

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 8, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mark Johnson, Guadalupe
Jan Dolan, Scottsdale, Vice Chair	Darryl Crossman, Litchfield Park
# Janine Hanna-Solley for George Hoffman, Apache Junction	Christopher Brady, Mesa
Charlie McClendon, Avondale	Tom Martinsen, Paradise Valley
Carroll Reynolds, Buckeye	Terry Ellis, Peoria
* Jon Pearson, Carefree	Frank Fairbanks, Phoenix
* Usama Abujbarah, Cave Creek	# Cynthia Seelhammer, Queen Creek
Mark Pentz, Chandler	Jacob Moore for Bryan Meyers, Salt River Pima-Maricopa Indian Community
* B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation	Will Manley, Tempe
Ellen Pence for Tim Pickering, Fountain Hills	* Reyes Medrano, Tolleson
+ Lynn Farmer, Gila Bend	* Shane Dille, Wickenburg
* Gila River Indian Community	Mark Fooks, Youngtown
George Pettit, Gilbert	Dale Buskirk for Victor Mendez, ADOT
Stephen Cleveland, Goodyear	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 Ed Beasley at 12:15 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Beasley announced that Cynthia Seelhammer and Janine Hanna-Solley, as proxy for George Hoffman, were attending via teleconference; Lynn Farmer was attending via videoconference. Chair Beasley stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. Chair Beasley stated that for

agenda item #9, an amendment to SB 1098 regarding funds earmarked in the State General Fund for transportation was at each place.

3. Call to the Audience

Chair Beasley 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 Beasley 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 Beasley stated that for members of the audience who wish to speak, comment cards were available from the staff.

Chair Beasley recognized public comment from Mr. Crowley, who brought flyers he had found on the bus. Not only had the flyers expired, but the same color paper was used for flyers advertising different events. Mr. Crowley stated that people would not know different events were being advertised if the flyers all looked the same. Mr. Crowley wondered if he would be the only member of the public at the March 10 public hearing. Mr. Crowley commented on improvements to Grand Avenue that were approved at the February Regional Council meeting. He stated that all committees have recommended the inclusion of facilities for bicycles. Mr. Crowley noted that six-foot sidewalks proposed for Grand Avenue do not meet today's standards. He stated that the Transit Annual Report means that it is done once a year. The last time it was updated was March 2005. Mr. Crowley stated that the supergrid should have connectivity across town, especially Scottsdale Road and Glendale Avenue. He commented that he was told that the spring training information would not be on the bus for another three weeks and spring training will be over in four weeks. Chair Beasley thanked Mr. Crowley for his comments.

4. Executive Director's Report

Lindy Bauer, MAG Environmental Director, informed members that MAG will be conducting an open house and public hearing in cooperation with the State Transportation Board, Valley Metro, Valley Metro Rail, Citizen's Transportation Oversight Committee and the Phoenix Public Transit Department on March 10, 2006. She said that the public hearing is to receive public comment on the draft FY 2007-2011 TIP, the draft 2006 Update of the RTP and ADOT plans for the MAG region.

Ms. Bauer stated that the next meeting of the Crime Prevention Stakeholders Group is April 4, 2006, from 10:30 a.m. to 12:00 noon at the MAG office in the Saguaro Room. She noted that the date for submittals to the county for crime prevention programs is Tuesday, April 11. Submittals can be sent to Amy Rex, Maricopa County staff, or Jason Stephens, MAG.

Ms. Bauer introduced new MAG staff. Matthew Clark, Senior Policy Planner, will work on MAG legislative issues, intergovernmental coordination, and committees such as the TPC Landscape Maintenance/Noise Mitigation Subcommittee and the Library Stakeholders Group.

Mr. Clark was Special Assistant to the U.S. Secretary of Labor, Federal Affairs Manager for the Americans for Tax Reform, Legislative Assistant for Representative John Shaddegg, and Council Aide for former Phoenix Vice Mayor John Nelson. Mr. Clark graduated from Arizona State University with a Bachelors Degree in Political Science with a business minor. Ms. Bauer introduced Jeff Romine, MAG Senior Regional Economist. Mr. Romine worked as a Research Economist at the University of Colorado and as a Regional Economist at the Denver Regional Council of Governments. He received his master's in public administration from Drake University and a Ph.D. in public policy and economics from the University of Colorado. Chair Beasley thanked Ms. Bauer for her report. No questions from the Committee were noted.

5. Approval of Consent Agenda

Chair Beasley stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Beasley stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J and #5K were on the consent agenda.

Mr. Buskirk asked if the error communicated to MAG staff had been corrected. Paul Ward clarified that the error on agenda item #5F would be corrected when an errata sheet is issued.

Mr. Rumpeltes asked if the process for closeout would be the same as last year. Mr. Ward replied that no changes to the process were anticipated. He added that the interim closeout process will take place over the next two to three months.

Chair Beasley recognized public comment from William Crowley, who stated that there was a meeting of the COG Directors March 24-24. He commented on agenda item #5H and stated that he would have liked to have been counted. Mr. Crowley commented on agenda item #5G and stated that the bikes and multimodalism are not being done properly. He said that he asked about light rail going to 25th Avenue and Mountain View instead of to Metro Center. Mr. Crowley noted that he had been told that the wording was being changed, but this is not what the voters were told. Mr. Crowley commented on agenda item #5I by stating that these projects need money to exist. He added that many jurisdictions have not paid their share to the Homeless Campus, which in most cases is \$7,000 or less. Mr. Crowley noted that bicycle improvements should be built simultaneously with street improvements. He stated that many bridges in the region do not have a sufficiency rating and wondered if there were plans to fix them. Mr. Crowley stated that most of the roads in the supergrid will be increased to four lanes. He questioned whether bus service would be added to these roads. Mr. Crowley stated that he sees all of the SUVs leaving the MAG parking garage after meetings. He said that members of the Management Committee should be a part of the solution by using alternative transportation. Chair Beasley thanked Mr. Crowley for his comments

With no further discussion of the consent agenda, Chair Beasley called for a motion to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. McClendon moved, Ms. Dolan seconded, and the motion carried unanimously.

5A. Approval of February 8, 2006 Meeting Minutes

The Management Committee, by consent, approved the February 8, 2006 meeting minutes.

5B. Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

Annual suballocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been suballocated to the MAG region are compared with the list of projects programmed in the current year (FFY 2005) of the most recent Transportation Improvement Program (TIP). Second, by March 1, MAG agencies request the deferral from the current federal fiscal year to the following, or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any other obligation authority (OA) that might become available from federal sources. In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. Requests to defer MAG federally funded projects from FY 2006 to FY 2007 should be submitted to MAG staff by March 1, 2006. On February 26, 2006, the Transportation Review Committee reviewed and discussed the issue.

5C. Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

The Management Committee, by consent, recommended approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables. On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded Intelligent Transportation System (ITS) Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. On February 23, 2006, the Transportation Review Committee recommended approval of the Amendment for the projects listed.

5D. Approval to Transfer Funds Within the MAG Pedestrian Design Assistance Program

The Management Committee, by consent, recommended approval of reallocating \$20,000 to the following Pedestrian Design Assistance programs: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection. The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included \$200,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the Pedestrian Design Assistance Program. In May 2005, the Regional Council approved the projects that would receive this funding, which included the City of El

Mirage Cactus Road Sidewalk Project in the amount of \$20,000. In January 2006, El Mirage decided not to proceed with its project. On February 21, 2006, the MAG Pedestrian Task Force recommended that the \$20,000 be reallocated as follows: \$15,000 for the City of Avondale - Littleton School Sidewalk Connection and \$5,000 for the City of Mesa - North/South Pedestrian Connection.

5E. Consultation on Proposed Transportation Conformity Processes for the 2006 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 in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program and the Regional Transportation Plan - 2006 Update. Comments regarding this material are requested by March 24, 2006. This item was on the agenda for consultation.

5F. Consultation on Potentially Regionally Significant Projects of the FY 2007-2011 MAG Transportation Improvement Program

Federal and state conformity regulations require Metropolitan Planning Organizations such as MAG to consult with state and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding 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 FY 2007-2011 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by March 24, 2006. This item was on the agenda for consultation.

5G. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro. The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. The amendment includes new projects that are exempt from conformity determinations. This item was on the agenda for consultation.

5H. Status Report on 2005 Census Survey

The Census Bureau is now in the data processing phase and census results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. Work continues on the data processing phase. This work includes performing

quality control and assurance checks, matching the data against the master sample file, and making adjustments for nonresponse in the weighting and estimation process. The Census Bureau will have preliminary housing unit sample survey numbers for each member agency to review by March 15, 2006, with group quarters preliminary data available prior to that date. Final numbers will be available before May 1, 2006. The 2005 Census Survey results from the U.S. Census Bureau will provide updates for September 1, 2005 for Maricopa County, designated jurisdictions, jurisdiction subareas, and balance of county. The updates are: Total resident population; total resident population living in housing units; total resident population not living in housing units (people that live in group quarters or outdoor locations); total housing units; total occupied housing units. MAG and Census staff are holding an Information Workshop March 2, 2006 10:00 a.m. to 11:00 a.m. in the MAG Saguaro Room, prior to member agencies receiving their preliminary results. The purpose of the workshop is to explain how the survey differs from the 1995 Special Census, and how to interpret and evaluate the preliminary numbers. Census staff stated that this is the largest mid-decade sample survey to update population that they have conducted. In an effort to be proactive, MAG has compiled a list of possible questions member agencies may ask upon receipt of their preliminary 2005 Census Survey results. MAG is discussing these questions with Census staff to obtain responses that will be shared with member agencies.

5I. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for a year round homeless planning process. This includes the submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the Maricopa Region. The release of the 2006 application is anticipated in the next few months. Since 1999, \$106 million has been awarded to the MAG Region. Last year, the region received more than \$20 million for 48 homeless service providers. It is anticipated that our region will be awarded comparably in 2006. This information is being presented to inform MAG member agencies of the application process and of the opportunity to apply for this funding.

5J. Draft MAG 208 Small Plant Review and Approval for the Proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant

The Management Committee, by consent, recommended approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan. The City of Peoria has requested that MAG review the proposed Estates at Lakeside Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The plant would have an ultimate capacity of 120,000 gallons per day and effluent would be disposed of through deep well injection into the aquifer. The City of Phoenix is within three miles of the project and does not object to the proposed plant. Since the Lake Pleasant Park is within three miles of the project, Maricopa County has also indicated no objections. On February 7, 2006, the MAG Water Quality Advisory Committee recommended approval of the Small Plant Review and Approval for the proposed plant.

5K. Arizona Department of Economic Security Socioeconomic Projections

In January 2006, the Arizona Department of Economic Security (DES) released a draft set of 2007 to 2055 resident population projections for Arizona counties including Maricopa County. These projections will be considered at the DES Population Technical Advisory Committee on March 22, 2006. It is anticipated that MAG will express concern with the numbers. According to Executive Order 95-2, DES is to prepare official resident population projections once every five years, while MAG prepares subregional projections consistent with the Maricopa Country population control total developed by DES. The last set of official resident population projections was produced by DES in February 1997, nine years ago. In 2003, because there was a need to have updated socioeconomic projections for the development of the MAG Regional Transportation Plan and because DES had not approved an updated set of projections, MAG developed an interim set of population projections. The interim population projections used a Maricopa County control total based upon work done by the University of Arizona and Arizona State University to support a study by the Arizona Department of Commerce to develop a long-range economic strategy for the state. In January 2006, DES released draft July 1, 2007 to 2055 resident population projections for Arizona counties including Maricopa County. The DES Population Technical Advisory Committee will be considering recommending approval of the projections at its March 22, 2006 meeting. The draft projections for Maricopa County are attached. Although the DES draft resident population projections for Maricopa County are within a reasonable range, MAG has a number of concerns. These concerns relate to the methodology that was used to produce the projections and the fact that they are based on an unofficial July 1, 2005 population estimate instead of the results of the Census Survey. MAG is also concerned about the draft projections for Pinal and Pima counties, which have an impact on Maricopa County. In addition, on February 8, 2006, the Governor issued Executive Order 2006-04 that will “enhance the development of accurate population estimates and projections and labor market information in the state” by evaluating best practices throughout the United States and making recommendations to the Governor to enhance the current processes. Based on the current methodological issues with this set of projections proposed by DES and the new Executive Order that will consider enhancing the current methodology, it is anticipated that MAG will express concern with the DES County Population Projections at the March 22, 2006 DES POPTAC meeting and support a review of the population estimate and projection process in the evaluation established by the Governor’s Executive Order 2006-04.

6. City of Phoenix Request to Advance the I-17/ Dove Valley Road Traffic Interchange

Paul Ward addressed the Committee on a request to accelerate a project that is part of the Freeway Life Cycle program. He stated that the City of Phoenix has submitted a request to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years to coincide with the widening of I-17 in FY 2007. Mr. Ward noted that the City will provide the funding for the acceleration of the project with repayment as provided in the ADOT Life Cycle Program at the time of the repayment. The project would be accelerated under the MAG Freeway/Highway Acceleration policy with the repayment subject to program accelerations or delays as any other project in the life cycle program. Mr. Ward stated that the City of Phoenix will be responsible for one-half of the interest cost. Mr. Ward stated that the advanced schedule for this project, if approved, would be included in the draft

MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and will be presented for consideration in April for the purpose of air quality conformity analysis. Chair Beasley thanked Mr. Ward for his report and asked the Committee if they had questions.

Mr. Buskirk asked if all design activities and studies had been completed. Mr. Ward replied that not all predesign work had been completed. He added that the Deputy State Engineer had indicated that this work was ongoing. Mr. Ward stated that the idea of advancing the interchange was to coordinate work on the interchange with the widening of I-17.

Mr. Ellegood stated that the County, ADOT and Phoenix support this project. He stated that the overall feeling is that advancing the interchange project to coincide with the widening work would result in the least amount of disruption to the public.

Mr. Ellegood moved to recommend approval of the City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange project. Mr. Buskirk seconded.

Before a vote was taken, Chair Beasley recognized public comment from Mr. Crowley, who stated that he supported the advancement, but wanted to know if it was being done to the full footprint. Mr. Crowley asked why the overpass at Dunlap could not be reinforced to allow the light rail line to cross over I-17. He commented that this could be done similar to Deck Park. Mr. Crowley stated that he was glad there was cooperation, but was this a reward for Anthem? He stated that he needed decision makers to build with bicyclists and pedestrians in mind. This usually does not happen. Chair Beasley thanked Mr. Crowley for his comments.

Hearing no further discussion, Chair Beasley called for a vote on the motion, which carried, with Ms. Dolan abstaining.

7. Regionally Significant Development Projects

Rita Walton addressed the Committee on the transportation costs of Regionally Significant Development Projects (RSDP). In 2003, the Regional Council directed MAG staff to evaluate RSDPs submitted by individual member agencies, if the agency requested it, for an 18 month evaluation period. Ms. Walton said that the information requested by the Regional Council was population, total vehicle miles traveled (VMT), and estimated construction cost of freeway and arterial lanes needed to accommodate the growth or potential growth, presented at a regional level only.

Ms. Walton stated that RSDP criteria were developed by the Planner Stakeholder Group and approved by the Regional Council and apply to all projects that meet certain size thresholds. A RSDP generates demand for one lane mile of capacity on a freeway. Ms. Walton gave 2,800 housing units or a 640-acre development as examples of RSDPs.

Ms. Walton stated that in July 2005, the Regional Council approved the preparation of an annual paper on the regional impacts of cumulative development. The Regional Council recommended including all data from July 1 through June 30 for each year. The first paper would cover the

period ending June 30, 2005, and would include all RSDP projects dating from the July 1, 2003 start-up.

Ms. Walton stated that information submitted included residential completions, general plan and general plan amendment and land use changes, developments, and RSDPs. The methodology used to calculate the transportation costs of various developments was based on statistics derived from the MAG transportation models, cost of construction estimates, and VMT standards per lane-mile by transportation facility. Ms. Walton stated that the report focused on freeway and arterial street construction costs only, and does not include any costs associated with other roadways and other transportation modes, such as transit. Ms. Walton stated that the methodology showed that the construction cost per freeway lane per vehicle mile was \$310.08; per arterial lane per vehicle mile was \$88.24.

Ms. Walton explained that residential building completions indicate the direction and amount of actual growth and are used by MAG in preparing population updates and projections. She added that residential completions signify certificates of occupancy being granted by the jurisdiction. Ms. Walton stated that residential completions accounted for 88,000 new units. This is consistent with the housing unit growth projected in the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June 2003, and it is likely that a majority of these units was incorporated in the development of the MAG Regional Transportation Plan. Therefore, regional transportation capacity would already have been planned for this growth.

Ms. Walton stated that MAG staff collects existing and future land use information from MAG member agencies. She noted that comparing July 1, 2003 to July 1, 2005 shows that low density residential has decreased four percent, medium density residential has increased one percent, mixed use has increased two percent, and open space has increased one percent.

Ms. Walton stated that total developments were analyzed for two time periods. For the July 1, 2003 to June 30, 2005 time period, 88 developments accounted for 10.5 million VMT and a construction cost of \$1.69 billion. For the July 1, 2003 to December 31, 2005 time period, 328 developments accounted for 17.3 million VMT and a construction cost of \$2.79 billion. Ms. Walton noted that RSDPs account for 10 percent of all the developments received by MAG, but account for 90 percent of the VMT and construction costs.

Ms. Walton reviewed next steps. She stated that other costs, such as maintenance, operations, and other infrastructure, could be reviewed and/or added to the analysis. Revenue impacts, such as sales tax and assessments, could offset costs. The Building a Quality Regional Community project could be refocused to address RSDP enhancements. Ms. Walton stated that the data needs and data collection process could be refined to ensure development information is current. The work of peer MPOs and other agencies could be reviewed to see if similar work had been done. The analysis of the RSDP could be modified as directed. Ms. Walton noted that Roger Herzog, Senior Transportation Project Manager, was also available for questions. Chair Beasley thanked Ms. Walton for her report.

Mr. Cleveland asked for clarification of the freeway construction cost of \$310.08. Ms. Walton replied that the construction cost of \$310.08 was per vehicle mile per freeway lane. Mr. Cleveland asked the capacity of a freeway lane mile. Mr. Herzog replied that a freeway lane capacity was 21,500 vehicles per day. Mr. Cleveland recalled an earlier project on Urban Form that was designed to analyze regional impacts of various alternatives. He commented that it is significant and beneficial to look at the magnitude of these projects. Mr. Cleveland asked if it was part of the report's charge to draw conclusions on the consequences. Ms. Walton replied that it currently was not a part, but if directed, there could be discussion as a future enhancement. Mr. Cleveland said that this is an area of discussion this group needs to have broad discussion on this issue and this issue could be agendized at another time. Ms. Walton stated that MAG could evaluate a jurisdiction's developments upon a city's request and share that evaluation with the jurisdiction. Mr. Cleveland stated that he would like MAG staff to come to Goodyear.

Chair Beasley stated that Mr. Cleveland had brought up an excellent point that we need to be cognizant of the unintended consequences of that growth.

Chair Beasley commented that this item was not for action, but would honor a brief public comment from Mr. Crowley, who stated that bike and pedestrian were not considered on arterials. He said that including bike and pedestrian facilities in initial construction was more cost effective than doing them retroactively.

8. Discussion of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and Expenditures and Projects in the MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, provided an update on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget. She said that a meeting of the Intermodal Planning Group is scheduled for April 6, at which time the Federal Highway Administration, Federal Transit Administration, and Arizona Department of Transportation will be provided a review of the Work Program. She noted that feedback from this meeting will be brought back to the Management Committee.

Ms. Kimbrough stated that each year, new projects are proposed for inclusion in the MAG planning efforts. She noted that a transportation project titled "Access to Freeway Condition Information Via Handheld Devices," has been added. In addition, preliminary discussion on a "Southwest Valley/Western Pinal County Transportation Study" is currently taking place. Ms. Kimbrough stated that the details of this project are not yet available, but it is initially proposed to be a shared cost study between MAG and Pinal County, estimated at approximately \$200,000 each.

Ms. Kimbrough stated that the estimated dues and assessments use the construction inflation factor from the most current Regional Freeway System Certification. She advised that at the Regional Council Executive Committee meeting on February 13, 2006, staff was directed to explore other indices for calculating the estimated dues and assessments. Ms. Kimbrough stated that staff is currently researching other options and will take this information to the March 20 Regional Council Executive Committee meeting for review and possible approval of the factor that will be used for the estimated dues and assessments.

Ms. Kimbrough stated that in May 2004, a compensation study on the MAG salary schedule was conducted by a consultant. On February 13, 2006, the Executive Committee approved a review of the MAG salary structure. She noted that this study is currently underway and it is anticipated that the results will be incorporated into the final budget in May.

Ms. Kimbrough stated that interest was expressed at the February Executive Committee meeting to have the flexibility in the budget to address future growth issues such as adequate public facilities. She said that if these types of studies are desired, existing projects such as Building a Quality Regional Community could be modified, or a new project could be initiated using contingency funds. Ms. Kimbrough noted that a Fiscal Services Division staff member position was approved for FY 2006 by the Executive Committee, and no additional positions were being requested for FY 2007. She also mentioned that one position was moved from the Human Services Division to the Transportation Division.

Ms. Kimbrough stated that the total proposed overall FY 2007 budget with carryforward reflects a decrease of about 5.58 percent from last year because of the decrease in the costs of two projects. She explained that the annual budget for one of the projects, the Community Emergency Notification System, has decreased from \$1.2 million to \$350,000. Chair Beasley thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Buskirk stated that other jurisdictions, such as ADOT and MCDOT, might be involved in the Southwest Valley/Western Pinal County Transportation Study. Mr. Herzog noted that Mr. Buskirk was correct that other jurisdictions might be involved in the study. He said that preliminarily, the MAG portion of the contribution was estimated at \$200,000.

Mr. Fooks commented on the \$300,000 for the commuter rail study. He referred to the footnote that mentioned that additional funding might be needed to match the statewide study and asked if that was in addition to the \$300,000 or a part of it. Mr. Herzog stated that he understood that there could be additional funding beyond the \$300,000 in MAG funds. Mr. Fooks stated that he thought there was \$500,000 that could be used and was there a state match. Mr. Herzog replied that the details of a statewide match are unknown at this time.

9. Legislative Update

Matt Clark provided an update on legislative items of interest. He stated that bills on eminent domain land use appear to be on hold to see if a compromise can be reached. Mr. Clark stated that efforts by cities, the Legislature, and others are underway to put together a compromise. He remarked that takings remain a concern. It is thought that the Legislature will not address regulatory takings in the eminent domain compromise but let the November ballot initiative go forward, which will deal with regulatory takings.

Mr. Clark stated that there was a strike everything amendment to SB 1098 that would appropriate \$463 million from the state general fund to ADOT without earmarks. Of this, 50 percent would go to Maricopa County, 25 percent to Pinal County and Pima County, and 25 percent to the remaining counties. Mr. Clark noted that the vague language in the bill might be

addressed by the House Transportation Committee that was meeting the next day. Chair Beasley thanked Mr. Clark for his report and asked members if they had questions.

Mr. Buskirk asked about earmarks. Mr. Clark stated that the original bill introduced by Senator Martin was for I-10 or I-17 only. He added that it was hoped that the right of way purchase between 230 and 260 would be clarified at the House Transportation meeting.

Mr. Martinsen asked about cable television legislation. It was noted that the Governor had signed the bill.

Chair Beasley recognized public comment from Mr. Crowley, who commented that SB 1504 has a large number of sponsors and it seemed that it would not be a problem to get a majority of votes. He stated that this bill was rewarding Anthem for not planning. Mr. Crowley stated that he would like to see someone step up for the West Valley because the I-10 Reliever was needed yesterday. He stated that he needed MAG to encourage looking at the West Valley. Mr. Crowley stated that legislation allows buses to idle up to an hour. He stated that this is not a judicious use of resources and he suggested a strike all so this rule could be changed. Chair Beasley thanked Mr. Crowley for his comments.

10. 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. Ellegood stated that the Clark County, Nevada County Manager invited staff from cities, MAG, ADEQ, EPA, Rock Products, AGC and the Homebuilders Association for a visit on March 16-17 to hear about the County's successful air quality program.

Mr. Ellis commented that last fiscal year, Peoria's jail contract with the County increased 24 percent and he understood another increase would be forthcoming. Mr. Ellis requested that a County representative provide a presentation at the next Management Committee meeting on the methodology for determining the fees, trends, and what could be expected in the future.

There being no further business, the meeting adjourned at 1:05 p.m.

Chairman

Secretary