current traffic route that runs through the middle of the city. The freeway that connects the City of Windsor with the rest of Canada stops at the edge of the City of Windsor. Freight trucks are forced to drive 10 to 15 miles through the city before the freeway begins. The congestion caused by trucks forced to stop at traffic signals through the city has caused significant pollution and safety issues for residents and visitors. Studies are being conducted to identify a new transportation corridor around the city.

Following the tour, the ROTCC met for lunch and a presentation from the Ontario Trucking Association (OTA). The OTA representative reiterated many of the needs highlighted by Mayor Francis. The

representative spoke of the need to identify a new transportation corridor that will connect the City of Windsor and the City of Detroit. The OTA representative concluded his presentation by emphasizing the need to build the transportation infrastructure quickly. This will help address the growing international trade between the U.S. and Canada.

Chairman Natinsky concluded the lunch by thanking all of the members for attending and participating in the ROTCC International Quarterly Meeting. The Chairman announced that the next meeting will be the 2007 ROTCC Annual Meeting held in conjunction with the 10th Annual Transportation Summit. The summit will be held in Irving, Texas, on August 7-10, 2007. The ROTCC Annual Meeting will be held on August 10, 2007 from 2:00 to 4:00 PM.

If you have any further questions, please contact me at (602) 254-6300.

Enclosure

RIVER OF TRADE CORRIDOR COALITION

RON NATINSKY, CHAIR
Councilmember, Dallas, Texas

EDDIE FRANCIS
CO-CHAIR
Mayor
Windsor, Ontario

MARC MAXWELL
CO-CHAIR
City Manager
Sulphur Springs, Texas

F.G. "BUDDY" VILLINES
CO-CHAIR
County Judge/Chief Executive Officer
Pulaski County, Arkansas

Resolution for the River of Trade Corridor Coalition to Support the Sovereignty of Each NAFTA Nation, and Others, While Maintaining Open Trade Relations.

Description: Resolution of the River of Trade Corridor Coalition supporting all aspects of national sovereignty as each NAFTA partner pursues valuable trade relations between Canada, Mexico, and the U.S., as well as other trade partners.

WHEREAS, The River of Trade Corridor Coalition includes over 300 members uniting cities, counties, transportation authorities, freight movement entities, and businesses along the significant goods movement trade corridor to protect, maximize, and expand commerce and the economic vitality of the corridor, while mitigating congestion and facilitating a cleaner environment; and

WHEREAS, The River of Trade Corridor Coalition upholds the individual national sovereignty of the United States, Canada, Mexico, and others; and

WHEREAS, The River of Trade Corridor Coalition recognizes the great benefit of international trade and continues to support pursuing trade relations with Canada and Mexico, while also pursuing responsible environmental and safety measures.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVER OF TRADE CORRIDOR COALITION:

THAT The River of Trade Corridor Coalition supports all aspects of national sovereignty of each North American Free Trade Agreement partner, including the United States, Canada, and Mexico while pursuing valuable trade relations with each respective nation.

THAT The River of Trade Corridor Coalition endorses the maintenance of a separate currency for each NAFTA partner as provided for under the laws of each respective nation.

THAT The River of Trade Corridor Coalition supports an individual judiciary system for each NAFTA partner.

THAT The River of Trade Corridor Coalition promotes the independent enforcement of each sovereign nation's laws, including compliance with transportation and environmental standards.

THAT This resolution shall be circulated to interested parties including River of Trade Corridor Coalition members, ROTCC Congressional Caucus, ROTCC Legislative Caucus, as well as governors, state departments of transportation, metropolitan planning organizations, chambers of commerce, appropriate media and others along the nine state River of Trade Corridor and is so accordingly ordered.

CONSIDERED AND APPROVED BY THE RIVER OF TRADE CORRIDOR COALITION at the June 2007 ROTCC International Quarterly Meeting, this the 14th day of June, 2007.

ATTESTED BY:

Ron Natinsky
Chair, River of Trade Corridor Coalition
Councilman, City of Dallas, TX

RIVER OF TRADE CORRIDOR COALITION

RON NATINSKY, CHAIR
Councilmember, Dallas, Texas

EDDIE FRANCIS
CO-CHAIR
Mayor
Windsor, Ontario

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County Judge/Chief Executive Officer
Pulaski County, Arkansas

Resolution for the River of Trade Corridor Coalition to Support Compliance with U.S. Department of Transportation Commercial Vehicle Rules and Regulations

Description: **Resolution for the River of Trade Corridor Coalition to encourage enforcement of U.S. rules and regulations as it pertains to a pilot program permitting Mexican trucks beyond the established commercial zone.**

WHEREAS, The River of Trade Corridor Coalition includes over 300 members uniting cities, counties, transportation authorities, freight movement entities, and businesses along this significant goods movement trade corridor to protect, maximize, and expand commerce and the economic vitality of the corridor, while mitigating congestion, enhancing safety and facilitating a cleaner environment; and

WHEREAS, Mexico is the third largest trading partner of the United States with freight valued at $126.5 billion that entered the U.S. from Mexico by truck in 2006 while $93.0 billion worth of freight was exported to Mexico by truck; and

WHEREAS, The North American Free Trade Agreement pledged to grant access to all U.S. highways by the year 2000, and in February 2007, the Bush Administration announced a pilot program to allow approximately 1,000 trucks from 100 Mexican trucking companies to travel beyond the 20-mile commercial zone to anywhere in the U.S.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVER OF TRADE CORRIDOR COALITION:

THAT The River of Trade Corridor Coalition supports a program to allow Mexican trucking companies access to U.S. highways that compels an efficient, transparent and safe cross-border trucking process.

THAT The River of Trade Corridor Coalition encourages any program designed to allow Mexican trucks beyond the 20-mile commercial zone be guided by laws that provide adequate oversight, regulation and enforcement of all U.S. Department of Transportation rules .

THAT The River of Trade Corridor Coalition maintains that FMCSA/DOT inspections and safety audits for truck maintenance and driver testing should comply with U.S. regulations, including, but not limited to: regular drug and alcohol testing; maintenance of a valid commercial drivers license; driver ability to read and speak English; valid insurance; compliance with U.S. medical requirements; and compliance with U.S. hours of service rules.

THAT The River of Trade Corridor Coalition endorses a program that meets environmental and safety standards established in the U.S. to protect motorists, while also accommodating economic growth and the efficient movement of international trade goods.

THAT This resolution shall be circulated to interested parties including River of Trade Corridor Coalition members, ROTCC Congressional Caucus, ROTCC Legislative Caucus, as well as governors, state departments of transportation, metropolitan planning organizations, chambers of commerce, appropriate media and others along the nine state River of Trade Corridor and is so accordingly ordered.

CONSIDERED AND APPROVED BY THE RIVER OF TRADE CORRIDOR COALITION at the June 2007 ROTCC International Quarterly Meeting, this the 14th day of June, 2007.

ATTESTED BY:

Ron Natinsky
Chair, River of Trade Corridor Coalition
Councilman, City of Dallas, TX

RIVER OF TRADE CORRIDOR COALITION

RON NATINSKY, CHAIR
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Pulaski County, Arkansas

Resolution of the River of Trade Corridor Coalition to Pursue a Congressional High Priority Corridor Designation for the Entire River of Trade Corridor

Description: A resolution to seek federal legislation that will recognize the significant impact of the River of Trade Corridor in goods movement and international trade throughout the United States.

WHEREAS, The River of Trade Corridor Coalition includes over 300 members uniting cities, counties, transportation authorities, freight movement entities, and businesses along the significant goods movement trade corridor to protect, maximize, and expand commerce and the economic vitality of the corridor, while mitigating congestion and facilitating a cleaner environment; and

WHEREAS, Congressional High Priority Corridors are defined as specifically designated highway corridors, which bear national significance as a result of their role in international trade; and

WHEREAS, In 2005, the River of Trade Corridor Coalition was successful in achieving a Congressional High Priority Corridor designation for a significant section of the River of Trade Corridor in the Surface Transportation Reauthorization Legislation, H.R. 3, SAFETEA-LU. This designation identified Interstates 30 and 40 between Dallas, Texas and Memphis, Tennessee via Little Rock and North Little Rock, Arkansas; and

WHEREAS, There are many segments of the River of Trade Corridor that are not currently designated as Congressional High Priority Corridors.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVER OF TRADE CORRIDOR COALITION:

THAT It is important to connect the previously designated segments of the River of Trade Corridor and achieve a Congressional High Priority Corridor designation for the entire Corridor.

THAT The remaining sections of the Corridor to be designated include an east/west designation starting at Interstate 10 from the western edge of New Mexico through Las Cruces and El Paso, Midland, Odessa, and Fort Worth, Texas to the I-35 connection in the Dallas/Forth Worth Metroplex; a northeasterly designation from Memphis to Nashville, Tennessee; through Louisville, Kentucky then to Cincinnati, Ohio.

THAT This resolution shall be circulated to interested parties including River of Trade Corridor Coalition members, ROTCC Congressional Caucus, ROTCC Legislative Caucus, as well as governors, state departments of transportation, metropolitan planning organizations, chambers of commerce, appropriate media and others along the nine state River of Trade Corridor and is so accordingly ordered.

CONSIDERED AND APPROVED BY THE RIVER OF TRADE CORRIDOR COALITION at the June 2007 ROTCC International Quarterly Meeting, this the 14th day of June, 2007.

ATTESTED BY:

Ron Natinsky
Chair, River of Trade Corridor Coalition
Councilman, City of Dallas, TX

RIVER OF TRADE CORRIDOR COALITION

RON NATINSKY, CHAIR
Councilmember, Dallas, Texas

EDDIE FRANCIS
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Mayor
Windsor, Ontario

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City Manager
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County Judge/Chief Executive Officer
Pulaski County, Arkansas

Resolution for the River of Trade Corridor Coalition to Support the Great Lakes Collaborative and Midwest Clean Diesel Initiative

Description: Resolution for River of Trade Corridor Coalition supporting the Great Lakes Collaborative to restore the Great Lakes and Midwest Clean Diesel Initiative action to reduce diesel emissions.

WHEREAS, The River of Trade Corridor Coalition includes over 300 members uniting cities, counties, transportation authorities, freight movement entities, and businesses along the significant goods movement trade corridor to protect, maximize, and expand commerce and the economic vitality of the corridor, while mitigating congestion and facilitating a cleaner environment; and

WHEREAS, The Great Lakes Collaborative was created with a vision of a restored Great Lakes ecosystem and includes the EPA-led Federal Interagency Task Force, the Great Lakes states, local communities, tribes, non-governmental organizations and other interests in the Great Lakes region; and the EPA also addresses cleaner truck fleet operations by reduced diesel emissions and idle reduction technologies through its Midwest Clean Diesel Initiative; and

WHEREAS, The River of Trade Corridor Coalition's support of the Great Lakes Collaborative is consistent with the Coalition's goals and objectives to address environmental issues along the Corridor and to collaborate with the Environmental Protection Agency regarding "clean and green" technologies;

WHEREAS, The River of Trade Corridor Coalition recognizes the progress made toward protecting and restoring the Great Lakes, and looks forward to working with the Collaborative and EPA in future environmental efforts on this and reduced diesel emissions.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVER OF TRADE CORRIDOR COALITION:

THAT The River of Trade Corridor Coalition is committed to encouraging U.S. and Canada to restore and maintain the chemical and biological integrity of the Great Lakes ecosystem.

THAT The River of Trade Corridor Coalition seeks to involve federal, state, and local agencies along with elected officials in the efforts to restore and protect the ecosystem of the Great Lakes, and efforts to reduce diesel emissions and truck idle reductions in the Midwest.

THAT This resolution shall be circulated to interested parties including River of Trade Corridor Coalition members, ROTCC Congressional Caucus, ROTCC Legislative Caucus, as well as governors, state departments of transportation, metropolitan planning organizations, chambers of commerce, appropriate media and others along the nine state River of Trade Corridor and is so accordingly ordered.

CONSIDERED AND APPROVED BY THE RIVER OF TRADE CORRIDOR COALITION at the June 2007 ROTCC International Quarterly Meeting, this the 14th day of June, 2007.

ATTESTED BY:

_____

Ron Natinsky
Chair, River of Trade Corridor Coalition
Councilman, City of Dallas, TX

Agenda Item #3C

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

DATE:
July 2, 2007

SUBJECT:
Amendment of the FY 2008 MAG Unified Planning Work Program and Annual Budget to Combine the Following Approved Projects: Update of Congestion Management Process (CMP) with the MAG Performance Measurement Framework Study

SUMMARY:
In May 2006, the MAG Regional Council approved the FY 2007 MAG Unified Planning Work Program (UPWP) and Annual Budget. The Update of Congestion Management Process (CMP) project was included in the approved Budget, authorizing an expenditure of $400,000. The FY 2008 MAG UPWP and Budget approved the MAG Performance Measurement Framework Study. The Annual Budget for this project included $150,000. Combining these two projects will allow the measures, factors and data sets needed for both processes to be analyzed in a coordinated fashion. The goal is to develop an integrated and consistent process that will include a reporting methodology, as well as standards for rating criteria, measures and targets. Findings from this project will be reflected in the MAG RTP and the TIP.

The proposal to combine these two projects will comply with the requirements of the final Federal Regulations: SAFETEA-LU, effective March 16, 2007. SAFETEA-LU requires a metropolitan-wide, integrated strategy for evaluating the performance of transportation projects as they relate to congestion mitigation. In addition to Federal Regulations, this combined project will provide a framework and prototype report that is necessary to prepare for the series of performance audits starting in 2010 as mandated by the Arizona Legislature in conjunction with the passage of Proposition 400.

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

PROS AND CONS:
PROS: Combining these two projects will result in an integrated CMP and Performance Measurement System that will provide MAG Staff, member agencies, and the public with timely and consistent information. The Congestion Management Process component of this study will focus on the development of the criteria and measures to evaluate projects. These criteria will be used in the Performance Measurement component to analyze observed and simulated data and evaluate the efficiency of the regional transportation system.

CONS:None

TECHNICAL AND POLICY IMPLICATIONS:
TECHNICAL: This combined study will provide guidance to MAG and its member agencies in the preparation of transportation project prioritization, as well as a coordinated methodology to report on

the performance and efficiency of the region's transportation investments.

POLICY: The findings of this combined study will provide the framework and reports to comply with Federal Regulations of SAFETEA-LU and State regulations for the implementation of Proposition 400.

ACTION NEEDED:
Approval to amend the FY 2008 MAG Unified Planning Work Programs and Annual Budgets to combine the Update of Congestion Management Process CMP with the MAG Performance Measurement Framework Study.

PRIOR COMMITTEE ACTIONS: May 25, 2007, MAG Regional Council approved the FY 2008 MAG Unified Planning Work Program and Budget, which includes the MAG Performance Measurement Framework Study for $150,000.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice 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 Bernadette Jimenez, Guadalupe
Councilmember Marcie Ellis for Mayor Thomas Schoaf, Litchfield Park
Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Vice Mayor Vicki Hunt for Mayor Bob Barrett, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
*President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
+ Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, 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.
# Attended by telephone conference call.
+ Attended by videoconference call.

May 26, 2006, MAG Regional Council approved the FY 2007 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included the Update of Congestion Management Process (CMP) for $400,000

MEMBERS ATTENDING

Councilmember Mike Whalen for Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
Councilmember John Insalaco for Mayor Douglas Coleman, Apache Junction
Mayor Marie Lopez-Rogers, Avondale
Vice Mayor Chris Urwiller for 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
Vice Mayor Jay Schlum for 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
Supervisor Mary Rose Wilcox for Supervisor Max Wilson, Maricopa County
Councilmember Dan Schweiker for Mayor Ron Clarke, Paradise Valley
Vice Mayor Bob Barrett for Mayor John Keegan, Peoria
Councilmember Peggy Neely for Mayor Phil Gordon, Phoenix
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
Joe Lane, ADOT
Felipe Zubia, 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.

CONTACT PERSON:
Monique de los Rios Urban and Eileen Yazzie 602.254.6300

Agenda Item #3D

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

July 2, 2007

TO: Members of the MAG Regional Council Executive Committee

FROM: Amy St. Peter, Human Services Manager

SUBJECT: AMENDMENT TO THE FY 2008 MAG UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET TO REDUCE FUNDING FROM THE ARIZONA DEPARTMENT OF ECONOMIC SECURITY

This information corresponds to consent agenda item #3D, Amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to Reduce Funding from the Arizona Department of Economic Security, on the July 9, 2007 Executive Committee agenda. In June, 2007, MAG was notified by the Arizona Department of Economic Security (DES) that the homeless planning contract would be reduced from $20,000 to $10,000. Staff is requesting an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to reflect this reduction in funds.

The reduction reflects pass-through funds for Community Information and Referral, a private non-profit agency. The funds support the Homeless Management Information System. DES decided to contract directly with Community Information and Referral. This new arrangement does not reduce the funds used by MAG. MAG historically has received $10,000 from DES for the purpose of homeless planning and this will continue in the contract for fiscal year 2008.

If you have any questions regarding this amendment, please contact me at the MAG office at 602-254-6300.

Agenda Item #3E

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▵ Phoenix, Arizona 85003
Phone (602) 254-6300 ▵ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▵ Web site: www.mag.maricopa.gov

July 2, 2007

TO: Members of the MAG Regional Council Executive Committee

FROM: Lindy Bauer, Environmental Director

SUBJECT: AMENDMENT TO THE FY 2008 MAG UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET FOR MAG AIR QUALITY TECHNICAL CONSULTANT ASSISTANCE

During FY 2007, MAG contracted with a MAG associate with highly specialized air quality modeling expertise and extensive experience with the MAG air quality models. The workload was intense due to the complex air quality modeling and plan development needs for the MAG Eight-Hour Ozone Plan and technical information requests from the Arizona Legislature and other stakeholders. For the upcoming year (FY 2008), this intense workload is expected to continue with the MAG Five Percent Plan for PM-10, new PM-10 planning activities approved by the Regional Council on May 23, 2007, and other air quality modeling analyses. Staff is requesting an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to include an associate contract for specialized air quality technical assistance services for an amount not to exceed $130,000.

Air quality technical assistance is needed for the air quality modeling and plan development for the MAG Five Percent Plan for PM-10 due to the Environmental Protection Agency in December 2007. The technical assistance is also needed for the completion of the PM-10 Source Attribution and Deposition Study, preparation of the inventory of unpaved roads, tracking the progress made to pave unpaved roads, tracking the implementation of committed measures in the air quality plans, transportation conformity analyses, evaluation of congestion mitigation and air quality improvement projects, air quality modeling analyses, and addressing new eight-hour ozone requirements which will be forthcoming from EPA due to the court remand of the Subpart I area classifications.

The proposed associate contract would be for an amount not to exceed $130,000. If approved, MAG federal funds would be allocated for this purpose. We have greatly appreciated the continued support of the MAG Regional Council Executive Committee for the air quality technical consultant assistance services. If you have any questions, please contact me at (602) 254-6300.