

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
January 20, 2009
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Vacant, Chair	Mayor James M. Cavanaugh, Goodyear
# Councilmember Peggy Neely, Phoenix, Vice-Chair	Mayor Marie Lopez Rogers, Avondale
Mayor Thomas L. Schoaf, Litchfield Park, Treasurer	Mayor Steven M. Berman, Gilbert
Mayor Hugh Hallman, Tempe	

* Not present

Participated by video or telephone conference call

1. Call to Order

Former MAG Chair Mary Manross lost her bid for reelection in the City of Scottsdale resulting in Vice-Chair Peggy Neely assuming temporary leadership of the MAG Regional Council. Due to recovery from surgery, Vice Chair Neely requested that Mayor Thomas Schoaf, Treasurer of the Regional Council, chair the January Executive Committee meeting. The Executive Committee meeting was called to order by Acting Chair Thomas L. Schoaf at 12:11 p.m. Mayor Schoaf 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.

2. Call to the Audience

Mayor Schoaf 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. Mayor Schoaf noted that no public comment cards had been received.

3. Consent Agenda

Mayor Schoaf noted that prior to action on the consent agenda, members of the audience are 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. There were no public comment cards received.

Mayor Schoaf noted that items #3B and #3C were recommended for approval and item #3E was heard for information at the January 14, 2009 MAG Management Committee.

Mayor Hallman moved to approve items #3A through #3E on the consent agenda. Mayor Cavanaugh seconded and the motion carried unanimously.

3A. Approval of the November 17, 2008 Regional Council Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the November 17, 2008, Regional Council Executive Committee meeting minutes.

3B. Consultant Selection for the MAG

The Regional Council Executive Committee, by consent, approved the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000.

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG Bicycle and Pedestrian Facilities Integration Plan. A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan and seven proposals were received in response. A multi-jurisdictional review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan. The MAG Regional Bicycle Task Force recommended that EDAW, Inc. be awarded the contract to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. On January 14, 2009, the MAG Management Committee recommended approval of the selection.

3C. Consultant Contract for AZ-SMART Support

The Regional Council Executive Committee, by consent, approved the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000.

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide support for AZ-SMART in an amount not to exceed

\$45,000. On January 14, 2009, the MAG Management Committee recommended approval of the selection.

3D. Amendment of the FY 2009 MAG UPWP to Amend the I-10 Hassayampa Valley Roadway Framework Study to Complete a Request from the Town of Wickenburg to Amend the Interstate 10-Hassayampa Valley Roadway Study

The Regional Council Executive Committee, by consent, approved to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

On October 7, 2008, MAG received a request from the Town of Wickenburg to amend the Interstate 10-Hassayampa Valley Roadway Framework Study to expand the recommendations to incorporate the Wickenburg planning area. This request was prompted by recent presentations made by MAG staff to the Town and their business community about the Framework's recommendations. In learning about these recommendations, the Town became aware of the need to evaluate and monitor impacts key corridor recommendations from the Framework may have upon their transportation system. During the presentations, the Town expressed its support for these corridors and the desire to work with MAG to facilitate their eventual implementation as part of the region's transportation network. This is an action item for approval to amend the FY 2009 MAG UPWP and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

3E. Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

The Regional Council Executive Committee, by consent, approved for information the development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. Because of the uncertainty of economic conditions, MAG staff is reviewing the calculation of draft Dues and Assessments for FY 2010 for possible cost reductions. Reductions in the Dues and Assessments for the fiscal year costs would be covered by MAG reserve funds. Information on estimated draft Dues and Assessments for FY 2010 will be presented. This item was heard for information at the January 14, 2009, MAG Management Committee meeting.

Mr. Dennis Smith, Executive Director, announced that in consideration of the current economy, MAG had reduced member cities' dues in the annual work program by 50 percent.

Mayor Schoaf stated that he had become aware of the dues reduction from his city manager following the MAG Management Committee meeting. He expressed his appreciation and noted that other member cities will also appreciate MAG taking into consideration recent city budgets as a result of the current economic market conditions.

4. Status Update on the June 30, 2008 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2008

Mr. Smith introduced Dennis Osuch, one of the three partners in the public accounting firm of Cronstrom, Osuch, & Company. Mr. Osuch provided a report on the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. He said that his firm has been conducting audits in Arizona cities and towns for 21 years, and this audit is the second they have conducted for MAG. Mr. Osuch stated that the report was issued on November 10, 2008, and they issued an unqualified opinion on the financial statements, which were found to be in prepared in accord with generally accepted accounting principles. He stated that they issued no management letters or letter of significant deficiencies.

Mr. Osuch stated that they also conducted an audit of MAG's federal program, OMB 133, and issued an unqualified opinion on compliance and had no findings on the related internal controls.

Mr. Osuch noted that MAG has submitted the FY 2008 CAFR to the Government Finance Officers Association for the excellence in financial reporting award and it is anticipated that it will receive the award, which would be the eleventh consecutive year. He concluded his presentation by saying that the audit went well with no issues, and he expressed his appreciation to Mr. Smith, Ms. Kimbrough and MAG staff for helping them meet their goal to submit the audit by December 31, 2008.

Mayor Schoaf thanked Mr. Osuch for his report. No questions from the Committee were noted.

Mayor Hallman moved to accept the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2008. Mayor Berman seconded, and the motion carried unanimously.

5. Amendment to the FY 2009 MAG Unified Planning Work Program for a Commuter Rail Study and Transit Staff Position

Kevin Wallace provided a report on options for commuter rail studies in the region. He said that the Commuter Rail Strategic Plan, which was to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County, was accepted by the MAG Regional Council in April 2008. Mr. Wallace noted that the study laid out possible actions for implementing commuter rail in the region, but did not establish priorities for corridors.

Mr. Wallace reviewed current studies being undertaken in the area of commuter rail including MAG's Grand Avenue Commuter Rail Corridor Development Plan. Mr. Wallace noted that this study differed from the state plan in that it was looking at detailed planning such as design elements and how to make commuter rail work in that specific corridor. Mr. Wallace stated that ADOT is continuing to look at high speed rail between Phoenix and Tucson noting a grant received from the Federal Railroad Administration to perform preliminary environmental analysis. He said the study was expected to begin in early 2009. Mr. Wallace added that the Statewide Rail Framework Study was approved by State Transportation Board and will also begin in early 2009 noting that a great amount of work concerning passenger rail is occurring in the region between MAG and ADOT over the 12 months.

Mr. Wallace stated that an important part of the strategic planning process included a stakeholders group meeting that included approximately 120 attendees. He said that the group reconvened in mid December to solicit additional input on future commuter rail planning efforts following the acceptance of the plan in April. He noted that there was interest in doing more work in commuter rail and accelerating some of the work. Mr. Wallace stated that 54 people attended the stakeholder's group in mid December. He shared that the consensus of the stakeholder's group was to continue studying and prioritizing corridors to ensure that the corridors are not left out of the overall planning process. Mr. Wallace stated that this sentiment was expressed as a result of the prospect and interest in the national economic stimulus package and the possibility of receipt of federal funds in case commuter rail projects may be selected for those funds.

Mr. Wallace then reviewed the options. He explained that Option 1 is basically a commuter rail system plan, a starting point for the overall vision for commuter rail in the Valley where there are existing and potential new corridors for commuter rail and the overall costs. Mr. Anderson stated that the commuter rail system study would take approximately 9-12 months to complete and the analysis would provide data for the ADOT studies, a cost/benefit analysis, and a ranked list of commuter rail corridors. He noted on a map the existing and potential new corridors in the study, which include the Union Pacific (UP) Yuma West, BNSF Grand Avenue, UP Tempe Branch including a possible extension to Maricopa, the UP Chandler Branch including a possible extension to Coolidge, the UP Phoenix Subdivision, and possible extensions to the West Valley and Pinal County. Mr. Anderson advised that the potential new corridors are without rail but have been identified through various studies as having potential for commuter rail.

Mr. Wallace then addressed Option 2a, the UP Yuma West Corridor Development Plan, and said that the study area includes Buckeye, and perhaps farther west, to downtown Phoenix. He stated that the scope of work would be similar to Grand Avenue Study and would take approximately 12 months to complete. Mr. Anderson show a map of Option 2a study area.

Mr. Wallace explained Option 2b, the UP Mainline Corridor Development Plan, a similar detailed study in the East Valley. The study area, would extend from downtown Phoenix to Coolidge, and the UP Yuma West and Phoenix Subdivision area. He noted that the study would take approximately 18 months to complete.

Mr. Wallace stated that on January 14, 2009, the MAG Management Committee recommended that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and Option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Mayor Schoaf asked if committee members had further questions or comments.

Mr. Smith clarified that at the January 14, 2009 Management Committee meeting, an important part of the motion being recommended by the Management Committee included input from the Deputy City Manager from the City of Tempe to have the results from option 1A move as expeditiously as possible for corridor development similar to the UP and BNSF lines.

Mayor Hallman stated that he thought the advantage of including the UP Yuma West line made sense. He said that the two areas that need to be addressed are the Southeast and Southwest portions of the Valley. Mayor Hallman stated that when it comes to transportation planning it appears that with freeway expansion planners are examining the freeways without taking into account other alternatives analyses such as the possibility of commuter rail to provide congestion relief. He stated that instead of proposing 24 lanes to relieve increasing traffic at the intersection of the Interstate 10 and Broadway curve, commuter rail would be competitive and could provide service at least through the Phoenix Southeast subdivision and possibly the Tempe branch down to the city of Maricopa. Mayor Hallman proposed that in future analysis it would be important to consider what provides great impact and what is achievable. He stated that it was important to recognize despite possible significant increasing resistance from Union Pacific on its main freight corridor including the Phoenix subdivision and Yuma West line it would be important to demonstrate success even if it may be on a limited basis with the Chandler Branch or with the Tempe Branch since they are terminating lines. Mayor Hallman stated that it was positive that in the last 60 days a broader scope was reconsidered beyond the BNSF line.

Mr. Smith stated that at the January MAG Management Committee meeting, staff reviewed the Central Phoenix Peer Review study to address issues related to Mayor Hallman's point regarding what is occurring at the Broadway curve. He introduced Eric Anderson, MAG Transportation Director to provide further information regarding the study.

Mr. Anderson stated that in response to a finding by an ADOT consultant it had been recommended to add two additional general purpose lanes on the 1-10 West as it enters Phoenix. As a result, prior to pursuing the recommendation, staff decided to take an opportunity to analyze freeway projects in the central corridor to ensure that they are working cooperatively together to address congestion issues. He noted that after reading the consultant's report it was apparent that if extra lanes were not added there is likely no other

place to distribute additional traffic and therefore bottlenecks would be created leading to poor planning. Mr. Anderson stated that staff initiated a three person peer review including three national experts to analyze how the freeway, arterial streets and transit systems might be better coordinated. He said that in the work program staff has proposed a Central Phoenix Framework study which will be the first time a detailed analysis of how the street system, freeway system and transit system can successfully interact. Mr. Anderson stated that results from the peer review panel suggested that the arterial streets are probably not being utilized to full potential for relieving freeway congestion and that staff will also have to look how high capacity transit or commuter rail may play a role to help alleviate the congestion. He said that taking a fresh look at the central core and urban area will include the 1-10 and 1-17 and ensure that the analysis includes the right mix of projects within modes such as freeways and across modes. Mr. Anderson added that because the projects have yet to be built, there is opportunity to make better decisions and utilize national expertise to assist implementing a better transportation planning process. He stated that staff considered commuter rail an important piece of the analysis.

Mayor Schoaf asked if there were other questions or comments.

Mayor Cavanaugh stated that he supported comments made by Mayor Hallman and Mr. Anderson. He asked for clarification on information related to the item's motion. He asked if the Management Committee had voted for option 2A.

Mr. Smith noted that option 2A as written on the summary transmittal was not the final recommendation by the Management Committee. He stated that the Management Committee recommended that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Mayor Hallman clarified that it appeared some of the text from other options was added to the Phoenix and UP Yuma West option. He stated that the West Valley has not often received the piece it has needed in transportation planning efforts and that often it has not been evaluated holistically. Mayor Hallman recalled that the City of Tempe had initiated a transportation alternatives analysis including light rail for the south, bus rapid transit to south into Chandler and commuter rail but that the study ended at border of Tempe. He stated that if policymakers begin expanding the scope of the review in the case of commuter rail it could lead to benefit everyone including the West Valley.

Mayor Cavanaugh asked if the action included or did not include the Union Pacific Mainline from Buckeye to Coolidge to the East.

Mr. Wallace stated that the recommendation by the Management Committee included Buckeye to downtown Phoenix, not the extension to Coolidge.

Mayor Cavanaugh asked where the Yuma line fit in.

Mr. Wallace stated that the Union Pacific Yuma branch line is included.

Mayor Cavanaugh asked if the discussion of commuter commuter rail excluded the extension of light rail. He noted that light rail appears to travel at a relatively high rate of speed but cautioned whether it was a solution. Mayor Cavanaugh asked whether staff would be excluding it as an option when discussing commuter rail.

Mr. Wallace stated that it would not be excluded. He said that one of MAG's current projects is the Transit Framework Study which is similar to the work that was done on the Hassayampa Valley Study. Mr. Wallace stated that staff was reviewing all transit options including identifying new high capacity transit corridors. He noted that expanding the light rail system was also being considered within the region.

Mayor Cavanaugh stated that the integration of freeway and rail would be absolutely essential. He said that it appeared MAG is considering doing that and in order to do so required smart planning.

Mayor Schoaf asked if there were further questions or discussion. He asked whether Mr. Anderson had been able to find out since the last meeting whether the funds for commuter rail were available for any other uses.

Mr. Anderson stated that MAG General Counsel would be able to address that question. Mr. Anderson introduced Ms. Fredda Bisman.

Ms. Bisman stated that after reviewing the language included in the state statute, Proposition 400 publicity pamphlet and the ballot, it appeared that the money is non transferrable and can not be moved from one modality to another. She noted that the language allows for certain changes to occur within a modality but does not allow moving money between modalities.

Mayor Schoaf said he wanted to understand if policymakers were establishing priorities between those projects and it appeared not. He stated that MAG has money that needs to be spent on rail and is staying within that modality.

Ms. Bisman stated that was correct.

Mayor Lopez Rogers said that the study is important to everyone with respect to long range planning and that this effort is a step that will assist connecting regionally.

Mayor Lopez Rogers moved to approve that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning

Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and Option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Councilmember Neely said that city management from Phoenix was not fully supportive of this option and that she had communicated to staff that she would be supporting the action on this item.

Mayor Hallman seconded the motion and the item carried unanimously.

6. MAG Draft FY 2010 Goals/Work Emphasis Areas and 2009 Results

Mr. Smith reviewed the goals and results for FY 2009. He noted that the organization has continued to review the implementation of Proposition 400. Mr. Smith stated that a performance management report was presented at the January MAG Management Committee meeting and staff is working to finalize information prior to the state audit. He discussed the best practices report and that it has been completed. Mr. Smith stated that with respect to Building a Quality Arizona (BQAZ), MAG had spearheaded that project through the Arizona Councils of Governments and it is now under the direction of ADOT. He said that ADOT anticipates completing the effort in a year and that MAG contributed the Hassayampa and Hidden Valley studies to the initiative.

Mr. Smith stated in the area of Air Quality, the Five Percent plan has been submitted to the Environmental Protection Agency (EPA), the dirt road inventory has been completed, the 8 hour ozone redesignation request is underway, a conformity analysis is scheduled to be approved by the USDOT and staff facilitated a high profile Section 208 small plant review.

Mr. Smith continued that MAG's initiative to strengthen its relationship with the tribal communities included meeting with the Intertribal Council of Arizona regarding BQAZ, one officer of the Navajo Nation, and a meeting with the Planning Stakeholders Group focused on tribal relations. He noted that despite not holding the workshop anticipated, other efforts have been made to increase communication and building relationships.

Mr. Smith said that the Litter Prevention program was continuing strong through participation at several events and purchasing radio spots.

Mr. Smith stated that Information Services staff is working with member agencies on AZ SMART, a modeling platform that is being shared with central Arizona, developing information for a digitized Sun Corridor and hosted a national meeting for socioeconomic modelers. He added that the Central Arizona Association of Governments (CAAG) has contracted with MAG to work on their socioeconomic planning.

Mr. Smith stated that staff has begun working with Valley Metro Rail and Regional Public Transportation Authority on the Transportation Ambassador Program including working cooperatively on the ambassador program for the light rail system.

Mr. Smith noted that video production staff had produced segments on rubberized asphalt and domestic violence. He stated that staff has under development a segment that communicates the status of Proposition 400 as well as provides awareness to the public that projects are being built and delivered.

Mr. Smith stated that the Regional Office Center project ended last summer. MAG has opted to expand at its current location and has executed a lease with the City of Phoenix. He said that remodeling has begun on the first floor and staff anticipates relocating to the new space by March 1.

Mr. Smith announced that Fiscal Services received awards by the Government Finance Officers Association for its work on annual Unified Planning Work Program and Annual Budget for the Comprehensive Annual Finance Report (CAFR).

Lastly, Mr. Smith stated that on the topic of improving the spirit of regionalism among member agencies, staff facilitated a forum for city managers that was well attended and is continuing to draft a policies and procedures guidebook to help member agencies navigate the organization.

Mayor Schoaf asked what the status of the guidebook was.

Mr. Smith replied that staff expected to have a draft of the book by late spring.

Ms. Alana Chávez, Management Analyst III, noted that staff has completed an initial draft. She stated that next steps included formatting the draft for internal review and review with intergovernmental representatives. Ms. Chávez stated that she anticipated providing policymakers a draft for review prior to the end of the fiscal year.

Mayor Lopez Rogers asked if the organization had a Native American currently on staff.

Mr. Smith stated that Mr. Nathan Pryor, Senior Policy Planner is a member of the Navajo Nation. He noted that Mr. Pryor facilitated meetings with the Intertribal Council, a key representative from the Navajo Nation and presented information to the Native American Town Hall.

Mayor Schoaf asked Mr. Smith to present goals for FY 2010.

Mr. Smith proceeded to review goals for FY 2010. He noted that he was looking for input to ensure staff was heading the right direction regarding its planning efforts to expand staff resources and funding for consultants in right areas.

Mr. Smith stated that MAG was continuing to implement Proposition 400 and exploring ways to balance the plan. He expected that the process to identify projects would be very important in the forthcoming months. Mr. Smith stated that with respect to performance measurement, MAG is trying to get ahead of state requirements and have data ready and in

place. He stated that efforts on commuter rail will continue and that MAG will be expending a few more resources on commuter rail initiatives.

Mr. Smith said that MAG submitted to host the National Association of Regional Councils Executive Director's conference and he has been approached by the Inter-mountain metropolitan planning organizations to bring elected officials to Phoenix for either a pre or post conference meeting to start developing relationships with our neighbors to the north due to similar transportation and infrastructure interests. He added that as an example, commuter rail is being built in neighboring states and there is opportunity to learn and leverage politically for the reauthorization process and work together to get more for the Inter-mountain West region.

Mr. Smith noted that there continue to be major challenges in air quality and that ozone boundary issues will need to be addressed. He added that conformity analysis depended on where funds from the stimulus package will be distributed which may cause working rapidly and possibly calling emergency meetings to ensure all projects go forward and meet deadlines established by the stimulus legislation.

Mr. Smith stated that the 2010 Decennial Census is going to be a big project and staff is working on getting correct geographical information for the cities and will include a public involvement effort in cooperation with the City of Phoenix.

Mr. Smith requested further input on goal #18 - Improve Relationships in the Arizona Megapolitan Corridor. He stated that it is important to recognize that Maricopa County is not an island and that in reality the transportation model for the region does not work unless MAG includes the area in Pinal County down to Interstate 8. Mr. Smith noted that politically MAG is not really well connected or positioned with policymakers in Pinal County, with exception of bordering cities like Queen Creek, Chandler, Goodyear, to address transportation planning issues. He noted that MAG has been approached by the City of Maricopa to join MAG but is not sure that the current bylaws would allow that.

Mr. Smith stated that a legislative study group may be organized to study the Sun Corridor. He mentioned to legislative staff that without developing relationships in the Sun Corridor, it is not known how far an initiative will go. Mr. Smith stated that it will take leadership from the Executive Committee to build relationships within the Sun Corridor. Mr. Smith said he is aware that some cities will ask about the organization's focus on the \$5 billion shortage in the freeway program and fixing that first prior to expanding into Pinal County. He stated that it was a legitimate question but that MAG also needed to look at the economic opportunities from cooperative planning. Mr. Smith stated that 87 percent of the future growth in the state will be concentrated in three counties and that Arizona will need an economic strategy for the three counties. He noted that presently there is no one working on this effort and that it should initially begin with relationship building among policymakers. Mr. Smith stated that relationship building and discussion of planning efforts could hopefully lead to an economic study outlining the key opportunities for Arizona. He noted that he believed this would be worth pursuing.

Mayor Cavanaugh stated that approximately two years ago MAG formed the AZ COG/MPO Association in conjunction with BQAZ. He said that MAG chaired and developed the agendas and facilitated the meeting in cooperation with the AZ COG/MPO Association. Mayor Cavanaugh stated that it was a good forum for interaction and there was strong participation on the part of the COGs and MPOs. He inquired what the status of that group was since ADOT had taken it over. Mayor Cavanaugh noted that the format utilized for BQAZ could be a way to begin addressing this issue.

Mr. Smith responded that MAG, CAAG and PAG used to meet on an annual basis to discuss each other's work programs. He stated that the BQAZ format superseded that when BQAZ was initiated. He said that the group that ADOT convenes is different from the previous BQAZ effort. Mr. Smith stated that the meetings are not as well attended and the discussion is more technical rather than policy oriented. Mr. Smith said that with the state experiencing a transition, MAG needs to be looking at least to three counties. He explained that staff has prepared a detailed map illustrating where the growth is going to occur coming up through Tucson to Maricopa through Pinal heading up through I-93 in Mojave County into Las Vegas. Mr. Smith reiterated that the state's growth will happen primarily in three counties. He cautioned that trying to address 15 counties would be difficult. Mr. Smith encouraged improving communication. He noted that CAAG in Pinal County has begun forming a task force to explore becoming an MPO. Mr. Smith stated that with the air quality department in Pinal County beginning to discuss non-attainment area planning, it is important to recognize what is beginning to occur beyond the Maricopa County border.

Mayor Hallman stated that he would argue that goal #18, though necessary, may not be sufficient. He noted that he drafted a letter proposing additions to the work plan that could make this goal possible. Mayor Hallman stated that currently member agencies are not working together all that well regionally. He encouraged adopting some procedural efforts that could allow MAG to strengthen its regional approach and therefore help the organization reach out better to neighboring communities and organizations. Mayor Hallman agreed with Mr. Smith that for most of the member agencies at MAG the border of Maricopa County is not meaningful. He stated that member agencies needed to get over notion that each can not see itself as solely independent jurisdictions without also recognizing they are interrelated within the county through MAG and beyond that. Mayor Hallman said he did not know how MAG could plan for the southern portion of its boundary being impacted by traffic. He stated that Interstate 8 at a minimum should be included and that without real reflection on how that is impacting the region, the organization would be planning poorly. Mayor Hallman added that MAG must not fail to recognize the broader connections in the Valley on all the different modes or look at them in a piece meal fashion. He stated that he certainly supported the notion of reaching out but that MAG also needs to work in the next year to strengthen systems being used and empower the organization to engage at a policymaking level and use that to drive the Regional Council to do a more holistic job. By getting results, elected officials would become much better advocates as to how MAG works as a body in the greater region to Pinal and down to Pima. Mayor Hallman cautioned that if MAG did not address this sooner than later there will be considerable additional frustration on all transportation planning efforts. Mayor Hallman stated that he would support Mr. Smith and would propose adding a goal #19 to improve procedural

policies to strengthen regional approach that would encourage policymakers to identify what they need to do to get the body to work more effectively together.

Mayor Schoaf stated that he thinks most would agree that despite jurisdictional boundaries the need for planning remains. He added that it was important to keep in mind that as a Regional Council there remains a lot of work to do to make the council work as a regional body within the MAG region. Mayor Schoaf said that there is reluctance by various cities who have historically not received their fair share when discussion begins regarding efforts outside of the immediate region. He stated that the challenge that the Executive Director has and that the Regional Council shares, is to get past that through the use of some performance measures that demonstrate projects will assist that part of the region.

Mayor Berman stated that the motive to expand outside the region may be to further identify whether what the region is planning will work. He added that when it was said the 202 would not be built without using rubberized asphalt, it may have been to enforce the use of the material, but with no freeway in Chandler there would have been no freeway in Gilbert. Mayor Berman stated that when looking at region, though some may be frustrated with MAG, it is important to explore and identify at some level elements which need to exist to work for everyone in the region. He added that if they are not there, it will not work.

Mayor Lopez Rogers stated that MAG needed to develop relationships and that related planning is crucial. She noted that in her review of maps and the planning that has occurred this region has been left out of funding. Mayor Lopez Rogers said that at this point, MAG needed to focus on its own region before expanding outward. She encouraged developing relationships and policy in the MAG region prior to reaching out to others. Mayor Lopez Rogers agreed that at some point MAG needs to do that but noted that there is a lot of work to do within the MAG region.

Mayor Hallman stated that it does not take a large expending of resources to build relationships if MAG needs to do that at the planning level. He agreed with Mr. Smith and noted that there is as much obligation from the policymakers as staff on this issue. Mayor Hallman said that until MAG recognizes that Pinal and Pima have as much significant impact on this region's ability to plan, it is not being altruistic but making sure that as MAG goes forward it is planning wisely and well for everything that will be impacting the region. He stated that one of the things that will impact the West Valley, such as the South Mountain project, could bring blessings but also significant detriment if MAG does not understand what is coming in and out of Pima and Pinal counties. Mayor Hallman said that planning without the understanding of what MAG will be receiving could devastate results needed for the West Valley. He added that the cities in the West Valley have been overlooked and have not been delivered projects to the extent it would have been desired. Mayor Hallman noted that in planning for those opportunities it will be necessary to understand what is to the south. He stated that Pinal and Pima counties and the cities within them will certainly want to make sure there is an understanding.

Mayor Schoaf stated that the challenge for Mr. Smith will be to figure out a way to encourage the policy side of MAG to connect with the policy side of Pinal County and

identify ways MAG policymakers can build those relationships to assist in the planning process without incurring significant costs which could affect other priorities.

Mr. Smith said there currently exists a significant technical foundation through staff's cooperative relationships in socioeconomic planning and transportation planning. He added that Mr. Anderson and he have had discussion with management in Pinal County that what is missing is dialogue among elected officials to develop an understanding of what they may have common.

Mayor Hallman stated that bringing the three counties together could have a significant impact on state spending whereas trying to work with 15 counties would be very difficult.

Mr. Smith said it would be important for MAG to know the elected officials in that area.

Mayor Schoaf asked Mr. Smith whether staff had engaged ASU's Decision Theatre in the various partnership activities to help MAG engage in the cross county work.

Mr. Smith stated that MAG had been approached by the Decision Theater and that they were using a lot of MAG's demographics to make their theater work. He noted that staff would not be objectionable to offering its data to illustrate some of the options. Mr. Smith discussed a possible option including the Mexican port of Punta Colonet. He said that despite an article in the LA Times identifying it as a dead project due to the local economy, there is a possibility that this could be a major port for Mexico. Mr. Smith stated that the port could connect with the track coming up to Yuma. He added that if it was analyzed and the decommissioned Union Pacific track could come up from Yuma to the West Valley, what kinds of opportunities could exist if the Governor's office made this effort a true priority. Mr. Smith stated that planning could ensure bringing traffic through the Valley and be included in the Hassayampa study. He added that if there is interest in bringing the rail corridor from Union Pacific to BNSF it would connect two rail lines, the Interstate 8, Interstate 10 Interstate 40 and a port noting that Phoenix could become an inland port. Mr. Smith said that it would be worth to at least have someone review the possibility of this scenario.

Mayor Hallman stated that the Canamex corridor could be coming to life through the West Valley by using the Interstate 17 instead of the Interstate 10 and using rail corridors and other connectors from Phoenix to Tucson. He stated that south Tucson is a good place to observe the impact of rail noting that a one square mile rail corridor unloading yard for LA because LA is too crowded. Mayor Hallman added that this could be a likely reason MAG could have trouble on Union Pacific line but that the region could observe the West Valley experience a massive economic stimulus from that activity.

Mr. Smith stated that staff has met with the North American group from ASU and provided MAG a scope of work to analyze those external impacts on the state of Arizona. He encouraged collaborating with experts in Arizona such as a privatization expert in northern Arizona to analyze the possible role of privatizing some of the track from BNSF from the Valley up to Las Vegas. Mr. Smith stated that he would encourage looking at all options. He noted that this issue is beyond MAG and would need the attention of the Governor's

office. Mr. Smith said that this scenario does not work if the Punta Colonet port does not happen. He stated that Maricopa County is not a little island and would be in its best interest to understand that there is Maricopa County, two adjacent counties and the Intermountain West.

Mayor Hallman stated that the port may not happen today but that it will happen. He said that the economic downturn is helping the cities to take time to decide which corridors need to be studied. Mayor Hallman added that the issue is outside of MAG's current scope but it could have a huge economic impact on the MAG region. He stated that there exists a possible threat that the Union Pacific will move its rail corridor from the Southwest over to the Mexican side of the border in order to look out for its own benefit. He continued that doing so would have a devastating impact on what could be a powerhouse commercial and industrial complex in the West Valley that could make Ontario's airport and freight corridor look small in comparison. Mayor Hallman stated that he did not think it is an issue of money, but rather needing to make connections and recognizing what those elements are so that the policymakers making those connections at the policy level understand the full breadth of the opportunities that exist. He recalled that the first Canamex corridor study was completed in 1992 by the Comision Sonora Arizona and the Arizona Mexico Commission. Mayor Hallman stated that frankly the place that could have the most impact could be in the West Valley. He stated that the region has yet to take advantage of such possibilities and this scenario may have brought a large opportunity back.

Mayor Lopez Rogers stated that her frustration is that there were opportunities in Proposition 400 that have not been seen yet.

Mayor Schoaf asked if there was any further discussion.

Mayor Cavanaugh stated that in Proposition 400 there are current and future projects. He said that over the next few years there will be several controversial issues such as South Mountain, the 303 freeway south of Goodyear paralleling the Pinal County line, Williams Gateway, and the road from Tucson to Phoenix. Mayor Cavanaugh noted that every one of those projects will impact members directly because they include funding from the cities. He stated that it will be important that MAG has strong elected official relationship with other counties.

Mr. Smith agreed with Mayor Cavanaugh.

Mayor Schoaf stated that if there was no further discussion the Executive Committee would proceed to the next item.

7. Executive Director's Annual Performance Evaluation

Mayor Schoaf asked for a motion to recess the Executive Committee meeting and enter into executive session for the purpose of reviewing the comments from the Regional Council and discuss the performance of the Executive Director. Mayor Hallman moved to enter into executive session. Mayor Cavanaugh seconded, and the motion carried unanimously. The Executive Committee recessed at 1:05 p.m. and entered into executive session.

Mayor Schoaf reconvened the Executive Committee meeting at 2:08 p.m. Mayor Hallman moved to increase the benefits of the Executive Director effective January 1, 2009 by the following: (1) Increase the maximum accrual limit for vacation days from 320 hours to 500 hours; (2) Increase the number of paid vacation days per year from 20 to 25, and (3) Bank 32 hours of vacation for 2009 and 32 hours for 2010. Mayor Cavanaugh seconded the motion, and the motion carried unanimously.

8. Adjournment

Mayor Schoaf called for a motion to adjourn. Mayor Hallman made a motion to adjourn. Mayor Lopez Rogers seconded the motion. The motion passed unanimously.

There being no further business, the Executive Committee adjourned at 2:20 p.m.

Chair

Secretary