

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 12, 2008
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Charlie McClendon, Avondale, Chair | * RoseMary Arellano, Guadalupe |
| Mark Pentz, Chandler, Vice Chair | Darryl Crossman, Litchfield Park |
| * George Hoffman, Apache Junction | Christopher Brady, Mesa |
| David Johnson for Jeanine Guy, Buckeye | Jim Bacon, Paradise Valley |
| Jon Pearson, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Frank Fairbanks, Phoenix |
| Spencer Isom for B.J. Cornwall, El Mirage | John Kross, Queen Creek |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Rick Davis, Fountain Hills | John Little, Scottsdale |
| * Rick Buss, Gila Bend | Randy Oliver, Surprise |
| Joseph Manuel, Gila River Indian
Community | Charlie Meyer, Tempe |
| George Pettit, Gilbert | Chris Hagen for Reyes Medrano, Tolleson |
| Ryan Peters for Ed Beasley, Glendale | Gary Edwards, Wickenburg |
| Romina Korkes for John Fischbach,
Goodyear | Lloyce Robinson, Youngtown |
| | Jennifer Toth for Victor Mendez, ADOT |
| | * David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair McClendon stated that the addendum to the agenda and supporting materials for agenda items #5D, #9, #10, and #11 were at each place.

Introductions of new member agency staff were made. Mr. Swenson introduced Susan Daluddung, Peoria Deputy City Manager, who previously worked in California and Oregon.

Chair McClendon introduced the new Maricopa County Air Quality Director, Lawrence Odle, who comes to the County with experience in California and Oregon.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon 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. Chair McClendon 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.

Chair McClendon noted that no public comment cards had been turned in.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest. He announced that MAG had received two Arizona Geographic Information Council Awards and acknowledged MAG staff who developed the projects: Best Analytical Presentation, Kurt Cotner and Jason Howard; and Best Cartography, Peter Burnett. Mr. Smith announced that the Salt River Pima-Maricopa Indian Community also was honored with an award, Most Innovative, with staff member Gnani Marupakula.

Mr. Smith stated that commuter rail would be discussed at the Executive Committee, Transportation Policy Committee, and Regional Council meetings. He provided a history of the commuter rail project, by saying that \$5 million was included in the Regional Transportation Plan to develop commuter rail options and implementation strategies. Mr. Smith pointed out that in January 2006, the formation of a Commuter Rail Stakeholders Group was approved by the Regional Council. Mr. Smith reported that in October 2006, the Regional Council approved selecting URS Corporation to develop a Commuter Rail Strategic Plan, which was accepted in April 2008 by the Regional Council. In July 2008, the Regional Council Executive Committee approved selecting URS Corporation to develop the Grand Avenue Commuter Rail Development Plan. Mr. Smith noted that at the time, there were questions as to why the Union Pacific Corridor was not included in the study. He advised that this was due to an ongoing study of the Union Pacific track between Tucson and Phoenix and Union Pacific's desire to work with only one lead agency. Mr. Smith stated that ADOT has now indicated that a team approach with Union Pacific, ADOT and MAG could work and for MAG to proceed with a Union Pacific Commuter Rail Development Plan. He added that they hope to be back to the Management Committee with a scope of work in January 2009. Mr. Smith noted that because the Union Pacific corridor is longer than the BNSF corridor, additional funding is anticipated beyond the \$600,000 for the BNSF study. He added that through Congressman Ed Pastor, ADOT has received a Federal Transit Administration grant to study the Union Pacific track between Phoenix and Tucson. He noted that this will require a match of \$1 million, and potentially the

MAG study money could be considered the matching funds. Mr. Smith stated that one of the reasons for the study is to have projects that could be ready to proceed if there is a federal stimulus package.

Mr. Smith stated that information on the role of transit agencies in the regional decision-making process is being collected on eight regions by a consultant for the Transportation Research Board in preparation for next federal transportation reauthorization. He noted that the MAG region was chosen due to the number of transit agencies within the region. Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the consent agenda. Chair McClendon reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the Committee had questions or a request to have a presentation on any consent agenda item. None were noted.

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

5A. Approval of October 8, 2008, Meeting Minutes

The Management Committee, by consent, approved the October 8, 2008, meeting minutes.

5B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between April 2008 and September 2008 and includes an update on Project work, the remaining FY 2009 schedule, and ALCP revenues and finances. This item was on the agenda for information.

5C. Approval of the Draft July 1, 2008, Maricopa County and Municipality Resident Population Updates

The Management Committee, by consent, recommended approval of the July 1, 2008, Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff prepared draft July 1, 2008, Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee recommended approval of these Updates provided that the County control total is within one percent of the final control total.

5D. National Hunger and Homelessness Awareness Week

The Maricopa Association of Governments, along with several community organizations, participated in National Hunger and Homeless Awareness Week, November 16-22, 2008. The purpose of National Hunger and Homeless Awareness Week is to bring the issues of hunger and homelessness to the forefront of the community. To promote the activities on this important issue, MAG developed a calendar of events. The kickoff event, which took place on November 17, 2008, was an Awareness Walk to the Capitol and a food drive. This item was on the agenda for information.

5E. Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2009 revisions to the MAG Standard Specifications and Details for Public Works Construction. The revisions were provided to MAG member agency Public Works Directors and/or Engineers for a one month review period. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2009. This item was on the agenda for information and discussion.

6. METRO Light Rail Update

Rick Simonetta, Chief Executive Officer of METRO, expressed his appreciation for Committee members' interest in the ride on METRO light rail. He said that METRO staff are in the midst of preparing for the grand opening on December 27, 2008. Mr. Simonetta noted that the 20-mile light rail line, which passes through the Valley's urban core and through 148 signalized intersections, is the longest line in Federal Transit Administration history. Mr. Simonetta stated that light rail is anticipated to be of great economic benefit to the region because it serves both population and employment centers.

Mr. Simonetta stated that light rail provides an opportunity to bring in new transit riders, and according to historical new starts data, more than 40 percent of light rail passengers are new riders to transit. He said METRO has 3,500 park and ride parking spaces and a contingency plan in the event the demand exceeds available spaces.

Mr. Simonetta pointed that public art is an important feature along the light rail line and unique art, to reflect the character of each neighborhood, has been installed at each station. He noted that METRO is in the process of creating a brochure that tells the story of why each art piece was selected. Mr. Simonetta stated that the featured piece is the award-winning computerized lighting system on Tempe Town Lake bridge, which has the option to change lighting sequences.

Mr. Simonetta stated that the Operations and Maintenance Center has been operational for almost two years. He said that final car assembly, car testing, and driver training takes place at this facility. Mr. Simonetta noted that the center was awarded the Public Works Project of 2008 by the Arizona Chapter of the American Public Works Association.

Mr. Simonetta stated that all of the light rail vehicles are now assembled and are currently being tested. He added that the goal is to test at least 1,000 miles on each car before the grand opening. Mr. Simonetta stated that METRO is pleased with the vehicle manufacturer and it has been selected to maintain the vehicles.

Mr. Simonetta stated that due to the importance of integrating the light rail system with the multimodal system, light rail hours of operation and fares will be consistent with bus service. He stated that frequency will be every ten minutes from 6:00 a.m. to 7:00 p.m., and at 20-minute intervals at other times. Mr. Simonetta noted that the dwell-time at each station for boarding and deboarding will be 20 seconds. He stated that tickets, which are the same for light rail and buses, will be available by vending machines located at light rail stations, Valley Metro outlets, libraries, etc.

Mr. Simonetta stated that anyone standing on a station platform or on board a light rail vehicle is expected to have proof of fare payment. He said that security and officers will randomly inspect 20 percent of riders to ensure riders are paying, and fines will be in place for violations. Mr. Simonetta explained that Transportation Research Board research shows that having an inspection rate of 20 percent of the riders results in less than three percent of riders being nonpayers.

Mr. Simonetta stated that the light rail grand opening will be December 27-28, 2008. He announced that the METRO Board of Directors passed a resolution to provide free rides on light rail to the end of 2008. Mr. Simonetta stated that this would be a good opportunity for people to try out light rail because during the holiday period there will be light demand from workers. He said that staff and light rail ambassadors will be on hand to assist the public and METRO is working with MAG to perhaps utilize the MAG transportation ambassadors. Mr. Simonetta stated that each city on the light rail route has public parties planned and noted that the private sector partners that worked on the project are supporting the events so they can be funded by something other than public funds. Chair McClendon thanked Mr. Simonetta for his report. No questions from the committee were noted.

7. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided an abbreviated presentation on the revenues and costs of the regional freeway program that was provided to the Transportation Policy Committee at its October 15, 2008 meeting.

Mr. Anderson displayed a chart that showed Proposition 400 sales tax revenues. He noted that September 2008 collections were 7.8 percent less than September 2007 and 11 of the last 12 months have seen negative growth. Mr. Anderson noted that October 2007 was the last time there was a positive growth in the Proposition 400 sales tax. He said that the sales tax is 9.4 percent down to date and noted that up until the last fiscal year, sales tax in Maricopa County had never declined back to 1960. Mr. Anderson noted that FY 2008 transportation sales tax revenue collections fell by 3.2 percent. He reported that revenue in the first two months of FY 2009 decreased – 11.2 percent in July 2008 and about nine percent in August 2008 – with 10.2

percent decline year to date. Mr. Anderson advised that they are tracking these numbers closely because this is a major source of revenue for the Proposition 400 freeway program.

Mr. Anderson displayed a map that showed homes with negative equity in the metro area. He said that about 42 percent of the houses bought since January 2003 have negative equity.

Mr. Anderson displayed a graph of homes in the metro area that sold for a loss. He said that in the second quarter of 2008, 60 percent of homes sold were sold at a loss, and 45 percent of homes sold were foreclosures. Mr. Anderson noted that the number of foreclosure notices issued is exceeding the number of foreclosed houses sold. He added that it seems the number of foreclosure notices is stabilizing as a number of banks have indicated they will not issue foreclosure notices and will work with homeowners to help them with their loans.

Mr. Anderson displayed a chart of contracting taxable sales at the state level and commented that nonresidential (retail, commercial and industrial) construction activity peaked in mid-2006 and has been on a downward trajectory since then.

Mr. Anderson noted that there has not been a significant decline in the rate of home furnishing and building material sales, but he felt it would decline even more as the impacts from the credit industry and the housing market are felt.

Mr. Anderson stated that comparing the second quarter 2008 home value index with the same period in 2007, no areas in the metro area had a positive housing price change. He added that the average housing price was down about 32 percent in the metro area since values peaked in early 2006.

Mr. Anderson stated that the FY 2008 transportation sales tax revenue came in less than the FY 2007 collection, which itself was under projection. He advised that FY 2008 collection was about \$379 million – about \$30 million under projection.

Mr. Anderson noted that half of the Highway User Revenue Fund (HURF) goes to ADOT for department operations and state highway projects and half goes to cities, towns and counties. He advised that \$1.34 billion was collected for FY 2008, about \$96 million less than projected. Mr. Anderson explained that lower HURF revenue has significant implications to the program's bonding capacity, and said that this could result in a reduction of about \$600 million to the highway program funding and \$350 million to \$400 million to the transit program funding.

Mr. Anderson stated that over the past five years, since the Regional Transportation Plan was adopted in late 2003, the cost of highway and street construction nationally has increased about 77 percent, which is about four times the rate of general inflation. He advised that some moderations in prices of commodities are being seen, and he thinks that could translate into a more favorable bidding market for the freeway program.

Mr. Anderson reviewed the FY 2006–FY 2025 freeway program revenues, which total about \$17.7 billion over the life of the program. Included in the total are about \$8.4 billion in the half-cent sales tax and about \$8.2 billion in ADOT funds. Mr. Anderson advised that both of these sources of revenue are subject to revision, and the total could be down \$1 billion over the life

of the program. He noted that freeway program non-project costs total \$6.1 billion and include about \$2.4 billion in debt service and about \$3.5 billion in future inflation costs.

Mr. Anderson stated that the Regional Transportation Plan cost is \$9.4 billion and the current cost is about \$15.5 billion, more than \$6 billion more. He said that the projects that have obligated to date or will obligate in FY 2009 total about \$2.1 billion. The \$15.5 billion Regional Transportation Plan Program for FY 2006-FY 2025 includes about \$1.4 billion in design, about \$3 billion in right of way, and about \$11 billion in construction. Mr. Anderson stated that planned FY 2010-FY 2025 freeway program projects still to obligate total about \$13.3 billion. He noted that current costs are exceeding revenue by about \$3 billion, but this number will probably be \$4.5 billion after the projections are updated. Mr. Anderson said that the updated projections will be presented by ADOT to the State Transportation Board on November 14th, and then they will be presented to the Transportation Policy Committee on November 19th.

Mr. Anderson stated that outstanding issues to be addressed include schedules for the South Mountain Freeway and the I-10 Collector Distributor/Broadway Curve project. He advised that the South Mountain Environmental Impact Statement has been underway since 2001 and MAG staff would like to meet with ADOT and the project consultant to determine an appropriate start time for this project. Mr. Anderson stated that the I-10 Collector Distributor/Broadway Curve project is a similar situation, but the Environmental Impact Statement is less problematic.

Mr. Anderson stated that strategy options to discuss with the Transportation Policy Committee include federal strategies, state legislative strategies, management strategies, and program strategies. He advised that staff hopes to get guidance from the Transportation Policy Committee at the November meeting, then use the time between then and January to update financial and program information and bring options back to the Transportation Policy Committee in January. Mr. Anderson said that they hope to have the process completed by March or April in order to incorporate any revisions into the annual update of the Regional Transportation Plan. Chair McClendon thanked Mr. Anderson for his report.

Mr. Smith asked Mr. Anderson to explain how to phase in decision making with the audit without making extreme changes. Mr. Anderson stated that through Proposition 400, MAG has a statutorily mandated responsibility for an audit in 2010. He explained that the audit will look at how the freeway, transit, and arterial programs have been managed. Mr. Anderson stated that there is a lot of uncertainty as to how to balance the program in light of the audit. He advised that the federal transportation act is due to be reauthorized because it expires in September 2009, and noted that the new act could look different from the current act.

Mr. Anderson stated that there might be ways to manage the program by making some decisions today and then pursuing strategies, identifying additional resources, and looking at the scopes of projects. Mr. Anderson commented that they do not want to make radical changes today and then two or three years later have to come back and redo the program, which is what happened in the mid-1990s. He suggested taking a cautious approach and looking at the program with a long term objective because there are still 18 years left in the program. Mr. Anderson indicated that he felt it was more beneficial to do interim strategies than to force everything into a balanced budget.

Mr. Smith asked Mr. Anderson to explain the benefits of bonding to the program. Mr. Anderson stated that the program is in good shape in the short-term because it has financing or bonding capacity left in the program. He explained that \$3 billion of bonding is built into the program and \$10 billion is available to spend in the program. One of the reasons the life cycle process is in state statute is to force us to look at these things over the life of the program to allow policy makers to implement the strategies to deal with these issues. Mr. Anderson commented that he thought management reforms put into place from Proposition 300 were working well. He said that the problems have been identified and now a look at strategies is needed to deal with the problems.

Mr. Oliver asked what role MAG had in prioritizing the projects requested for the potential stimulus package and what direction was envisioned. Mr. Anderson said that a couple of requests were sent to member agencies for projects that might be eligible for potential stimulus funding. In response, MAG received a variety of projects including infrastructure, freeway, wastewater, and local projects, which totaled about \$3 billion. Mr. Anderson indicated that there is expectation of another round of projects for stimulus funding with an emphasis on infrastructure. He said that this might happen next week. Mr. Anderson noted that Congress might convene next week or perhaps when the new administration is in place. He stated that there has also been discussion of developing a formula how the funds would be allocated by states or regions. Mr. Anderson stated that guidance on project priorities and which projects would be funded has not yet been given. He indicated that the concern is the time required for the federal project process and commented that if Congress does not fast track this money, the immediate impact of a stimulus package may not occur. Chair McClendon noted that more discussion on this topic would take place under agenda item #11.

8. Defining a Citizen's Agenda for Arizona

Dr. Lattie Coor, Chairman and Chief Executive Officer of the Center for the Future of Arizona, provided a report on a Gallup Poll that will be conducted for the purpose of building a citizen's agenda that reflects what Arizonans are thinking and identifies a set of clear, measurable goals that describe "The Arizona We Want" in language that is meaningful to citizens.

Dr. Coor stated that three years ago, the Center for the Future of Arizona (Center) combed through 50 major reports created from 1989 through 2004 by policy organizations to create a one-page Arizona vision statement. He stated that this vision was taken to the Arizona councils of governments, local governments, boards of supervisors, chambers of commerce, regional partnerships, and public and private organizations for refinement, and it was adopted by 74 organizations. Dr. Coor stated that it met with some success and has been used as a framework by some organizations.

Dr. Coor stated that one and one-half years ago, a number of people asked if more could be done about the economic downturn. He said they thought there were deficiencies in the vision, but they had set it aside to work on other projects. When asked to revisit it, they examined what worked and what did not. Dr. Coor pointed out two weaknesses in the vision: it was too theoretical and it was in planner language, not citizen language. He stated that they set about to see if there was a fresh way, a more useful way, to frame an agenda that would address all views on Arizona's future.

Dr. Coor stated that they are taking the period between the presidential election in 2008 and the next major election in 2010 to construct a more valuable tool for the next stage of the vision. He said that they engaged the Gallup organization to do the poll entitled, "The Arizona We Want." Dr. Coor said that Gallup will survey 3,600 Arizona citizens from mid-November to 10 January 2009. He indicated that Gallup has developed a world poll over the past several years through testing in 140 nations.

Dr. Coor stated that one series of questions relates to need and one series of questions relates to sense of place, government and the future. He said that the Gallup organization is conducting polls in 26 U.S. cities called, "The Soul of the Cities," and Gallup is pulling elements of those studies together and allowing the Center to test citizen views in Arizona about what they see for the future and the levels of support. Dr. Coor stated that about 40 percent of the telephone respondents will follow with a Web-based poll of a series of leader-led goals and ask them to give a tradeoff, which will provide an indicator of what they will support. He said they have five categories: infrastructure, energy, education, health care, and job creation.

Dr. Coor stated that they anticipate receiving the report on March 30, 2009, and will take material from that report and develop clear measurable goals for each area and use that for the foundation of the framework to be used for the 2010 election. He expressed that he hoped from the work done they will be able to create a framework that will be used by a variety of groups advocating for change or direction for the future.

Dr. Coor stated that he has briefed some of the region's mayors, the governor, and some other state officials. He stated that he would be providing this information to the COG Directors on November 14th and to the Regional Council on December 3rd. Dr. Coor stated that he would like to return in April 2009 to talk to the Management Committee about what the Center intends to do with the information. Chair McClendon thanked Dr. Coor for his report and commented that it will be interesting to see the results from the polling.

9. Arizona Capitol Centennial Restoration

John Driggs, from the Arizona Capitol Centennial Commission, stated that the renovation of the historic State Capitol building has been designated the signature project for Arizona's Centennial in 2012. Mr. Driggs noted that Arizona is one of the fastest growing states, but its legislative working conditions are among the worst in the nation and not conducive to legislative work. Mr. Driggs stated that the legislature moved out in 1960 and the Governor in 1975. He noted that the Capitol building currently houses the Capitol Museum. Mr. Driggs stated that restoring governmental function to the Capitol building is the first phase of a broader master plan for the governmental mall.

Mr. Driggs reported that last fall, the Speaker of the House and the President of the Senate appointed a task force to research the opportunity to fulfill this effort. He noted that when the late Jake Flake was Speaker of the House, he engaged the Arizona State University School of Design. Mr. Driggs noted that they have been working on this for six years, and pointed out their work was reflected in the brochure at each place. He stated that the Capitol building has been upgraded with new electric, plumbing, fire suppression system and paint, but it is not used for government function.

Mr. Driggs stated that the Speaker of the House and the President of the Senate asked him to raise \$900,000 to match the \$450,000 appropriated by the legislature. He noted that in contrast, the state of Oklahoma, for its centennial, raised more than \$100 million – mostly private sector funding – and received \$5 million from its legislature.

Mr. Driggs stated that he was preparing a budget for the \$450,000 and noted that legislative council will be deciding how to spend the \$450,000 before the end of the year. He said that it will take \$1.5 million to put government functions back in the building. Mr. Driggs requested that cities, counties, towns and tribes statewide to contribute a total of \$337,000 of the \$900,000 needed and noted that the memorandum at each place included each jurisdiction's suggested participation of \$5,000, \$3,000 and \$2,000 based on population.

Mr. Driggs urged jurisdictions to get behind this statewide effort and requested that they get back to him before the end of the year so he could report back to the legislature with their commitments. He stated that if jurisdictions cannot take the amount out of their budgets, that they request donations. Mr. Driggs stated that he would be glad to contact individuals or companies if provided with their names. Chair McClendon thanked Mr. Driggs for his report.

10. Implementation of GovDelivery for Electronic Communication

Audrey Skidmore, MAG Information Technology Manager, stated that MAG has instituted an electronic mail notification system free to subscribers called GovDelivery. People can sign up to receive notifications by email when updates, such as agendas being posted, are made to MAG Web pages. She advised that GovDelivery is an established company and is being used in more than 50 cities, 35 counties (including Maricopa County), transportation agencies (including the Arizona Department of Transportation), and the federal government (including the US Department of Transportation). She added that MAG is the first COG to utilize GovDelivery. Ms. Skidmore stated that recipients have the option to sign up to receive notifications on an immediate, daily, or weekly basis.

Ms. Skidmore stated that in addition to faster communication, GovDelivery will reduce paper mailings, which will provide an opportunity for substantial cost savings and a reduction to environmental impacts. She noted that one of the goals is to provide increased public involvement, and said that since November 5, 2008, when the system went live, 50 casual visitors to the MAG Web site signed up for GovDelivery notifications. Ms. Skidmore then provided an on-screen demonstration of GovDelivery.

Ms. Skidmore pointed out that a green form listing the mailings each Management Committee member usually receives from MAG was at each place. She requested that members fill out their mail delivery preferences, which could include hard copy, hard copy and electronic copy, or electronic copy only. Ms. Skidmore stated that MAG had already completed the process of transferring email address lists of those who already receive electronic transmissions to the GovDelivery program. She noted that staff have provided a briefing on the system to the intergovernmental representatives and have been informing their committees, and an article appeared in the most recent MAGAZine newsletter. Chair McClendon thanked Ms. Skidmore for her report and asked members if they had questions.

Mr. Fairbanks asked if documents available on the Web site today would be available to the public afterward. Ms. Skidmore replied that documents posted on the Web site remain there. She added that the only change is that GovDelivery makes information on the MAG Web site more accessible. Mr. Fairbanks said that if he looked at the material online, would he need to print out the material at his office and bring it to the meeting? Ms. Skidmore replied that staff anticipates having sufficient copies of agenda materials for meetings. Mr. Fairbanks inquired if WiFi was available in the building and commented that having WiFi in the building could avoid the need to print out material. Ms. Skidmore stated that the building does not have WiFi. Mr. Smith stated that WiFi in the building could be explored.

Mr. Bacon asked if all member agencies had automatically received electronic access to documents via the new system. Ms. Skidmore replied that MAG does not have email addresses for all member agency staff. Mr. Smith noted that MAG has all of the email addresses for the Management Committee, Transportation Policy Committee, and Regional Council, but they have not automatically been signed up for GovDelivery, in order to allow them to select their own preferences.

11. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, updated members on recent discussions of a federal stimulus package to boost the national economy. He provided background to-date by saying that a federal stimulus package that included rebate checks to taxpayers, was passed in January 2008. In September 2008, stimulus funding in the amount of \$61 billion was passed by the House but did not make it to the Senate.

Mr. Pryor stated that currently, a possible \$700 billion rescue package is being proposed and may be discussed next week when Congress convenes for a lame duck session. He noted that Governor Janet Napolitano will speak to members of the House Energy and Commerce Committee to encourage support for infrastructure stimulus. Mr. Pryor stated that the package's total amount could be anywhere from the House legislation amount of \$61 billion, up to \$300 billion requested by Senator Clinton.

Mr. Pryor stated that the contents of the bill have been varied, but early discussion was to include transportation and infrastructure, unemployment insurance, food stamps, and winter heating assistance. He noted that reception by the administration toward this has been cool, which has affected support in the House and Senate. He said that at the October 29, 2008, House Transportation and Infrastructure Committee hearing, a relaxation of how the money would reach agencies was urged and more direct funding to COGs and MPOs was encouraged. He advised that this discussion is ongoing. Mr. Pryor advised that one item is how the funding will reach regions, and staff will be monitoring this discussion.

Mr. Pryor then explained how all of this impacts MAG. He noted that, as Mr. Anderson reported earlier in the meeting, on October 27th, under the encouragement of the National Association of Regional Councils (NARC), MAG sent out a request to member agencies to submit transportation and infrastructure projects. He said that this compilation of projects was for a Congressional hearing on October 29th. He stated that MAG analyzed the projects and submitted them to NARC and to Congressman Harry Mitchell, who is a member of the House

Transportation and Infrastructure Committee. Mr. Pryor thanked member agencies for the quick turnaround on submitting their projects.

Mr. Pryor stated that on October 30th, because NARC did not receive the response desired due to the fast turnaround, MAG received notice from NARC that there was another opportunity to submit transportation and infrastructure projects to be added to the project list already compiled. He noted that the deadline for project submittals was November 3rd. Mr. Pryor noted that the summary list of the projects submitted to MAG by project category and category subtotal was at each place and totaled about \$3.4 billion. He explained that Table A includes transportation, non-transportation, and transit projects ready to proceed in three to six months. He noted that if the federal share was increased to a maximum 100 percent for locally sponsored FY 2009 federal aid projects, this would allow member agencies to free up funds that could be spent on local projects. Mr. Pryor stated that Table B includes projects that may be eligible if legislation is more broad in scope. Mr. Pryor advised that MAG will continue to monitor the legislation, and emphasized that he does not know where the legislation will lead.

12. Comments from the Committee

An opportunity will be 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.

No comments from the Committee were noted.

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

Secretary

Chairman