

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 16, 2009
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon,
Avondale
David Johnson for Stephen Cleveland,
Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Pat McDermott for Mark Pentz, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear

RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John McGee for John Halikowski, ADOT
Mike Sabatini for 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 Vice Chair Carl Swenson at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Swenson noted that George Hoffman, John Kross, and Lloyce Robinson were participating via teleconference.

Vice Chair Swenson noted material at each place: the addenda to the agenda and supporting material, and a memorandum and revised table for agenda item #9.

Vice Chair Swenson 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

Vice Chair Swenson 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. Vice Chair Swenson 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.

Vice Chair Swenson recognized public comment from Dianne Barker, who expressed her appreciation for the transit ticket and reported on her experience taking transit to the meeting. Ms. Barker stated that a citizen told her that the ramp inclines on Loop 101 and Loop 202 increase the use of fuel. She noted that the rail industry understands this and that is why they are at-grade. Ms. Barker encouraged an examination of utilizing existing rail lines and the SR-85 bypass. She commented that she is interested in improving air quality and water quality. Ms. Barker noted that Sky Harbor International Airport was trying to cut its emissions with natural gas cabs and the SkyTrain, but the biggest polluters are airplanes. Ms. Barker stated that APS is taking the emissions from coal and turning the CO2 into food for algae that becomes biodiesel. She noted that President Obama is looking at fuel mileage and the new ADEQ Director says that Arizona has a fuel mileage standard, but they may look at which is the most stringent. Vice Chair Swenson thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He noted that the MAG transportation public meeting to review the changes to the MAG Regional Transportation Plan 2010 Update, the MAG FY 2011-2015 Transportation Improvement Program, the Regional Freeway Program and the Regional Transit Program is scheduled for October 13, 2009, at 5:00 p.m. in the MAG Saguaro Room. Mr. Smith stated that MAG Transportation Policy Committee Chair, Mayor Marie Lopez Rogers of Avondale, will chair the public meeting.

Mr. Smith noted that the MAG Certification Review of MAG's planning process, which is federally required to occur every four years, is scheduled for November 3-5, 2009. He reported that MAG has been working on the roles and responsibilities of MAG, Regional Public Transportation Authority (RPTA), Valley Metro Rail, and the City of Phoenix as the Designated Recipient of federal transit funds in preparation for the review. Mr. Smith stated that a consensus recommendation from this staff effort will be brought to the Executive Committee on September 21, 2009. He advised that the consensus position of the staff is to have MAG assume the role of programming federal transit funds. Mr. Smith stated that if approved, MAG would form a Transit

Committee that would report through the MAG committee process. He stated that staff is also requesting guidance from the Executive Committee regarding the level of marketing and advertising for the Regional Rideshare and Trip Reduction Program conducted by the RPTA.

Mr. Smith reported that the Office of the Auditor General has sent a letter to MAG that it has begun preliminary scoping work for the legislatively mandated 2010 Performance Audit of the Regional Transportation Plan. He noted that MAG has undergone several audits in the past; they are serious and receive a lot of view by Legislators. Mr. Smith commented that MAG needs to be prepared for its audit by examining its planning processes. Vice Chair Swenson thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair Swenson stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. Vice Chair Swenson noted that no public comment cards had been received.

Vice Chair Swenson asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Vice Chair Swenson introduced Eric Anderson, MAG Transportation Director, who offered clarification regarding the term “illustrative project” in agenda item #5H. He explained the meaning of an illustrative project in the context of this agenda item by saying that an illustrative project in federal planning regulations is a project identified outside of the usual project development process. Mr. Anderson stated that the regulations allow the project to be put in a long range plan, but it has no funding. He reported that he had been asked about the central Mesa light rail transit locally preferred alternative priority standing in regard to new funding and he said that no funding is attached to the project and none is implied for future funding from regional sources.

Vice Chair Swenson asked members if they had questions for Mr. Anderson. None were noted.

Mr. Brady moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of July 8, 2009, Meeting Minutes

The Management Committee, by consent, approved the July 8, 2009, meeting minutes.

5B. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and

Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to Arizona Department of Transportation (ADOT) projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee recommended approval of the requested changes.

5C. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. Comments on the conformity assessment were requested by September 25, 2009. MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on July 16, 2009 remains unchanged by this action. This item was on the agenda for consultation.

5D. Social Services Block Grant Amendment

The Management Committee, by consent, recommended approval to amend the Social Services Block Grant Plan to transfer funding of \$177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security. The Social Services Block Grant allocation recommendations were approved by the MAG Regional Council in February 2009. In June 2009, MAG received a request from the Area Agency on Aging (AAA) to move \$177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item. The request to move funding will assist AAA to maximize the funding that remains after State budget reductions. During the process to develop the original allocations, the MAG Human Services Technical and Coordinating Committees determined elderly supportive intervention/ guidance counseling to be a low priority service and elderly home care to be a high priority service. The MAG Human Services Technical Committee (HSTC) recommended approval of the transfer of funds on August 13, 2009. The Human Services Coordinating Committee will consider the HSTC recommendation at its October 20, 2009, meeting.

5E. Vendor Selection for Digital Aerial Photography

The Management Committee, by consent, recommended approval that Aerials Express be selected to provide digital aerial photography in an amount of \$71,500, with MAG responsible for \$25,000 and CAAG responsible for \$46,500. In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included \$40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG staff was approached by the Central Arizona Association of Governments (CAAG) staff to enter into a partnership to issue a single Invitation for Bids. MAG and CAAG would both receive the full imagery acquisition, and CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies. On July 22, 2009, the MAG Regional Council approved amending the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments for the Pinal County portion of the digital aerial photography. MAG issued the Invitation for Bids on July 24, 2009 and received two bids to provide this product, from Aerials Express and Landiscor Aerial Information. A multi jurisdictional evaluation team reviewed the bids, and unanimously recommended to MAG that the bid from Aerials Express be selected.

5F. 2010 Census New Construction Program

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. This item is on the agenda to inform Management Committee members that the form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009. The Registration Form was sent to the highest elected official and census liaison at each member agency in August 2009. The 2010 Census New Construction program will help ensure that the U.S. Census Bureau's address list is as complete as possible by Census Day, April 1, 2010. The New Construction program is the opportunity for every MAG member agency to submit city style mailing addresses for units constructed after the address canvassing operation was completed. MAG will be offering assistance to all agencies participating in the program. This item was on the agenda for information.

5G. Arizona Department of Transportation Red Letter Process

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include: 1) Notifications: ADOT will periodically forward Red Letter notifications to MAG. Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. 2) Advance acquisitions: ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded

corridors. Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action. With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis. For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded. In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT. ADOT has forwarded a list of notifications from January 1, 2009, to June 30, 2009. Of the 140 notices received, 31 had an impact to the State Highway System. This item was on the agenda for information and discussion.

5H. Central Mesa Light Rail Transit Locally Preferred Alternative

The Management Committee, by consent, recommended approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an “illustrative project” in the next RTP update. The Central Mesa High Capacity Transit Alternatives Analysis report addresses the technology and alignment for extending high capacity transit improvements in the Central Mesa corridor. The study began the Federal Transit Administration’s project development process in order to qualify for Section 5309 New Start federal funding. Specific purpose and needs of the project identified by the study included: Increasing efficient access to employment opportunities throughout the region for City of Mesa residents. Providing improved travel times over local bus in a congested environment. Connecting the western and central segments of the City of Mesa with light rail. Facilitating continued growth and development of a comprehensive and interconnected regional transit network that is multimodal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system. Supporting economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions. A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The outcome of the evaluation resulted in the advancement of the light rail transit (LRT) on Main Street. METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process. METRO

staff also recommended, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. The extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an “illustrative project” for inclusion in the RTP. The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

6. Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

Eileen Yazzie, MAG Transportation Program Manager, stated that this item was on the agenda for action. She explained that there were two parts to the requested action: 1) to recommend reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate, and 2) to recommend additional policy direction for reprogramming unobligated Local ARRA funds due to unmet obligation deadlines or construction bids under estimate. She commented that the Committee could move forward with one or both parts of the requested action. Ms. Yazzie outlined her presentation that would include a review of the timeline and upcoming deadlines, the Highway, Transit, and MPO/Local ARRA projects, and recommendations. She noted that the ARRA funds for the MAG region in these three categories total approximately \$300 million.

Ms. Yazzie stated that in March 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated, and the federal obligation date for all ARRA funds is March 2, 2010. Ms. Yazzie noted that on September 14, MAG was notified by Federal Highway Administration that the obligation deadline for unobligated funds due to project savings is September 10, 2010.

Ms. Yazzie addressed the Highway ARRA funds of \$129.4 million to be programmed by MAG. She stated that the MAG Regional Council approved a rank ordered list of 13 projects for funding that totaled about \$194 million. Ms. Yazzie stated that originally five projects (priority order #1, #2, #4, #5, and #6) were programmed, but due to lower costs, two additional Highway projects (priority order #7 and #8) in the MAG region could be funded with ARRA funds. Ms. Yazzie advised that even after funding the two additional projects, there is currently about \$14.7 million available to program due to lower costs.

Ms. Yazzie stated that staff has been meeting regularly with ADOT staff to discuss the next projects for funding and it is recommended that the projects to be funded with available ARRA funds be reprioritized based on their project readiness. She noted that project #9 is recommended to be combined with a non-prioritized project; projects #10, 11, and 13 are still under development and are not ready to obligate now; project #12 is ready to obligate; add a second Loop 101

auxiliary lane project to this group and combine with project #9; add the SR-87 project to this group of projects; add 99th Avenue to this group of projects. Ms. Yazzie noted that the list of projects was included in the agenda packet.

Ms. Yazzie addressed Transit ARRA funds. She said that Transit projects are coming in under estimate, and it is anticipated that there will be unobligated, available Transit ARRA funds. Ms. Yazzie stated that Transit ARRA discussions have taken place mostly at RPTA and its committees will continue discussions through September and October.

Ms. Yazzie addressed MPO/Local ARRA funds by saying that due to project bids coming in lower than expected and some programmed projects not expected to meet the November 30 deadline set by the Regional Council, they anticipate unobligated, available MPO/Local ARRA funds. She said that so far they have identified three policy options. The first option is to look into funding other Local projects that are ready to obligate by March 2, 2010. Ms. Yazzie noted that the key factor with this option is meeting the federal requirements for project development. The second option is to work with ADOT on an exchange of funds. She said that the challenge is that ADOT now has a limited number of federal fund projects ready to go statewide. Ms. Yazzie stated that the third policy option is a one way transfer of unobligated funds to transit or highway, but it is important to ensure that there are highway or transit projects ready to go.

Vice Chair Swenson asked for clarification that the Committee needed to take action on the Highway project list and could defer action on policy direction to the next meeting. Ms. Yazzie replied that was correct.

Mr. Fairbanks asked about the guidance from Federal Highway Administration that the deadline for spending unobligated funds due to project savings was September 10. He commented that this is contrary to the philosophy they are hearing of "spend the money," and asked if this had been communicated in writing. Ms. Yazzie replied that staff had received an email notification, which referenced the CFR federal guidance, from the Federal Highway Administration office relative to a national teleconference call. She advised that staff would request a more formal notification.

Ms. Yazzie added that the March 2 deadline is the obligation deadline, not the date when the contract has to be awarded. She stated that it is just to say that the project has been developed to the federal standards and can move forward. Ms. Yazzie noted that construction projects must be closed out by 2012. She added that staff would confirm the notification with the Federal Highway Administration.

Chair Swenson called for a motion and it was moved by Ms. Dennis and seconded by Mr. Medrano to recommend reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. The motion passed unanimously.

Mr. Kross expressed his regrets at not attending the meeting in person due to meetings with members of his council that day. He reported that he had sent a letter to MAG regarding the local distribution of funds. Mr. Kross stated that because the Town of Queen Creek is not federally certified, the Town must work with ADOT and its consultant on ARRA projects. Mr. Kross explained that because the ADOT consultant was just hired in August and several months have

passed since the Regional Council approval in February, this has created quite an issue for them, and he suspected, other jurisdictions that are not federally certified. He stated that Queen Creek has been working very diligently on its projects and the Town's concern is technically meeting the definition of obligating by the November 30 deadline. He added that they would have no problem obligating at the end of January 2010, but Queen Creek is at the mercy of the consultant. Mr. Kross noted that they want to use the allocation toward a couple of eligible projects but November 30 will be a problem through no fault of their own. He stated that the town must work very closely with ADOT and its system and process to technically receive the funding. Mr. Kross stated that if this issue comes back for further study there may be broader interpretation that could be considered in how the Regional Council might define what obligation means. He said that his staff is suggesting perhaps final plans, specifications, estimates, utility right of way, clearances and appropriate environmental clearances be submitted to ADOT by the November 30 deadline. Mr. Kross stated that the Town's project will be ready to go and would have the clearances done in accordance with federal requirements, but technically meeting the requirements to technically obligate funding would not occur until the end of January. He commented that perhaps there is some flexibility in the definition of the obligation deadline by the Regional Council.

Chair Swenson stated that it was his understanding that this issue and Mr. Kross's comments will be discussed by the Transportation Review Committee. Ms. Yazzie confirmed that was correct.

Ms. Dennis asked if a final status update from ADOT would be provided. Ms. Yazzie replied that since May, MAG staff has been working with ADOT and Federal Highway Administration on the monthly ARRA status report. She indicated that the next report would be completed the beginning of the following week and provided for the September Transportation Policy Committee and Regional Council meetings and the October Transportation Review Committee and Management Committee meetings. Ms. Yazzie noted that all of the status reports are posted online on the MAG website.

7. Building a Quality Arizona Update

Bob Hazlett, MAG Senior Engineer, stated that the statewide transportation planning framework program has been underway for a couple of years, having been initiated in late 2007 by the State and the Arizona COG/MPO Association. He said that it has been a collaborative effort and envisions the long-range (2050) transportation future. Mr. Hazlett stated that the effort includes the MAG Hassayampa and Hidden Valley Framework Studies, the MAG Regional Transportation Plan Update, the MAG Transit Framework Study, the PAG Regional Transportation Plan Update and High Capacity Transit Study, regional framework studies, the Statewide Recommended Framework Program, and the Statewide Rail Framework Study. Mr. Hazlett noted that the Central Phoenix Framework Study to examine the interior of Loop 101 and a micro simulation model will get underway soon.

John McGee expressed his appreciation for MAG providing the opportunity for this presentation. He said that the Building a Quality Arizona (BQAZ), ADOT's statewide framework study, began as an outgrowth of very fine work initiated at MAG. He stated that MAG should be commended for its vision in starting the process. Mr. McGee stated that ongoing studies when combined will result in the most complete multimodal transportation planning effort this state has ever done and

it will present an excellent vision for the future and a transportation system that Arizona needs to be competitive with the rest of the nation. Mr. McGee stated that the effort has included many public outreach activities at all levels. He expressed that they are excited about the results and hope it sparks a vision for policy makers to move forward in figuring out a way to provide funding to build these systems the state needs.

John McNamara, AECOM, continued the presentation on the Statewide Transportation Planning Framework process, by saying that based on the successful process that had been conducted in the MAG region and with the urging of the Governor's office and the COG/MPO Association, the State Transportation Board allocated resources to take the framework planning concept statewide. He explained that four framework study areas of the state were identified – Central, Western, Eastern and Northern. Mr. McNamara stated that the collaborative process conducted included regional planning studies, extensive public involvement, an extensive environmental scan, and a review of past planning documents.

Mr. McNamara stated that three scenarios were developed for each of the four areas which fed into the preliminary statewide scenario. He stated that the scenarios were reviewed by the stakeholders and refined and then resubmitted to the COGs and MPOs for comment by their elected officials. Mr. McNamara stated that after this input an overall transportation vision for Arizona was developed. He noted that extensive outreach was conducted, including more than 100 meetings with stakeholders for each regional framework, and local committee input. Mr. McNamara noted that the BQAZ website includes all of the information that has been developed.

Mr. McNamara stated that multimodalism is the key – creating mobility choices – and moving to 40 to 50 years in the future they anticipate innovations in technology and travel choices. He added that they also anticipate that land use will be more coordinated with transportation decision making. Mr. McNamara stated that they worked extensively with state agencies on sustained growth and preserving economic prosperity in Arizona. He noted that the objective is to connect communities and enhance commerce and the quality of life.

Mr. McNamara stated that the Guiding Principles of the Arizona 2050 Transportation Vision include supporting safe and efficient mobility and access, promoting a sustainable development pattern that links land use and transportation, supporting economic growth, considering Arizona's environment and natural resources, and supporting energy independence (security) and climate change initiatives.

Mr. McNamara stated that the statewide effort really began with the foundation established by MAG with the Hassayampa Valley Roadway Framework Study. He noted that acceptance of the Hidden Valley Transportation Framework Study is next on the agenda and the Transit Framework Study results are anticipated in the next few months.

Mr. McNamara stated that the environmental scan process looked at current and future factors in a very detailed way that will need to be addressed from a transportation perspective. He said that process became the foundation for the regional studies throughout the state. Mr. McNamara stated that the issues and opportunities fed into the issues and opportunities analysis. He noted that this process led to the development of the first statewide transportation model.

Mr. McNamara stated that the scenarios express different philosophies and comprise transportation investments to achieve those assumptions and recognize the diversity of Arizona (each region may view transportation differently). Mr. McNamara noted that the elements of all three, based on statewide input and technical analysis, will form a recommended scenario to guide long-range transportation planning.

Mr. McNamara stated that Scenario A: Personal Vehicle Mobility assumes that the predominant method of travel will be the personal vehicle; that vehicle technology and efficiency (types of vehicle and fuel) will evolve over time; that there will be a modest increase in transit investment; and that land use patterns will remain as they are today and discussions on Smart Growth will not happen.

Mr. McNamara stated that Scenario B: Transit Mobility assumes an emphasis on enhanced transit use; a shift to using transit for regular trips (work, school, shopping, etc.); more travel choices, including looking at rail connections, and land use patterns remaining like they are today.

Mr. McNamara stated that Scenario C: Focused Growth is a balance of Scenarios A and B, and includes a balance of roadway and transit investments. He said it would probably include more focus on Smart Growth than there is currently.

Mr. McNamara stated that the scenarios have a number of common features. For roadways, the common features include enhanced capacity on all Interstate highways in the state, development of east and west high-capacity alternatives to I-17, a high-capacity bypass south and west of metro Phoenix, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. He said that common features for transit/rail include transit to varying degrees, expansion of intercity bus service to activity centers and tribal communities, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region.

Mr. McNamara stated that all the scenarios included consideration of bordering states and binational transportation requirements, and in particular, economic opportunities.

Mr. McNamara stated that the last piece of the effort is the Statewide Rail Framework, which recognizes that rail could be a very important part of Arizona's future. He said that as the modeling for 2030 and 2050 was completed, it became obvious that even ten-lane freeways would not be able to handle all the travel demand and Arizona would need to look to alternative modes. Mr. McNamara stated that as the population increases, the economy will become more diversified and freight railroads will begin to play a more important role. He noted that the Statewide Rail Framework will make recommendations for passenger and freight rail systems, outline rail-related economic growth potential, maximize existing rail infrastructure, complement other transportation system components, address economic and sustainability issues, explore mutually beneficial partnerships, and position Arizona as a rail partner in the southwest region.

Mr. McNamara stated that thirteen strategic passenger and freight rail opportunities were outlined in the draft framework study. He added that this rail effort will also look at best practices in other

regions and states for managing rail going forward. Vice Chair Swenson thanked Mr. McNamara for his report and asked members if they had questions.

Mr. Fairbanks noted that a lot of the maps showed major freeway and rail corridors to Las Vegas, which seemed to get almost as much attention as Los Angeles. He stated that he has observed the number of cars and trucks when he travels by car to Los Angeles and San Diego, and the number of vehicles to Los Angeles and San Diego appear to be bigger than the number of vehicles traveling to Las Vegas. Mr. Fairbanks asked if he was missing something that this large a corridor to Las Vegas is needed because he did not see the real need.

Mr. McNamara responded that they looked at all of those factors, and Mr. Fairbanks was correct. He stated that there is significant volume in all three corridors and different mixes of cargo and passenger vehicles, which is one of the reasons for the discussion of the three scenarios. Mr. McNamara stated that with the anticipation of additional traffic on U.S. 93 corridor to Las Vegas is heavily influenced by thoughts of the CANAMEX Corridor, which will continue to grow. He said that another piece, which was identified in The Arizona Republic the other day, is that Las Vegas and Phoenix are the two largest metropolitan areas that do not have an enhanced, higher capacity roadway network to connect them.

Mr. Smith stated that the Regional Council authorized MAG to join the Western High Speed Rail Alliance. He explained that one of the reasons MAG joined is that its future is Los Angeles. Mr. Smith noted that the map that was developed by this group shows a high speed corridor to Los Angeles.

Mr. Fairbanks stated that he did not see many trucks on the roadway to Las Vegas, but when he drives to Los Angeles, especially late at night, he sees as many trucks as cars. Mr. McNamara said that this could be attributed to the time of day, but also a lot of trucks come in I-40 and then go on I-17. He noted that they anticipate there would be more volume on an enhanced high speed corridor from Phoenix to Las Vegas.

8. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Mr. Hazlett noted that an extensive presentation on the Interstates 8 and 10-Hidden Valley Transportation Framework Study was given at the last Management Committee meeting. He stated that the study was being presented this month for acceptance and displayed the acceptance resolution that had been drafted. Mr. Hazlett noted additional language that had been added at the request of Avondale Mayor Marie Lopez Rogers: “to accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan.” Mr. Hazlett advised that the Transportation Review Committee recommended acceptance. Chair Swenson thanked Mr. Hazlett for his report. No questions from the Committee were noted. No public comment cards were turned in.

Mr. Fairbanks left the meeting.

Mr. Crossman moved to recommend (1) acceptance of the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation

framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adoption of a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) acceptance of the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) that the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordination of this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities. Mr. Pettit seconded, and the motion passed.

9. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

Dean Giles, MAG Environmental Division staff, addressed the Committee on the status of remaining MAG approved PM-10 Certified Street Sweeper projects that have not requested reimbursement. Mr. Giles stated that the last sweeper update to the MAG Management Committee was at the June 2009 meeting. He explained that for street sweepers, the funding that is used to reimburse agencies is contained in the MAG Unified Planning Work Program and Annual Budget. Mr. Giles noted that over time, there has been a delay in some agencies requesting reimbursement for street sweepers, in some cases up to three years. He added that this results in obligated federal funds being carried forward in the Work Program. Mr. Giles stated that the Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. Mr. Giles noted that the table was updated to include the new street sweepers projects funded in the FY 2009 Closeout, and a copy was at each place. He said that to assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

Chair Swenson thanked Mr. Giles for his report and asked members if they had questions.

Mr. Smith noted that the purpose of the presentation is for the Management Committee to be aware of those projects that are a couple of years delayed in requesting reimbursement, and if those reimbursements are not requested, the funding could be provided to another agency.

10. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting will be requested.

No requests were noted.

11. 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.

12. Adjournment

There being no further business, Mr. Medrano moved to adjourn the meeting. Mr. Pettit seconded. The meeting adjourned at 1:10 p.m.

Chair

Secretary