

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 10, 2010
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Mark Pentz, Chandler, Chair | Mark Gaillard for John Fischbach, Goodyear |
| Carl Swenson, Peoria, Vice Chair | Bill Hernandez, Guadalupe |
| # George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Rogene Hill for Charlie McClendon, Avondale | Christopher Brady, Mesa |
| David Johnson for Stephen Cleveland, Buckeye | Jim Bacon, Paradise Valley |
| * Gary Neiss, Carefree | Thomas Remes for David Cavazos, Phoenix |
| Wayne Anderson for Usama Abujbarah, Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | Dave Richert, Scottsdale |
| Rick Davis, Fountain Hills | Randy Oliver, Surprise |
| Rick Buss, Gila Bend | Jeff Kulaga for Charlie Meyer, Tempe |
| * David White, Gila River Indian Community | # Chris Hagen for Reyes Medrano, Tolleson |
| Tami Ryall for Collin DeWitt, Gilbert | # Gary Edwards, Wickenburg |
| Brent Stoddard for Ed Beasley, Glendale | # Lloyce Robinson, Youngtown |
| | * John Halikowski, 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 Mark Pentz at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Pentz noted that George Hoffman, Gary Edwards, Lloyce Robinson, and Chris Hagen were participating in the meeting via teleconference.

Chair Pentz announced that public comment cards were available to members of the public who wish to comment. He noted that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

Chair Pentz noted that the addendum to the agenda (item #5L) and a bill summary chart and a press release on 9-1-1 funding issues for agenda item #10 were at each place.

3. Call to the Audience

Chair Pentz 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 Pentz 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 Pentz recognized public comment from Dianne Barker, who noted that she had received a transit ticket for taking the bus to the meeting. Ms. Barker recounted some of her experiences taking public transit and visiting an organization dedicated to providing career clothing to women. She also mentioned that freeways are not free: there are costs associated – for police, fire, gas taxes, etc. Ms. Barker stated that things are not what they seem and she read a quote someone sent her: “Many people may think they are thinking, but they are just rearranging their prejudices.” Chair Pentz thanked Ms. Barker for her comments.

4. Executive Director’s Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith stated that approximately 100 people, including MAG Regional Council Chair Peggy Neely of Phoenix, and Mayor Jim Lane of Scottsdale, attended the MAG Domestic Violence Summit held February 24, 2010. Mr. Smith noted that Steve Twist, Former Chief Assistant Attorney General of the State of Arizona and an advocate for victims’ rights, was the keynote speaker. Mr. Smith repeated a quote from Mr. Twist: “Let your plan be a voice for victims who have been silenced too long.” He said that organizations present at the Summit included the Mesa Police Department and Prosecutor’s Office, the City of Avondale, the Glendale Fire Department, the Arizona Supreme Court, the Arizona Prosecutor’s Advisory Council, and AZ Post. Mr. Smith acknowledged the efforts of MAG staff members Renae Tenney and Amy St. Peter on organizing the event.

Mr. Smith announced that the biennial Desert Peaks awards event will be held following the June 30, 2010, Regional Council meeting. Mr. Smith noted that the due date for nominations is March 12, 2010. Mr. Smith reported that Regional Council members have been requested to submit the names of those who could serve as judges, and there is still an opportunity to submit additional names of West Valley representatives.

Mr. Smith noted that the Joint Public Hearing with, MAG, the State Transportation Board, Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix

Public Transit Department will be held on Friday, March 19, 2010, at noon. He stated that Regional Council members are invited to have lunch with the Board and attend the hearing.

Mr. Smith noted that a meeting of the staff of the Sun Corridor Joint Planning Advisory Council was held March 9, 2010, at the Gila River Governance Center. He reported that representatives from MAG, the Central Arizona Association of Governments, the Pima Association of Governments, Yuma Metropolitan Planning Organization, CANAMEX, the Arizona Mexico Commission, the Arizona Department of Transportation, and Arizona State University. Mr. Smith stated that AECOM has chosen the Sun Corridor for its \$300,000 Global Cities Program consulting effort. He noted that the next step is to bring the scope of work to the Joint Planning Advisory Council. Mr. Smith displayed a group of maps that showed truck and freight movements across the country and he noted how Arizona is a pass-through state for freight shipments and has not been able to capture the value that freight traffic could provide. Mr. Smith commented that Punta Colonet could become a competitive mega-port, which could provide opportunities for inland ports in Arizona. Mr. Smith reported that the draft FY 2011 MAG Work Program includes \$500,000 for a Freight Framework Study. He said that one of the goals of the study is to identify a Sun Corridor freight terminal.

Chair Pentz thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

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

Chair Pentz 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. Cross moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of February 10, 2010, Meeting Minutes

The Management Committee, by consent, approved the February 10, 2010, meeting minutes.

5B. ADOT 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 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. 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 July 1, 2009 to December 31, 2009. During this period, ADOT received notices from local municipalities, as well as various developers, architects, engineers, and attorneys. Of the 58 notices received, 17 had an impact to the State Highway System.

5C. Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of the additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation and the Town of Buckeye to add new highway right-of-way projects and modify project costs and descriptions in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. On February 25, 2010, the MAG Transportation Review Committee recommended approval of the additions, amendments and administrative modifications.

5D. On-Call Consulting Services for Transportation Software Development and Support

The Management Committee, by consent, recommended approval of the list of on-call consultants for Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB

Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed \$700,000. The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009 includes On-call Consulting Services for Transportation Software Development and Support at a cost not to exceed \$700,000. The purpose of the project is to ensure that MAG can proceed with support and scheduled improvements of the MAG regional travel forecasting models and related data sets. MAG issued a Request for Qualifications to create an on-call consulting list for the project with two areas of expertise. A multi-agency evaluation team reviewed the statements of qualifications and recommended to MAG that the following firms be included on a MAG on-call consulting list for Transportation Software Development and Support: Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc.

5E. American Recovery and Reinvestment Act (ARRA) Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region was provided. This report covers the status of project development as of February 16, 2010. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. An update also will be provided on the Jobs for Main Street bill being considered by the U.S. Congress.

5F. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Include the Southeast Corridor Major Investment Study

The Management Committee, by consent, recommended amending the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study. The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10, the Maricopa Freeway, between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is clearance that would allow widening of the freeway and reconstruction of the Interstate 10/SR-143 traffic interchange, representing almost \$1 billion in investment for the corridor. During the course of the EIS, questions have been raised about the investment being made in this corridor and the need for alternative transportation options. These include widening Interstate 10 and improving system traffic interchanges to accommodate the growing travel demand between the East Valley and Central Phoenix. MAG proposed amending the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study.

5G. Selection of Caliper Corporation as Consultant for 2010 Phase I Inner Loop Traffic Operations Model Development

The Management Committee, by consent, recommended that Caliper Corporation be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed \$500,000. The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$500,000 to conduct Phase I of the 2010 Inner Loop Traffic Operations Model Development. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG. This model is being developed to support the Central Phoenix Transportation Framework Study. It will encompass a study area bounded by Loop 101 on the north, east, and west, and the Gila River Indian Community on the south. This project represents a first step into simulation modeling for MAG and will include a period of research and design to focus this new program with meaningful results to assist not only the Central Phoenix Transportation Framework Study, but other transportation planning efforts beyond the scope of that particular study. The Request for Proposals was advertised on December 10, 2009. Eight proposals were received from Telvent, Fehr & Peers, PBS&J, Inc., Burgess and Niple, Jacobs, Wilbur Smith Associates, Cambridge Systematics, and Caliper Corporation. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents and, on February 23, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct phase I of the project in an amount not to exceed \$500,000.

5H. 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 amendment and administrative modification include several projects, including an Arizona Department of Transportation request to add new highway design and right-of-way projects and modify project costs in the program. 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. Comments on the conformity assessment were requested by March 26, 2010. This item was on the agenda for consultation.

5I. Consultation on Proposed Transportation Conformity Processes for the 2010 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update. Comments regarding this material were requested by March 26, 2010. This item was on the agenda for consultation.

5J. Consultation on Potentially Regionally Significant Projects from the Draft FY 2011-2015 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2011-2015 MAG Transportation Improvement Program has been prepared. Comments regarding the list were requested to be reported to MAG by March 26, 2010. This item was on the agenda for consultation.

5K. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information. This presentation and review of the draft FY 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 13, 2010, and February 10, 2010. Because of the uncertainty of economic conditions, beginning with the FY 2009 Work Program, MAG Dues and Assessments were held constant between FY 2008 and 2009. With the continuing uncertainty of economic conditions, MAG dues were reduced by fifty percent in FY 2010. Staff is proposing to maintain the overall reduction to the FY 2011 draft Dues and Assessments of fifty percent with changes for individual members due to population shifts. Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2011 were first presented at the February 10, 2010, Management Committee meeting and the February 24, 2010, Regional Council meeting. In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, and the budgeted resources needed to implement these items. Information for this presentation of the draft budget documents is included for early review and input. The information is considered draft and is subject to change as the budget continues through the review process. The draft of the FY 2011 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, and consultant pages for new and carryforward consultants. The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

5L. Assistance to the Arizona Department of Environmental Quality for Soil Sample Analyses

The Management Committee, by consent, recommended amending the FY 2010 MAG Unified Planning Work Program and Annual Budget to provide the Arizona Department of Environmental Quality with \$21,500 to contract with Arizona State University to conduct analyses of soil samples as part of a Data Collection Plan to Evaluate and Identify Sources and Unique Geographic and Meteorological Conditions Contributing to Exceedances of the PM-10 Standard at the West 43rd Avenue Monitor, if necessary. MAG is working with the Maricopa County Air Quality Department and the Arizona Department of Environmental Quality (ADEQ) to implement the Data Collection Plan to Evaluate and Identify Sources and Unique Geographic and Meteorological Conditions Contributing to Exceedances of the PM-10 Standard at the West 43rd Avenue Monitor. As part of this effort, up to nineteen soil samples may need to be analyzed to determine the types of soils that have the highest potential to create PM-10 emissions. ADEQ has a contract with Arizona State University that could be used to perform the analyses, but ADEQ does not have the \$21,500 needed to fund the project. Federal transportation funds would be available for this purpose. The Environmental Protection Agency has indicated they are seeking funding for field studies in the Data Collection Plan, but to date, this funding has not been approved.

6. Update on ADOT Federal Transportation Funds for the MAG Region

Eric Anderson, MAG Transportation Director, reported on three items related to federal transportation funding. He said that at the February Management Committee meeting, staff reported that MAG had last received a ledger from the Arizona Department of Transportation (ADOT) in October 2008, and that MAG was awaiting the ledgers to find out the status of its federal funds. Mr. Anderson reported that ADOT provided the FY 2009 and first quarter FY 2010 ledgers to MAG on February 26th. He expressed his appreciation to ADOT for their efforts to put together the ledgers and reconcile all of the accounts.

Mr. Anderson stated that ADOT has changed some of its practices, including moving the federal fund management function from the planning section to the fiscal section and providing the ledgers to MAG on a regular basis. Mr. Anderson stated that there was concern that through the federal rescission, more than \$40 million of MAG's carryforward funds had been lost, however, the ledgers indicated that MAG has carried over approximately \$48 million in obligation authority from FY 2009 to FY 2010.

Mr. Anderson stated that another issue is federal transportation funding for this federal fiscal year. He said that MAG has sufficient obligation authority, but does not have apportionment, which is the appropriation by Congress and distribution to the states of federal transportation funds. Mr. Anderson reported that Congress has not passed a continuing resolution of the federal highway program for a full fiscal year, but for four weeks, through March 28, 2010. He said that this means we have six months of apportionment available, not a full year. Mr. Anderson added that the continuing resolution did not repeal the rescission language, and in Arizona this means that funding is down \$235 million on a federal fiscal year basis, and \$30-35 million on the MAG side.

Mr. Anderson reported that Congress is currently contemplating another Jobs Bill, on which he would report later in the meeting, but they are also embedded in legislation moving through the Senate to continue the federal transportation act to the end of the federal fiscal year. He advised that without the rescission language, about 28 percent of the federal funds removed through rescission would be restored.

Mr. Anderson stated that the third issue is a possible second round of stimulus funding. He recalled the action taken by the Regional Council in January to approve two projects in anticipation of another round of stimulus funds. Mr. Anderson stated that discussion of stimulus funding was taken up by the U. S. House this week. He stated that there have been delays, such as when Senator Brown of Massachusetts was elected, which changed the composition of the Senate. Mr. Anderson commented that it is not clear which direction the legislation will take, however, there is a lot of support for another round of stimulus funding. Mr. Anderson stated that all of these issues are on a prospective basis in regard to potential Congressional action.

Chair Pentz thanked Mr. Anderson for his report. No questions for Mr. Anderson were noted.

7. Proposed Federal Economic Stimulus Legislation and Recommended Transit Allocation

Alice Chen, MAG Transportation Planner, provided a report on proposed federal economic stimulus legislation and the transit allocation. Ms. Chen stated that Jobs for Main Street Act passed by the U. S. House allocates \$8.4 billion to transit and requires projects to be under contract within a 90-day period. She explained that due to this potential guideline and recognizing the needs of the region, it is recommended that any transit funds that need to be under contract within 90-days period be allocated toward operating and preventative maintenance, Americans With Disabilities Act (ADA) operations, and ADA preventive maintenance by applying the principles outlined by the Regional Public Transportation Authority (RPTA) for project savings from ARRA I funds. Ms. Chen noted that the Transit Committee and the Transportation Review Committee recommended approval of the recommendations. Ms. Chen then explained the allocation methodology outlined by the RPTA.

Ms. Chen stated that the requested motion was to recommend approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

Chair Pentz thanked Ms. Chen for her report and asked members if they had questions.

Mr. Oliver commented on the proposed sweep of the Local Transportation Assistance Fund (LTAF) by the Legislature. He asked if potential stimulus funds could be used to supplant those funds. Mr. Smith noted that the LTAF funds are Lottery funds that go to the cities for transit. Mr. Anderson indicated that he believed that allocating stimulus funds to replace LTAF funds might be possible and would need to be explored. He commented that in light of the information about LTAF sweeps, which became public yesterday, MAG might want to reevaluate the recommendations. Mr. Anderson said that due to the new information on the LTAF sweep and

because Congress has not yet passed a stimulus bill, he would recommend taking this back to the Transit Committee and Transportation Review Committee for discussion.

Vice Chair Swenson moved to take this issue back to the Transit Committee and Transportation Review Committee. Mr. Buss seconded, and the motion carried unanimously.

8. Regional Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, provided a report on the Regional Transit Framework. He said that the intent of the framework is to identify transit needs beyond the current 20-year Regional Transportation Plan (RTP), to conduct a “market based” evaluation of needs with transit and non-transit users, and provide a technical framework for future policy discussions.

Mr. Wallace displayed a chart of peer regions’ 2006 annual operating investments per capita, and he noted that the MAG region, at \$71.10 investment per capita, was at the bottom of the peer region average of \$129.87 per capita investment.

Mr. Wallace then described the three draft scenarios developed in the Framework and commented that the study did not recommend a scenario. He stated that the Basic Mobility (Scenario I) is the lowest level of investment and continues the basic investment level to 2030; the Enhanced Mobility (Scenario II) is a moderate investment level that is comparable to peer regions; and the Transit Choice (Scenario III) is a higher level of investment – similar to the Seattle region that has the highest level. Mr. Wallace noted that the Enhanced Mobility Scenario could address existing deficiencies and the Transit Choice Scenario could address future deficiencies.

Mr. Wallace then pointed out the estimated expenditures for each scenario in addition to the RTP Base Scenario of \$14 billion (in 2008 dollars): Scenario I, \$2.05 billion, Scenario II, \$11.05 billion; and Scenario III, \$21.5 billion. He commented that if the MAG region made transit investments not only would it not catch up to its peer regions it would also be comparable in 2030 to where the peer regions were in 2006. Mr. Wallace advised soon after the peer review panel reported to the Transportation Policy Committee in 2008, the voters in Seattle passed another half cent tax for transit.

Mr. Wallace reviewed the conclusions of the study. He said that significant progress has been made in recent years to develop transit in the MAG region, such as the opening of light rail and the success of the Link system. Mr. Wallace stated that most of MAG’s peers are investing more than our region in their regional transit systems, and this investment is a part of their overall transportation and economic development strategy. He stated that public interest in transit is high, in particular, light rail, and through a statistically valid survey, even non-users have interest in light rail and see the need for public transit. Mr. Wallace stated that there is significant agency interest in additional work to strengthen the land use/transit connection. He said that more work needs to be done for performance/market based planning – how we view and plan for transit. Mr. Wallace noted that the peer review panel observed that the MAG transit system is a collection of routes versus a true regional transit system, and service is not integrated optimally.

Mr. Wallace stated that this study is a framework only and the Transportation Policy Committee would provide policy direction and the Transit Committee would provide technical direction for implementation of any of the findings of the study. He advised that funding would be a big issue that would need to be addressed because all of the scenarios would require new funding. Mr. Wallace stated that the stakeholders expressed a desire that updates to the Framework were important to them as time goes on.

Mr. Wallace displayed the requested motion onscreen and stated that it included three parts: Recommend acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; recommend acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

Mr. Wallace displayed a map of the illustrative corridors, which is essentially Scenario III. He noted that these are all the corridors they see as potential investments in transit, and does not set any priority in the RTP. He displayed a list of future planning actions for implementation of study findings and commented that a number of studies would need to be done. Mr. Wallace pointed out that a regional transit foundation, working with the Transit Committee and the Transportation Policy Committee, would provide direction.

Chair Pentz thanked Mr. Wallace for his report and asked member if they had questions. None were noted.

Mr. Kulaga moved to recommend approval of the three points that had been displayed onscreen. Vice Chair Swenson seconded, and the motion passed unanimously.

9. Approval of Transit Planning Agreement and Discussion of Potential Legislation

Mr. Anderson stated that a transit planning agreement (MOU) that incorporated recommendations for transit planning roles and responsibilities was before the Committee for a recommendation. He reported that MAG, the Regional Public Transportation Authority (RPTA), the City of Phoenix Transit Department, and METRO worked over the past few months to develop the MOU. Mr. Anderson stated that another item that was developed was Senate Bill (SB) 1416 to align MAG's federal transit planning roles and responsibilities with state statutes. He noted that copies of the MOU and SB 1416 were included in the agenda packet.

Mr. Anderson reported that the METRO Board and the RPTA Board approved the MOU and the draft SB 1416. He noted that SB 1416 was approved on February 24, 2010, by the MAG Regional Council and the MOU will be before the Regional Council on March 31, 2010.

Chair Pentz thanked Mr. Anderson for his report and asked members if they had questions. None were noted.

Mr. Boggs moved to recommend approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified

Planning Work Program and Annual Budget. Mr. Crossman seconded, and the motion passed unanimously.

10. Legislative Update

Patty Camacho, MAG Senior Policy Planner, provided an update on federal and state legislative issues of interest. She began with the federal jobs bill that is currently before the Senate. Ms. Camacho reported that on March 4, 2010, the House passed HR 2847 with some changes from the Senate version that was passed on February 26, 2010. She explained that if the Senate agrees with their changes a conference committee process would be unnecessary.

Ms. Camacho reported that the House bill originally included \$39.5 billion in Surface Transportation Funds, which would be in addition to the reauthorization funds. She said that the bill expands the Build America Bonds, extends the authorization of surface transportation programs under SAFETEA-LU through December 31, 2010, and transfers \$19.5 billion from the general fund to the Highway Trust Fund. Ms. Camacho advised that these transfers from the general fund are causing concern among the legislators. She commented that there is no indication as to when the Senate will address the amended bill, but hopefully, it will be later this week.

Ms. Camacho then moved on to state legislation and noted that the legislative tracking chart, updated that day, was at each place. She referenced SB 1416, which Mr. Anderson had mentioned in his report for agenda item #9. Ms. Camacho noted that the bill might either be placed as an amendment to SB 1137 or on SB 1063.

Ms. Camacho stated that at the February 9-1-1 Oversight Team meeting, the committee directed MAG staff draft a press release informing the media and public of the threat of a sweep by the Legislature of the remaining \$5 million in the state 9-1-1 fund. She noted that the press release was at each place. Ms. Camacho stated that the press release was issued on Monday and it has received media coverage. She added that the Maricopa Region 9-1-1 Administrator yesterday found out that the state is now considering sweeping \$2.5 million instead of the entire \$5 million. Ms. Camacho stated that many other states, such as Wisconsin, New York, Hawaii and Georgia, have also diverted 9-1-1 funds to their general funds, however, the "New and Emerging Technologies 9-1-1 Improvement Act of 2008" stipulates that if governments collect fees for 9-1-1, the money may only be used to support 9-1-1 systems and equipment. She commented that little is known about the consequences of not following the law or the mechanism for challenging governors who disobey it.

Ms. Camacho stated that MAG is also monitoring the state budget. She referenced the repeal of LTAF I and II, discussed earlier in the meeting, that will cut about \$1.1 billion in a number of state agencies and programs.

Chair Pentz thanked Ms. Camacho for her report. No questions from the Committee were noted.

11. 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.

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.

Mr. Smith noted that an email will be sent out soon to solicit letters of interest for Chair and Vice Chair positions on the MAG Population Technical Advisory Committee. He noted that Chair George Pettit retired, and Vice Chair Debra Stark had been promoted at her job, and these changes require that a Chair and Vice Chair be appointed. Mr. Smith noted that in the past, the Chair had been a member of the MAG Management Committee.

13. Adjournment

There being no further business, Darryl Crossman moved to adjourn, David Smith seconded, and the meeting adjourned at 12:45 p.m.

Chair

Secretary