

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 7, 2004
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Terry Ellis, Peoria, Chair	* Tom Martinsen, Paradise Valley
Mike Hutchinson, Vice Chair, Mesa	Frank Fairbanks, Phoenix
George Hoffman, Apache Junction	John Kross for Cynthia Seelhammer, Queen Creek
David Fitzhugh for Todd Hileman, Avondale	Jacob Moore for Bryan Meyers, Salt River Pima-Maricopa Indian Community
Joe Blanton, Buckeye	Roger Klingler for Jan Dolan, Scottsdale
Jon Pearson, Carefree	Jim Rumpeltes, Surprise
* Usama Abujbarah, Cave Creek	Amber Wakeman for Will Manley, Tempe
Patrice Kraus for Pat McDermott, Chandler	Ralph Velez, Tolleson
B.J. Cornwall, El Mirage	Shane Dille, Wickenburg
* Tim Pickering, Fountain Hills	Mark Fooks, Youngtown
* Beverly Turner, Gila Bend	Debra Brisk for Victor Mendez, ADOT
* Urban Giff, Gila River Indian Community	Mike Sabatini for David Smith, Maricopa County
George Pettit, Gilbert	Ken Driggs, Valley Metro/RPTA
Dana Tranberg for Ed Beasley, Glendale	
Stephen Cleveland, Goodyear	
* Tom Morales, Guadalupe	
Horatio Skeete, Litchfield Park	

*Those members neither present nor represented by proxy.

Participated by videoconference or telephone conference call.

1. Call to Order

The meeting was called to order by Chairman Terry Ellis, at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

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 introduced and welcomed the new El Mirage City Manager, B. J. Cornwall. He introduced the new Valley Metro Rail Chief Executive Officer, Richard Simonetta. Chairman

Ellis announced that former Surprise City Manager, Bill Pupo, had assumed the City Manager position in Chino Valley.

Chairman Ellis noted that material for agenda item #8 was 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 DD Barker, who stated that she came to the meeting on the bus. She announced that a transportation debate was scheduled for January 8th at the Goldwater Institute at 500 E. Coronado, Phoenix. Ms. Barker stated that the RARF extension would be discussed on Rex Perry's radio show, NBC 1190 AM and she would be involved in an interview on the show. Ms. Barker wanted to ensure that the subgroup providing oversight on the Community Emergency Notification System includes the Phoenix Fire Department. She pointed out that the MAG organizational chart is included in the Comprehensive Annual Financial Report. Ms. Barker commented that Mr. Crowley had stated in last month's minutes that he had to drive to the meeting because it was raining and there was no bus shelter. Ms. Barker stated that she has been using transit since 1986. She applauded Ed Zuercher for the good job he is doing. She noted that people should be number one, not the bus drivers who are putting in time in a job to get their retirement checks. Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Mr. Crowley, who stated that 39 percent of sales tax funds in the Regional Transportation Plan are allocated to transit, but in the past, 50 percent had been promised to rubber tired transit. He commented that some of the 39 percent is going to HOV lanes and ramps, and Phoenix is demanding two-thirds of the 39 percent go to light rail, which brings down that percentage for rubber tired transit to 13 percent. Mr. Crowley stated that he had attended the RPTA Management Committee meeting, and wondered why the State was not there, even though they are at MAG Management meetings. He commented on rural transit and said that rural communities are also economic engines, not just large cities. Mr. Crowley stated that the rural areas need transportation options other than freeways, such as circulator buses. He encouraged 50 percent of the sales tax go to rubber tired transit so all communities will be a part. Therefore, the Plan needs to be changed. All we have are the trolley folly and freeways. Chairman Ellis thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported on federal transportation legislation. The Senate has marked up SAFETEA, and the House has passed TEA LU. Mr. Smith stated that the Metropolitan Congestion Relief Act of 2003, HR 3611, is an attempt to clarify the relationship between Departments of Transportation and planning agencies nationwide. He added that not all MPOs have as good a relationship as MAG has with ADOT. Mr. Smith noted that one advantage of this Act for this region is that it will suballocate CMAQ funds. Mr. Smith noted that right now, MAG receives approximately \$37 million per year, and there is no guarantee we will receive this amount in the future; more certainty would be given to the Plan if the funds are suballocated.

Mr. Smith stated that MAG has received the Government Finance Officers Association Distinguished Budget Presentation Award for the FY 2004 Budget document. He noted that MAG has received the award for the sixth year in a row, and it is the highest form of recognition in governmental budgeting. Mr. Smith extended his congratulations to Fiscal Services staff.

Mr. Smith announced that Maricopa 2020 is hosting the educational event on the Regional Transportation Plan for legislators on January 14, 2004 from 11:30 a.m. to 1:30 p.m. on the House lawn. He added that MAG, ADOT, RPTA will present displays on the Regional Transportation Plan. Mr. Smith added that the Regional Council, the Transportation Policy Committee, and the Management Committee were invited to attend.

Mr. Smith announced that MAG had been notified that the conformity analysis had been approved by FHWA and FTA. He expressed his thanks to the Environmental Division for their efforts.

Mr. Smith stated that HUD Stuart B. McKinney funding for homeless issues in the amount of \$15.9 million was received by the MAG region. He expressed thanks to the Human Services Staff for their work on obtaining the funds.

Mr. Smith stated that a request was received to reactivate the Incarceration Working Group. He explained that an informal stakeholders group was envisioned for discussion of incarceration costs and contracts between the cities and the County for the incarceration of municipal prisoners.

Mr. Smith announced that the Regional Council Retreat is scheduled for noon on January 16, 2004. He added that TPC Business representatives and legislators have been invited to join the Regional Council. Mr. Smith indicated that the focus of the Retreat is to thank the business and legislative partners for their efforts on transportation, to discuss the legislative authorization of the half-cent sales tax and potential future collaboration with the business community on regional projects. 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.

Mr. Fairbanks stated that he did not want to remove agenda item #5D, Establishment of the MAG Regional Aviation System Plan Technical Advisory Committee, from the consent agenda, but wanted to make a statement. He stated that he supported the concept of a decision-making committee having one vote, but as far as a technical advisory committee, he would point out that the TAC would be advisory only. Mr. Fairbanks commented that the City of Phoenix operates one very large airport and two fairly large ones. The City's Aviation Department probably has more employees than the other cities' aviation departments combined. Mr. Fairbanks said that restricting expertise is probably not the best strategy. Mr. Fairbanks commented that he felt it would be unfortunate if those highly talented and nationally recognized Phoenix staff would be excluded from the technical advisory committee, which would not be the decision-maker, anyway, just because they are from the same city. Mr. Fairbanks encouraged using expertise as the criteria in the appointments to technical committees, and if the members happen to be from the same agency, it would be possible for more than one person to sit at the table.

Ms. Tranberg requested clarification if Mr. Fairbanks meant he was requesting additional voting members, or if he intended that the one person, one vote concept would continue while the opportunity for additional participation at the table would be provided.

Chairman Ellis indicated that this item required further discussion and removed it from the consent agenda.

Chairman Ellis recognized public comment from Ms. Barker, who commented on agenda item #5F, Status Update on the June 30, 2003 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, 2003. She stated that table eight shows poverty rates in Maricopa County. Ms. Barker pointed out that there are more than \$1 million to MAG in federal appropriations for underserved areas. She stated that she would like to see more rapid, all-day rubber tired transit with limited stops on Grand Avenue. Ms. Barker stated that if this bus service was established, more than the underserved would ride the buses on this route. She requested that she be provided direction on how to make a formal request for this. Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Mr. Crowley, who commented that the Grand Avenue improvements were purposely made to eliminate transit stops on Grand Avenue. He commented on the low level of transit service along Roosevelt and along 51st Avenue, an area that is quite built up. Mr. Crowley stated that a system that operates 24 hours per day, seven days per week, is needed. He stated that leadership with regional vision is needed at RPTA. He urged having circulator and connector buses in every community. Mr. Crowley stated that he was all right with light rail and freeways, as long as you clean up his air quality first. Chairman Ellis thanked Mr. Crowley for his comments.

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

5A. Approval of November 5, 2003 Meeting Minutes

The Management Committee, by consent, approved the November 5, 2003 meeting minutes.

5B. Consultant Selection to Enhance the MAG Pedestrian Area Policies and Design Guidelines

The Management Committee, by consent, recommended selecting HDR Engineering, Inc. as the consultant to enhance the MAG Pedestrian Area Policies and Design Guidelines for an amount not to exceed \$80,000. On May 20, 2003, the MAG Regional Council approved the FY 2004 Unified Planning Work Program and Annual Budget which included \$80,000 to enhance the *MAG Pedestrian Area Policies and Design Guidelines*. Since the creation of the *Guidelines* in 1995, many changes have occurred that have prompted the need to enhance the document. The goal of the project is to enhance the *Guidelines* to incorporate safety, elderly mobility, American with Disabilities Act guidelines, summaries of recent pedestrian projects and their economic impact, lessons learned through the MAG Pedestrian Design Assistance Program, and consideration of the *MAG Pedestrian Plan 2000*. A request for proposals (RFP) was advertised for consulting assistance to enhance the *Guidelines* in October 2003. Four consultant proposals were received in response to the RFP: (1) Community Design + Architecture; (2) HDR Engineering, Inc.; (3) Otak, Inc.; (4) and Sherman Group, Inc. A multi-jurisdictional proposal review team interviewed three of the consultant teams and reached a consensus that the firm of HDR Engineering, Inc. be selected to assist in the enhancement of the *MAG Pedestrian Area Policies and Design Guidelines*. The Pedestrian Working Group unanimously concurred with the selection. The *MAG Pedestrian Area Policies and Design Guidelines* is a comprehensive manual of pedestrian policies and facility design that creates a regional standard that is used by community groups, planner and design professionals, and urban design students. The book has been requested nationwide and won the Arizona Planning Association's best ordinance award in 1996. The *Guidelines* identifies types of pedestrian areas commonly found in the MAG region, and proposes policies and design elements to promote walking. General Principles and General Recommendations in the *Guidelines* provide a basic understanding of pedestrian needs and recommendations for overall changes to better accommodate pedestrians. In addition, design guidelines provide specific guidance in areas such as walkway width, walkway separation from traffic, shade and transit access. The *Guidelines* provide the foundation for the MAG Pedestrian Design Assistance Program, a very successful MAG program which helps stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. The \$701,000 investment in the 17 projects funded through the Program has leveraged nearly \$5 million in federal transportation funds for pedestrian areas, which does not include substantial local or private funds used to construct the designs.

5C. Draft FY 2005-2009 MAG TIP Guidance Report

The Management Committee, by consent, recommended acceptance of the Draft FY 2005-2009 MAG Transportation Improvement Program Guidance Report. Each year at the beginning of the cycle to develop the next Transportation Improvement Program (TIP), MAG provides a

combined report which updates the regional Transportation Management Systems, Title VI, environmental justice and other socioeconomic factors, and other policy changes with regard to programming TIP projects. This report is known as the TIP Guidance Report (TGR) and it normally also includes the application forms for applying for MAG federal funds. This year, the cycle to develop the TIP has been delayed to coordinate with the adoption of the Regional Transportation Plan (RTP) and to fit the expected schedule for extending the half-cent sales tax. As a result of deferring action on FY 2008 MAG Federally funded projects last year, there will be two years (2008 and 2009) of MAG Federal funds available. Policies outlined in the RTP, and included in the TGR, will guide the programming of all funds, including the extended half-cent sales tax funds anticipated to start in the latter part of FY 2006. The Transportation Review Committee reviewed the Draft 2005-2009 TGR at their October 23 and December 11, 2003 meetings, and has recommended acceptance.

5E. Establishment of the MAG Transportation Safety Committee

The Management Committee, by consent, recommended establishment of the MAG Transportation Safety Committee. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 introduced the need for safety management at state and metropolitan levels. The upcoming reauthorization, titled SAFETEA, is likely to increase the role of MPOs in long-range planning for safer transportation systems. The establishment of a Transportation Safety Committee will officially recognize importance of safety planning at MAG and create more opportunities for regional collaborations on improving road safety through better planning. Members of the committee will include MAG member agencies, and federal, state agencies and nonprofit agencies with an interest in road safety. Each of the agencies would submit the name of an individual to represent them on the Committee.

5F. Status Update on the June 30, 2003 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, 2003

The Management Committee, by consent, recommended acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2003. The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2003. An unqualified audit opinion was issued on December 22, 2003 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance, with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2003.

5G. Amendment to the FY 2004 MAG Unified Planning Work Program and Annual Budget to Include Funding from the Transportation Improvement Program

The Management Committee, by consent, recommended approval of an amendment to the FY 2004 MAG Unified Planning Work Program and Annual Budget to add \$450,000 in FY 2004 Congestion Mitigation Air Quality Funds for the MAG Regional Videoconference operating expenses (year 3 of 3). On November 25, the Regional Council approved the FY 2004-2007 Transportation Improvement Program, which included \$450,000 of FY 2004 Congestion Mitigation Air Quality (CMAQ) funds for the MAG Regional Videoconference operating expenses (year 3 of 3). The \$450,000 of CMAQ funds need to be added to the FY 2004 MAG Work Program and Annual Budget.

5D. Establishment of the MAG Regional Aviation System Plan Technical Advisory Committee

This item was removed from the consent agenda for discussion. Chairman Ellis requested a staff report.

Harry Wolfe explained that in the early 1990s, MAG set up a two-tier committee process to guide the Regional Aviation System Plan, or RASP. At that time, a RASP Technical Advisory Committee (TAC) provided technical input on the MAG RASP Update and forwarded the recommendations to the Aviation Policy Committee. Mr. Wolfe stated that in 1997, during a committee streamlining process, the MAG RASP TAC was eliminated and replaced with an informal stakeholders group that included technical staff. He noted that during the current update of the Regional Aviation System Plan, support was expressed to reestablish the MAG RASP TAC to provide more formal input to the MAG RASP Policy Committee.

Chairman Ellis asked for details on the composition of membership. Mr. Wolfe replied that in the past, there was one representative for each agency on the TAC, although not all agencies sent a representative. Mr. Wolfe stated that Luke Air Force Base, ADOT, the Air National Guard, and member agencies would each have one voting representative, but may send more people to meetings. He noted that Luke and Phoenix send more people to meetings because of their expertise in many aspects of aviation. Mr. Wolfe stated that the concept of the reestablished TAC would be that each jurisdiction would have one vote, although a jurisdiction may send more than one representative to the meetings.

Vice Chair Hutchinson asked who had expressed support for reestablishing the TAC. Mr. Wolfe replied that Mayor Elaine Scruggs, Chair of the RASP Policy Committee, raised the point, in the desire to get clearer recommendations from a technical advisory committee to the policy committee. Vice Chair Hutchinson asked if the process would be three-steps: the TAC would make recommendations to the RASP Policy Committee, then the Policy Committee would make recommendations to the Regional Council. Mr. Wolfe replied that was correct.

Mr. Fairbanks commented that this was a minor issue and he had not requested it be taken off the consent agenda. He stated that he wanted to make a statement of support for allowing those with technical expertise a chance to contribute. Mr. Fairbanks commented that this is an example of how much energy is expended at MAG to keep Phoenix under the thumbs of other

cities, and some are afraid to allow those who really know a lot about an issue to sit at the table. Mr. Fairbanks commented that he was not concerned about who votes, because, from his perspective, the TAC is advisory and does not approve anything. However, he was concerned that people who have the expertise and understanding of the issues are being deprived of the opportunity to input because there might be the chance that Phoenix may have more input than another city. Mr. Fairbanks commented that Phoenix accounts for more than 40 percent of the Valley's population and runs the largest airport. He said that Phoenix sitting on a technical advisory committee in proportion to their expertise should not be a cause for concern. Mr. Fairbanks added that he did not object to more participation from agencies such as Glendale, Tempe or Mesa, that operate airports and have experts on staff.

Chairman Ellis asked Mr. Fairbanks to make a motion. Mr. Fairbanks moved to recommend reestablishing the MAG RASP Technical Advisory Committee, with the suggestion that expertise of staff is considered when making the committee appointments and any agency would not be precluded from having multiple representatives on the committee. Vice Chair Hutchinson seconded, and the motion carried, with Ms. Tranberg and Ms. Wakeman abstaining.

6. Legislative Update

Mr. Smith provided an update on legislation to authorize the extension of the half cent sales tax for transportation. He noted that the intergovernmental representatives, the business community, legislators, Maricopa 2020 and HighGround, the consultant for Maricopa 2020, continue work on the authorization language. Mr. Smith indicated that it is anticipated that the MAG bill will be introduced next week, and it will take rapid action to get the bill to the County Elections Department by February 3rd in order to proceed with a May 18, 2004 election. He indicated that agreement has been reached on organizational issues, the May 18th election date, and to keep intact the Plan developed by the TPC.

Mr. Smith mentioned that there has been much discussion on the five year audit and major plan amendments. Mr. Smith stated that the audit is not a new concept, and has benefitted the MAG region. He stated that safeguards have been built into the audit that issues would have to be worked out through an audit subcommittee of the TPC. Mr. Smith added that if a project is found by the audit to be not warranted and an agency wanted the project to proceed, the consultation process with member agencies, ADOT, RPTA, and the County would have to be followed and a super majority vote of the TPC would be required. He noted that this is the same concept for major plan amendments. Mr. Smith advised that the existing roles and responsibilities continue to remain in place per federal guidelines, where the Plan is cooperatively developed with ADOT and RPTA. He commented that city staff and the business community have done an outstanding job.

Chairman Ellis expressed his congratulations to Mr. Smith and all staff for their efforts. Vice Chairman Hutchinson expressed his congratulations and appreciation for the hard work.

7. EPA Modification to Eight-Hour Ozone Nonattainment Area Boundary

Lindy Bauer addressed the Committee on the new eight hour ozone nonattainment boundary. She stated that this designation will include new requirements and new tests for conformity. Ms. Bauer stated that on December 3, 2003, the Environmental Protection Agency sent a letter that indicated its intent to modify the Governor's recommendation for the eight-hour ozone nonattainment area boundary to include Area A in Pinal County. She noted that the Governor's recommendation was keeping the boundary within Maricopa County. Ms. Bauer stated that EPA cited in its letter that it is important to include Area A in the boundary because it is contiguous with the Phoenix Metro area and is experiencing high growth. She added that the EPA also indicated that the Salt River Pima-Maricopa Indian Community and the Fort McDowell Indian Communities would be included in the nonattainment area. Ms. Bauer stated that the Gila River Indian Community would not be included, and would be classified as attainment/unclassifiable. Ms. Bauer noted that the Gila River Indian Community is preparing its own air quality plan.

Ms. Bauer noted that Area A is 327 square miles, more than half of which is State land that is expected to develop more slowly. She advised that the concern was including jurisdictions other than Maricopa County because it raised the question who would prepare the air quality plans. Ms. Bauer commented that the EPA proposition might not be as large an issue as first thought, because the added Pinal County area is already included in the TIP, the Regional Transportation Plan and the transportation modeling that is used in air quality modeling. She commented that staff thinks that because Apache Junction is already included in the MAG transportation documents, that may help to resolve the issue.

Ms. Bauer explained that ADEQ submitted the 2003 eight hour ozone monitor data to EPA on December 16th. The data showed only two violating monitors, which were only slightly over the standard of .084 ppm. Ms. Bauer noted that the monitoring data shows that the air quality shows continuous improvement, because the violations have steadily decreased from seven violations, to six violations, to three violations, and now to two violations. She stated that there were 40 times that monitors went over the standard, but they are not violations according to the way EPA calculates violations. Ms. Bauer displayed the timeline. She stated that MAG will continue to work with ADEQ on the additional information due to EPA on February 6, 2004 before EPA makes its decision on April 15th. Chairman Ellis thanked Ms. Bauer for her presentation. No comments from the committee were noted.

8. Discussion of the Development of the FY 2005 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough addressed the Committee on the development of the Unified Planning Work Program and Annual Budget. Ms. Kimbrough noted that the timeline would be modified to accommodate a change to the videoconferencing workshop date and for certification that will take place in April. She explained that the inflation factor from the Regional Transportation Plan of 3.9 percent, or \$21,379, has been applied this year to the dues and assessments. She added that the inflation factor was not added last year because of member agency budget situations. Ms. Kimbrough explained the material that was handed out to the Committee. Ms. Kimbrough stated that the proposed new projects narrative was revised, a page of newly

proposed projects was added, and the potential additional special assessments table was updated to reflect the change in assessments for these new projects. She advised that the next update on the Work Program would be given to the Management Committee at the February meeting.

Chairman Ellis requested a staff update on the Smart Growth project. Jack Tomasik stated that this project would prepare planning information that can be used by member agencies to reduce regional travel demand. He commented that developing subregions throughout the Valley that are as economically self-sufficient as possible will reduce travel demand.

Mr. Tomasik explained that the project will consist of three separate stages. The first stage is on the economic development side and complements work being conducted by GPEC. It will develop profiles of industry cluster sub-sectors and include site factor needs. Mr. Tomasik stated that a Maricopa County GIS database of the site factors will be developed from these industry needs, and a model will be created that will quantitatively identify competitiveness for each cluster sub-sector of each of the job centers. Mr. Tomasik advised that these databases and model will allow member agencies to identify their best target industries for each job center, the most competitive job centers in their communities, and the improvements that could be made through local policies and investments to make the job centers more competitive.

Mr. Tomasik stated that the second stage includes developing alternative projection scenarios for Maricopa County industry development using REMI. He explained that the objective is to focus on industry projections, as opposed to total population or employment. Mr. Tomasik stated that the alternative scenarios could be based such parameters as national/state policies, economic market trends, and emerging regional issues. The result would be projections of jobs by industry, both for Maricopa County as a whole and also for the community job centers of MAG member agencies.

Mr. Tomasik stated that in the third stage, the explicit link between economic development and housing will be made. He indicated that the demand for housing by price categories will be estimated. Housing demand can then be compared to existing and planned housing supply to identify potential gaps and residential development opportunities within each job center's commute shed. Mr. Tomasik stated that this information could be used by member agencies for planning residential land use. Also, this information will allow member agencies and MAG transportation planners to focus on commuter-oriented transportation that would link key residential areas with key job centers. Commuter-oriented transportation includes HOV lanes, park and ride lots, bus rapid transit, and light rail.

Mr. Tomasik stated that although there will be a final report, the most important part of this project will be the databases and model that would be transmitted to member agencies for their own uses.

Chairman Ellis asked for clarification if the cost would be one time or ongoing. Mr. Tomasik replied that the amount would be start-up cost. He noted that approximately \$150,000 to \$200,000 would be for the GIS site factor database. Mr. Tomasik added that he thought funding might be available for the housing profile task. He commented that he felt that the cost for succeeding years would be less. Chairman Ellis asked if additional staff would be needed to

fulfill the project. Mr. Tomasik replied that work on the tasks would be accomplished by consultants.

Mr. Fairbanks extended his compliments on the clarity that the Work Program and Budget materials provided on changes to goals and funding sources. He stated that Phoenix is anticipating cutbacks in their budget and possibly reducing staff. Mr. Fairbanks added that this is not to say that staff might not be added to MAG, but the climate of the cities that MAG represents needs to be tracked. Mr. Fairbanks commented that a number of programs are noted as being funded with highway funds. He stated that projects should be meaningful, as if we were using our own funds, and not be decided just because highway funds are available. Mr. Fairbanks commented that ultimately, those highway funds could be used to deliver street, highway, bus, and bike projects for our communities.

Chairman Ellis expressed his appreciation for the early delivery of information on the Work Program and Budget.

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.

Mr. Smith stated that work is ongoing for MAG staff to join the Arizona State Retirement System (ASRS). He stated that a bill, sponsored by Representative Huppenthal, will be introduced next week to clarify MAG's eligibility. Mr. Smith recognized the efforts of Patrice Kraus, Chandler Intergovernmental Affairs Coordinator. He added that the support of the Committee will probably be needed.

Mr. Cleveland offered that ASRS just accepted his service of eight and one-half years from the Mid-Willamette Valley MPO. He added that he had to show the organization was a creature of the instrumentality of government for ASRS to accept his service.

Mr. Hoffman expressed his thanks to Mr. Fairbanks for the support in providing an interim police chief to Apache Junction. He also thanked Mr. Hileman, Mr. Hutchinson, and Ms. Seelhammer for their support.

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

Chairman

Secretary