

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
June 9, 2004  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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| Terry Ellis, Peoria, Chair                             | * Tom Morales, Guadalupe                                     |
| Mike Hutchinson, Vice Chair, Mesa                      | Benjamin Ronquillo, Litchfield Park                          |
| + Bryant Powell for George Hoffman,<br>Apache Junction | Tom Martinsen, Paradise Valley                               |
| Carnell Thurman for Todd Hileman,<br>Avondale          | Frank Fairbanks, Phoenix                                     |
| * Vacant, Buckeye                                      | # Cynthia Seelhammer, Queen Creek                            |
| * Jon Pearson, Carefree                                | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| * Usama Abujbarah, Cave Creek                          | Roger Klingler for Jan Dolan, Scottsdale                     |
| Mark Pentz, Chandler                                   | Jim Rumpeltes, Surprise                                      |
| B.J. Cornwall, El Mirage                               | Amber Wakeman for Will Manley, Tempe                         |
| # Tim Pickering, Fountain Hills                        | Ralph Velez, Tolleson  |
| * Lynn Farmer, Gila Bend                               | Shane Dille, Wickenburg                                      |
| * Urban Giff, Gila River Indian Community              | Mark Fooks, Youngtown  |
| Brian Townsend for George Pettit, Gilbert              | Dale Buskirk for Victor Mendez, ADOT                         |
| Ed Beasley, Glendale                                   | Mike Sabatini for David Smith,<br>Maricopa County            |
| Stephen Cleveland, Goodyear                            | Ken Driggs, Valley Metro/RPTA                                |

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

1. Call to Order

The meeting was called to order by Chairman Terry Ellis, at 12:04 p.m. A moment of silence was observed in honor of President Ronald Reagan.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chairman Ellis announced that Tim Pickering and Cynthia Seelhammer were attending the meeting via telephone conference call and Bryant Powell, as proxy for George Hoffman, was attending via videoconference call. Chairman Ellis stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was

available from MAG staff for those who parked in the parking garage. Chairman Ellis stated that materials for agenda items #5B, #5C, and #7 were at each place.

3. Call to the Audience

Chairman Ellis stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chairman Ellis noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. When two minutes have elapsed, a yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, a red light will come on. Chairman Ellis stated that for members of the audience who wish to speak, comment cards are available from the staff.

Chairman Ellis recognized public comment from Dianne Barker, who quoted President Reagan, "The best of America is yet to come." Ms. Barker stated that she had received an answer to her question about the process citizens need to follow to get an item on the Management or Regional Council agendas. Ms. Barker clarified her statement from the May 12, 2004 minutes that TCMs needed to be looked at further. She clarified her statement from the October 17, 2001 Management Committee minutes. She said that the statement should have read, "The business of government is not business." Ms. Barker referred to the October 17, 2001 minutes on the use of CMAQ funds. She said that she believes there is a discrepancy between the state plan and the MAG plan. Ms. Barker stated that she did not think that CMAQ funds are being used correctly in regard to light rail. Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Joseph Ryan, who spoke about systems for management planning. He asked that members of the Committee reflect for one minute on their role and what it should be, based on what President Reagan accomplished. Mr. Ryan commented that Sun City West residents say that members who continuously vote unanimously are either stupid or on the take, although that is not his belief. Mr. Ryan spoke about his past service on the Board of Health and difficulties in getting items on the agenda because the chair was a lobbyist. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis recognized public comment from Bob McKnight, who reported on materials he had obtained at the 411 building at a cost of \$21. Mr. McKnight pointed out discrepancies between the light rail pamphlet that is free to the public, and reports that must be purchased. He commented that it seems you have to pay to find out the facts. Mr. McKnight referred to the pamphlet as propaganda and garbage. He said that there is a three minute limit to public comments because that is the attention span of this group. Chairman Ellis thanked Mr. McKnight for his comments.

Chairman Ellis recognized public comment from William "Blue" Crowley, who suggested that the ball parks in the area should plant aloe vera to help the fans who get sunburned at games. Mr. Crowley commented that Glendale does not want to maintain a bike lane at 67th Avenue and Grand Avenue. He reported he has not yet received a letter from ADOT on this, as directed

by CTOC. Mr. Crowley commented that the tunnel on I-10 is still not completed, even though a new \$80,000 study was commissioned. He said that tunnels need to be done to provide connectivity along the Grand Canal route. Chairman Ellis thanked Mr. Crowley for his comments.

#### 4. Executive Director's Report

Dennis Smith reported on the PM-10 Milestone Report that is being prepared by the Arizona Department of Environmental Quality (ADEQ), as required by the Clean Air Act. Mr. Smith reviewed the history of the PM-10 Plan. He noted that the Salt River Plan was due in February. Mr. Smith advised that ADEQ needs to know what measures have been implemented by MAG member agencies in order to perform modeling for the site. These measures include street sweeping, road paving, curbing, and paving parking lots and alleys. Mr. Smith stated that ADEQ sent a letter to member agency administrators on May 26th requesting a response by the June 4, 2004. He said that ADEQ reported that 15 cities/towns have not responded and are requesting responses as soon as possible. Mr. Smith noted that ADEQ needs to go for public review for 30 days beginning June 14th. He added that the street sweeper protocol was issued by ADEQ, and resolutions are needed by July 15th.

Mr. Cleveland asked if staff would be sending a resolution on street sweepers. Lindy Bauer stated that in the past, through a resolution, MAG has offered assistance to ADEQ. She said that staff could draft a resolution. Ms. Bauer added that measures must be included with the resolution and that ADEQ is requesting the communities respond immediately. Mr. Cleveland asked the consequences for noncompliance. Ms. Bauer stated that ADEQ needs commitments on the street sweepers from jurisdictions so their plan will show attainment of standards. Ms. Bauer noted that the PM-10 Milestone Report is required under the Clean Air Act, and should have been submitted by March 31, 2004. She noted that a failure to provide the report could result in sanctions to the region.

Mr. Smith stated that on April 30th, the Chair of the Regional Council sent out a memorandum soliciting nominations for the positions on the Transportation Policy Committee. He added that these appointments will be made at the June 23rd Regional Council meeting. Mr. Smith noted that if the central city or one of the seven largest cities wish to change their representative, they will need to send a letter by June 18th to MAG indicating the change. He stated that the position of Chair and Vice Chair will also be determined at the June 23rd meeting.

Mr. Smith stated that a notice regarding this year's Stuart B McKinney Funds application process was e-mailed to all MAG member agencies on May 20, 2004, indicating that the applications are due on June 24, 2004. Last year, MAG was awarded nearly \$16 million for non-profit agencies offering services and housing to homeless families and individuals. Mr. Smith noted that the process will be reviewed by the Management Committee and the Regional Council, and the Rating and Ranking recommendation will be brought for final review before the Executive Committee on July 19, 2004 and before the Continuum of Care on July 22, 2004.

Mr. Smith updated members on the upcoming Desert Peaks Awards that will be held June 23, 2004 at the Arizona Club at the Bank One building. He said that the Regional Council meeting

will be held at 5:00 p.m., the reception at 5:30 p.m. and the awards ceremony at 6:15 p.m. Mr. Smith displayed a list of the Award recipients. The Summit Award goes to the Transportation Policy Committee and business coalition for the Regional Transportation Plan. The Public Private Partnership Award goes to the City of Glendale Chemical Weapon Full-Scale Exercise. The Public/Private Partnership Award goes to two projects: to the City of Glendale/Phoenix Coyotes/The Ellman Companies Development Project, and to the Employers Against Domestic Violence program. The Professional Service Award goes to Jeff Martin, City of Mesa. The Regional Partnership Award goes to the San Tan Mountains Regional Park Master Plan. The Regional Excellence Award goes to Representative Gary Pierce. Mr. Smith noted that \$10,500 in sponsorships have been received. Chairman Ellis thanked Mr. Smith for his report. No questions from the Committee were noted.

5. Approval of Consent Agenda

Chairman Ellis stated that public comment will be received before taking action on the 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. Chairman Ellis stated that agenda items #5A through #5G were on the consent agenda.

Chairman Ellis recognized public comment from Ms. Barker, who pointed that minutes must be taken for executive sessions and she hoped MAG followed this rule. She submitted a copy of the Open Meeting Law, which was entered into the permanent record. Ms. Barker commented that the open meeting law exists to provide open access to government by citizens, even with a dialogue. Ms. Barker asserted that MAG should put certain issues on the agenda when citizens have repeatedly commented on them. She asked how much CMAQ money is being spent on light rail. Ms. Barker stated that she had a letter written in 1999 by Dennis Mittelstedt from FHWA that says CMAQ money cannot be used on planning studies. She requested that a determination on this be provided. Ms. Barker commented that light rail will increase congestion and pollution. Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Mr. Ryan, who commented on agenda item #5B, page A3 of the chart. He said that the response did not answer his comments made at the June 1 public hearing. Mr. Ryan said that the chart says that carbon monoxide and PM-10 will decrease by 2026. Mr. Ryan said that studies show that women are buying more trucks and SUVs. The increased weight and speed will create more PM-10. He asked how PM-10 can decrease while the population will increase. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis recognized public comment from Mr. Crowley, who commented that agenda items #5E and #5F were rubber stamped because they were on the consent agenda at the Transportation Review Committee meeting. Mr. Crowley commented that the light rail line to Spectrum Mall is funded by Transit 2000. He asked how the Metrocenter link of the light rail system would be funded if the November sales tax election does not pass. He commented that money would probably be taken from bus and put into light rail. Mr. Crowley stated that efforts are being made to shade light rail stops, but most bus stops are below industry standard. Mr. Crowley commented on potential designs for a continuation of the route along the Grand Canal

at I-17. He said that it should be a tunnel, not a bridge. If it is a bridge, when I-17 is double-decked, the bridge will be three stories high. Mr. Crowley commented on concerns for criminality in tunnels. He said he has not witnessed criminality in tunnels, and if it happens, the police should take care of it. Chairman Ellis thanked Mr. Crowley for his comments.

Chairman Ellis asked if there were requests to hear any consent item individually. Mr. Buskirk requested that agenda item #5G be heard.

Mr. Cleveland moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Vice Chair Hutchinson seconded, and the motion carried unanimously.

5A. Approval of May 12, 2004 Meeting Minutes

The Management Committee, by consent, approved the May 12, 2004 meeting minutes.

5B. New Finding of Conformity for the Special FY 2004-2007 MAG Transportation Improvement Program and the Amended Regional Transportation Plan

The Management Committee, by consent, recommended approval of the new Finding of Conformity for the Special FY 2004-2007 MAG Transportation Improvement Program and the amended Regional Transportation Plan. The conformity assessment on the proposed amendment, which includes a regional emissions analysis, concludes that the FY 2004-2007 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. The proposed amendment includes an Arizona Department of Transportation request to advance a State Route 85 project and add a new Loop 101 Agua Fria Freeway auxiliary lane project; an adjustment to the completion date of the light rail transit (LRT) 20-mile minimum operating segment to December 2008; and to the completion date of the LRT five-mile link to Metrocenter to 2012. Following a 30-day public review and comment period, a public hearing is scheduled for June 1, 2004 on the proposed amendment to the TIP and RTP, and conformity assessment. On June 3, 2004, the MAG Air Quality Technical Advisory Committee recommended approval of the new finding of conformity. Approval of the new conformity finding by the Regional Council is required prior to approval of the amendment to the TIP and RTP.

5C. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2004-2007 MAG Transportation Improvement Program (TIP). The amendment includes a request from Maricopa County to add a new Design Concept Report and Environmental Assessment Project for Loop 303 from I-10 to US 60 (Grand Avenue) to FY 2004. The proposed amendment also includes new transit projects and changes to existing transit projects from Valley Metro to ensure that the Federal Transit Administration Grant Application and the TIP are in conformance. In addition, as part of the Federal FY 2004 Interim Year End Closeout, the proposed amendment includes new projects and changes to existing projects in the FY 2004-2007 MAG TIP. The amendment includes new projects that may be categorized as exempt to

determine conformity and minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5D. Amendment of the Special FY 2004-2007 MAG Transportation Improvement Program and the Regional Transportation Plan for Light Rail Transit

The Management Committee, by consent, recommended approval of an Amendment of the Regional Transportation Plan and Special FY 2004-2007 Transportation Improvement Program to reflect the light rail transit changes proposed by Valley Metro Rail, affecting the Minimum Operating Segment and the Metrocenter Link, contingent upon a finding of air quality conformity. Valley Metro Rail has requested changes to the budget and schedule for completion of the light rail transit (LRT) system. The changes would modify the Regional Transportation Plan (RTP) and the Special FY 2004-2007 MAG Transportation Improvement Program (TIP). In accordance with State law, the proposed modifications to the RTP have been submitted for consultation to the Regional Public Transportation Authority, the Arizona Department of Transportation, Maricopa County, Indian communities and to cities and towns. At their meeting on May 26, 2004, the Transportation Policy Committee reviewed and responded to comments received. On May 27, 2004, the Transportation Review Committee recommended approval of an amendment to the RTP and TIP to reflect the LRT changes. The results of an air quality conformity assessment indicate that the proposed transportation action meets the applicable transportation conformity criteria. A public hearing on the conformity analysis was held on June 1, 2004.

5E. Proposed Amendment and Administrative Adjustments to the FY 2004-2007 MAG Transportation Improvement Program for Transit Projects

The Management Committee, by consent, recommended an Amendment and Administrative Adjustments to the FY 2004-2007 MAG TIP for transit projects submitted by RPTA as shown in the Attached Table. Each year, when the Federal Transit Appropriations are released, the Regional Public Transportation Authority (RPTA) reviews the Federal Transit Administration (FTA) Grant Application that is under development and adjusts the projects listed in the Grant and the TIP to ensure that the two programs are in conformance. It is necessary to either amend the TIP or to carry out some Administrative Adjustments to incorporate several changes to existing transit projects. These changes include the deletion of four projects, adjustments to 12 projects, the deferral of six projects and the addition of 19 new projects. Other projects have had the scopes and funding sources changed, increased and/or reduced. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. The Transportation Review Committee recommended approval of a list of project changes.

5F. Amendment of the FY 2004-2007 MAG Transportation Improvement Program for ADOT Highway Projects and a Maricopa County Design Concept Report and Environmental Assessment

The Management Committee, by consent, recommended approval of an Amendment of the FY 2004-2007 Transportation Improvement Program to advance a State Route 85 project from FY 2007 to FY 2004; to add a new project on Loop 101 (Agua Fria Freeway) between 31st Avenue and 51st Avenue to FY 2004; and to add a Design Concept Report and Environmental Assessment for Loop 303, from I-10 to US-60 (Grand Avenue), to FY 2004. On November 25, 2003, the FY 2004-2007 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since that time, ADOT has notified MAG that it is making several changes to the improvements scheduled on State Route 85, between Buckeye and Gila Bend. In addition, ADOT is adding a State funded District Minor project on Loop 101 (Agua Fria Freeway) to FY 2004. Maricopa County has requested the addition of a Design Concept Report for Loop 303, from I-10 to US-60 (Grand Avenue). All of these projects require an amendment to the TIP to be able to proceed. On May 27, 2004, the Transportation Review Committee recommended approval of an amendment to the TIP.

5G. Proposed New Federal Functional Classification for 43rd Avenue, Lower Buckeye Road to 0.8 Miles South

This item was removed from the consent agenda. The City of Phoenix has submitted a project for consideration for MAG federal funds during the FFY 2004 Closeout process. The project has been highly recommended by the Arizona Department of Environmental Quality (ADEQ) as a partial solution to Particulate Matter (PM-10) problems in the area and will utilize both Congestion Mitigation and Air Quality Improvement Program funds and Surface Transportation Program (STP-MAG) funds. To support the use of STP-MAG funds, the roadway needs to be federally functionally classified as an Urban Collector or higher. The Transportation Review Committee recommended concurrence.

Mr. Buskirk stated that he presumed the reclassification would be submitted to ADOT immediately after concurrence by the Regional Council. ADOT would review the request, then pass it on to the Federal Highway Administration for review. Mr. Buskirk stated that he understood that time was of the essence, but there is a process that needs to be followed. Mr. Buskirk reviewed statistics and guidelines for classifications of roads. He said that MAG might want to consider classifying the road as a minor arterial.

Mr. Fairbanks stated that he appreciated ADOT's concern for following the process. Mr. Fairbanks moved to recommend MAG concurrence with Federally functionally classifying 43rd Avenue, Lower Buckeye Road to 0.8 miles south as an Urban Collector or Minor Arterial, whichever is appropriate, noting that the project will go through the ADOT process before finalization. Vice Chair Hutchinson seconded, and the motion carried unanimously.

6. Requested Changes to the FY 2004 MAG Regional Freeway Program

Eric Anderson reported that the Arizona Department of Transportation has requested two material changes to the FY 2004 MAG Regional Freeway Program. He noted that A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests that materially increase the cost of a project. The first requested change is to add \$1.0 million to the Systemwide Preliminary Engineering project due to the production of a design concept report, extensive hydraulic studies and geotechnical investigations and a change in interchange concepts for a section of the Red Mountain Freeway. Mr. Anderson stated that ADOT is also requesting that a new project be established for design work necessary for utility relocation in the amount of \$80,000. He advised that both of these changes are required to complete the current Regional Freeway Program in 2007. MAG has examined the need for both of these changes and finds that they are warranted. A review of the net impact of these changes indicates that the cash balances for the MAG Regional Freeway Program are adequate to accommodate the requested changes.

Mr. Fairbanks asked if the design of roundabouts was included in these projects. Mr. Anderson replied that roundabouts are being designed at the Brown Road and the McKellips Road interchanges on the Red Mountain Freeway. Mr. Fairbanks asked if this endorses that design. Mr. Anderson said that they will be included in the final design concept, and also in the public review process in Mesa.

Chairman Ellis recognized public comment from Mr. Ryan, who said that the committee had to plan ahead because what is built today might make another project that is needed in the future impossible to build. Mr. Ryan encouraged high speed roundabouts. He suggested having multimodal interchanges and terminals on freeways and downtown, which he did not see in the 20-year plan. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis recognized public comment from Mr. Crowley, who said that being proactive is part of TEA-21 guidelines. Mr. Crowley stated that the public input section in MAG transmittals did not include public input made at CTOC meetings, which are attended by MAG staff. He noted that CTOC is advisory to the Regional Council, the Legislature, and the Board of Supervisors. Mr. Crowley asked how can CTOC advise when public input is not reported back? Chairman Ellis thanked Mr. Crowley for his comments.

Mr. Fairbanks moved to recommend approval of the requested changes to increase the funding for Systemwide Preliminary Engineering by \$1.0 million and add the new project to provide for utility relocation design work in the amount of \$80,000. Vice Chair Hutchinson seconded, and the motion carried unanimously.

7. Federal Fiscal Year 2004 MAG Federal Funds Interim Closeout and Amendment/Adjustments to the FY 2004-2007 MAG Transportation Improvement Program and FY 2004 and FY 2005 Unified Planning Work Programs and Annual Budgets

Paul Ward addressed the Committee on the FFY 2004 Interim and Final Closeout. In this phase of the closeout process, approximately \$23.3 million is available for the interim closeout, plus approximately \$1 million in STP funds. He noted that approximately \$36 million in 26 project

requests have been received for the funds available. Mr. Ward stated that there are three levels of priorities for projects: projects already programmed that have requested acceleration, current year federally funded projects that are requesting additional funds, and other requests. Mr. Ward reviewed the Transportation Review Committee recommendations for currently available funds and for contingency projects if further funds become available or if any projects unexpectedly drop out. He added that dependent on the redistributed Obligation Authority, the TRC may have to identify sufficient projects to utilize these funds. Mr. Ward stated that the final closeout will be considered by the TRC later in June, followed by consideration by the Management Committee and Regional Council in July. He added that contingency projects may be implemented as late as mid August or early September. Chairman Ellis thanked Mr. Ward for his report.

Chairman Ellis recognized public comment from Ms. Barker, who raised her objections to the millions being given to light rail, which does not have congestion management scores. Ms. Barker stated that newer studies have been done, but this is based on old figures. She said that this area needs to move forward and stop being old and parochial. Ms. Barker said she would be filing a complaint with FHWA. Ms. Barker asked why \$20 million was being given away without a score for light rail. She expressed that the Management Committee should be ashamed. Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Mr. Ryan, who informed the Management Committee about the superior process used in Connecticut for developing projects that could use federal funds. Mr. Ryan suggested outlying areas joining together to make express service feasible. He encouraged planning for the future so that projects will be ready to utilize federal funds. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis recognized public comment from Mr. Crowley, who commented that bicycle, pedestrian, and transit modes are not being considered when roadway plans are being drafted. This is contrary to federal regulations. Mr. Crowley expressed concern for pollution generated by Mexican trucks traveling the 30 miles of SR 85 within Maricopa County. He asked if the pollution will be monitored along this segment. Mr. Crowley stated that the Hatch Act applies to MAG and staff. He said that he saw RPTA staff at the Democratic Convention. Does that convolute the process? Mr. Crowley commented on the continuation of the route along the Grand Canal at I-17. He said that it should be a tunnel, not a bridge. If it is a bridge, when I-17 is double-decked, the bridge will be three stories high. Mr. Crowley commented on concerns for criminality in tunnels. If crimes occur, the police should take care of it. Chairman Ellis thanked Mr. Crowley for his comments. He clarified for Mr. Crowley that the Hatch Act applies to federal and state employees. Chairman Ellis asked the Committee if they had questions for Mr. Ward.

Mr. Cleveland asked about the speeds of roundabouts and freeway to freeway ramps being designed for speeds lower than the interfacing street. Dan Lance, Deputy State Engineer, explained that freeway to freeway ramps are designed for 50 to 55 m.p.h speeds. He said that ADOT is interested in exploring using roundabouts in some applications because of safety and operational benefits. Mr. Lance stated that roundabout speeds are typically 20 to 25 m.p.h., as

opposed to 45 m.p.h. at signalized interchanges. Roundabouts are a compromise to slowing traffic and make interchanges safer and more efficient.

Mr. Cleveland commented that he had not seen many freeway to freeway interfaces where traffic does 50-55 m.p.h.; it usually needs to slow to 30-35 m.p.h. Mr. Cleveland expressed concern with the amount of land necessary to allow freer movement. Mr. Cleveland commented that discussion of the kind of mobility that will be needed as the population grows might be forwarded to the Transportation Policy Committee. Mr. Lance stated that older freeway to freeway interchanges were designed for 50 m.p.h. ramps and have been upgraded to 55 m.p.h. ramps. He indicated that considerably more right of way will be required to have faster interchanges.

Mr. Driggs moved to recommend approving the interim closeout of Federal FY 2004, as shown in the revised Tables handed out at the meeting and recommend amending/adjusting the FY 2004-2007 MAG TIP and the FY 2004 and FY 2005 Work Programs and Annual Budgets to allow the projects to proceed. Mr. Cleveland seconded, and the motion carried unanimously.

#### 8. Election of Officers

Chairman Ellis stated that he has served two terms as Chair of the Management Committee. According to the Management Committee nomination process, the Vice Chair assumes the Chair position, and the outgoing Chair works with the entities to determine the position of Vice Chair. Chairman Ellis reported that Vice Chair Mike Hutchinson would assume the Chair, and Ed Beasley has been recommended as Vice Chair. He stated that Mr. Beasley has an extensive leadership background in the City of Glendale. In addition, Mr. Beasley is Vice President of ICMA.

Mr. Cleveland moved to elect Mike Hutchinson as Chair and Ed Beasley as Vice Chair of the Management Committee. Mr. Fooks seconded, and the motion carried unanimously. Chairman Ellis extended his congratulations to Mr. Hutchinson and Mr. Beasley.

Mr. Hutchinson expressed the appreciation of the MAG organization to Chairman Ellis for his service as Chair the past two years. He noted that Chairman Ellis was instrumental in the Executive Director search process. Mr. Hutchinson stated that MAG undertook a significant process with the development of the Regional Transportation Plan, and he appreciated Chairman Ellis's professionalism in running the Management Committee meetings. Mr. Hutchinson presented Chairman Ellis with a plaque in appreciation of his service as Chair of the Management Committee.

Chairman Ellis expressed that it had been his honor to serve as Chair. He extended his compliments to MAG staff. He said that he had worked with planning organizations in three states and MAG staff is superior, likely the best in the United States. Chairman Ellis stated that he might not always agree with the positions of citizens who comment at meetings, but he admired their perseverance and passion.

9. Comments from the Committee

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

Chairman Ellis noted that Joe Blanton is in transition from his position as Buckeye Town Manager. He wished good luck to Mr. Blanton.

Mr. Cleveland stated that Stuart Brackney had been named as Interim City Manager for Litchfield Park, after the departure of Horatio Skeete to Glendale.

Mr. Buskirk announced that an approval of the Five Year Construction Program by the State Transportation Board is anticipated June 18th.

There being no further business, the meeting adjourned at 1:25 p.m.

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Chairman

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Secretary