

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

July 23, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair	Mayor Thomas Schoaf, Litchfield Park
Vice Mayor Peggy Neely, Phoenix, Vice Chair	Supervisor Max W. Wilson, Maricopa
* Councilmember Robin Barker, Apache Junction	County
# Mayor Marie Lopez Rogers, Avondale	Mayor Scott Smith, Mesa
Mayor Jackie Meck, Buckeye	* Mayor Vernon Parker, Paradise Valley
# Mayor Wayne Fulcher, Carefree	Councilmember Joan Evans for
Councilmember Dick Esser, Cave Creek	Mayor Bob Barrett, Peoria
# Mayor Boyd Dunn, Chandler	* Mayor Art Sanders, Queen Creek
Mayor Fred Waterman, El Mirage	* President Diane Enos, Salt River
Treasurer Pamela Mott for President Clinton	Pima-Maricopa Indian Community
Pattea, Fort McDowell Yavapai Nation	* Mayor Lyn Truitt, Surprise
Mayor Jay Schlum, Fountain Hills	# Mayor Hugh Hallman, Tempe
Mayor Fred Hull, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor William Rhodes, Gila River Indian	# Mayor Ron Badowski, Wickenburg
Community	Mayor Michael LeVault, Youngtown
Mayor Steven Berman, Gilbert	Felipe Zubia, State Transportation Board
* Mayor Elaine Scruggs, Glendale	* Victor Flores, State Transportation Board
Mayor James M. Cavanaugh, Goodyear	* David Martin, Citizens Transportation
Mayor Rebecca Jimenez, Guadalupe	Oversight Committee

* Those members neither present nor represented by proxy.
Attended by telephone conference call.
+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Mary Manross at 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Manross noted that Councilmember Robin Barker, Mayor Marie Lopez Rogers, Mayor Wayne Fulcher, Mayor Boyd Dunn, Mayor Hugh Hallman, and Mayor Ron Badowski, were participating by teleconference.

Chair Manross introduced two new members to the Regional Council: Mayor Jackie Meck of Buckeye, and Mayor Jay Schlum of Fountain Hills. She presented them with their Regional Council membership certificates.

Chair Manross introduced proxies for the meeting: Treasurer Pamela Mott for President Clinton Pattea of the Fort McDowell Yavapai Nation, and Councilmember Joan Evans for Mayor Bob Barrett of Peoria.

Chair Manross noted materials at each place: for agenda items #5C, #5D, #6, #7, and #9, the material that was emailed previously reporting past committee actions; for agenda item #5H, the revised summary transmittal, which was updated to reflect a comment received from the Arizona Department of Environmental Quality to revise Figure 3 of the 208 Amendment document to include the proposed Arizona Pollutant Discharge Elimination System Permit discharge point to the Cave Creek Wash.

3. Call to the Audience

Chair Manross noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Chair Manross noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council. He announced that MAG will sponsor two Regional School Crossing Guard Training Workshops: at the Glendale Civic Center on August 1, 2008, and at the Mesa Convention Center on August 8, 2008. Mr. Smith stated that the MAG training workshops were based on the workshops given by the City of Phoenix, a national model. He noted that approximately 450 persons attended the training last year. Mr. Smith thanked MAG staff, Sarath Joshua, Kiran Guntupalli, and Lili Luo, who have been working on the event. He added that the Regional School Crossing Guard Training project also includes the production and distribution of 1,500 training videos.

Mr. Smith stated that the completion of the Proposition 300 Freeway System that remained after the removal of certain elements, was celebrated on July 15, 2008. Mr. Smith stated that in 1984, the Outer Loop Financing Task Force, consisting of Scottsdale Councilmember Billie Gentry, Maricopa County Supervisors Tom Freestone and Fred Koory, Goodyear Mayor Chauncey Coor, and Phoenix Mayor Terry Goddard, proposed a property tax to pay for transportation improvements. He said that the

Chamber got behind the effort and proposed a sales tax, which became Proposition 300 that eventually was passed overwhelmingly by the voters.

Mr. Smith stated that in 1992, when Mesa Mayor Peggy Rubach was MAG Chair, the Regional Council took 50 percent of MAG's federal funds that should have gone to local needs and put them into the state highway system. Mr. Smith reported that in June 1992, the Legislature gave MAG the authority over priorities and material cost changes. In 1996, when Glendale Mayor Elaine Scruggs was MAG Chair, the Regional Council reprioritized and accelerated projects, returned elements such as the Red Mountain to the freeway system, and the took the completion date to 2014. Mr. Smith stated that in 1998, when Tempe Mayor Neil Giuliano was Chair, MAG received its fair share of federal funds from ADOT and the completion date was moved up to 2007 from 2014. He said that the *Business Journal* anniversary edition said that the most significant business story of the past 25 years was not the Palo Verde Nuclear Plant, and not the Groundwater Act, but the Regional Freeway System.

Mr. Smith stated that mobility has been a mainstay of the region's economy. He complimented ADOT for an outstanding job of building the freeway system. Mr. Smith displayed a map of upcoming bid advertisements. Mr. Smith stated that it takes the elected officials working with ADOT, the Governor and the Legislature for these types of achievements. Mr. Smith expressed appreciation to former and current MAG staff who worked on the Proposition 300 plan over the years: Jack DeBolske, Roger Herzog, Eric Anderson, Terry Johnson, Lindy Bauer, and Rita Walton. Chair Manross expressed her appreciation to the staff.

Mr. Smith stated that the U. S. House passed House Resolution 6532 to repair the Highway Trust Fund balance. He stated that the Congressional leadership needs to hear from municipalities that continuing support for the Fund is needed.

5. Approval of Consent Agenda

Chair Manross noted that agenda items #5A through #5I were on the consent agenda. She noted that no public comment cards had been received. Chair Manross asked members if they had questions or requests to hear an item individually. None were noted.

Chair Manross called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Vice Chair Neely moved, Councilmember Esser seconded, and the motion passed unanimously.

5A. Approval of the June 25, 2008, Meeting Minutes

The Regional Council, by consent, approved the June 25, 2008, meeting minutes.

5B. Enhancement Peer Review Group Round 16 Recommendations

The Regional Council, by consent, approved forwarding the ranked applications from the MAG Enhancement Peer Review Group to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Peer Review Group, formerly the Enhancement Funds Working Group that was formed by the MAG Regional Council in April 1993, reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, seven applications for local funds were received totaling \$3,500,000 with approximately \$8 million available statewide. Three applications for state funds were received totaling \$2,999,957 with approximately \$5 million available statewide. The MAG Enhancement Peer Review Group and the MAG Management Committee recommended that the ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

5C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Regional Council, by consent, approved an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP are divided into the Highway Section - Table A, and Transit Section - Table B. A new Finding of Conformity for the FY 2008-2012 MAG TIP and RTP 2007 Update, as amended, is included as a separate agenda item. In addition, Table A includes a column annotating the Arizona Department of Transportation (ADOT) projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee recommended approval.

5D. Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Regional Council, by consent, approved the FFY 2008 MAG Final Closeout, and amended/modified the FY 2008-2012 MAG Transportation Improvement Program to allow the projects to proceed. Since the Regional Council approved the FFY 2008 MAG Interim Closeout, there have been two additional projects requesting to be deferred, LPK08-801: Litchfield Park paving unpaved alleys, and GDL04-201: Guadalupe Intelligent Transportation System project, which are found in Table A. With this new deferral, the funding amount available for Closeout increases from \$14.7 million to \$15.2 million. The identification of these additional funds for Closeout indicates that the first project in the rank ordered Contingency List, VMR08-809T: Valley Metro Rail reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project in the amount of \$326,150, can be

funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is the Valley Metro Rail \$5,291,850 reimbursement project for construction activities for the Central Phoenix/East Valley (METRO). This is annotated in Table B. In addition, Maricopa County has requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee recommended approval of this item.

5E. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as Amended

The Regional Council, by consent, approved the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On July 25, 2007, the MAG Regional Council approved the Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes changes to Arizona Department of Transportation projects, changes to Arterial Life Cycle Program projects in Gilbert, Maricopa County, Mesa, Peoria, and Scottsdale, and changes to Queen Creek projects. The conformity assessment on the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 20, 2008, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update. Any comments on the conformity assessment and amendment were requested by July 22, 2008. The MAG Management Committee recommended approval.

5F. Conformity Consultation

The Maricopa Association of Governments conducted consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification includes the deferral of a Litchfield Park alley paving project from FY 2008 to FY 2009, as part of the Final Closeout of the Federal FY 2008 MAG Federally Funded Program. The administrative modification includes a minor project revision that does not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program that includes a Maricopa County Intelligent Transportation Systems (ITS) project located in western Maricopa County. The project may be categorized as exempt from a conformity determination. Comments on the conformity assessments were requested by July 18, 2008. This item was on the agenda for consultation.

5G. Building Bridges Report on Housing and Transportation Conference

The Regional Council, by consent, approved the Building Bridges report. On April 8, 2008, nearly 300 people attended the MAG 2008 Conference on Housing and Transportation Human Services Coordination. This event featured best practices and strategies to improve coordination in order to create more sustainable communities. This report highlights the strategies chosen by conference participants,

local leaders and national experts as having the most potential for success in this region. The MAG Building Codes Committee received the report and offered feedback that was incorporated into the report. The MAG Human Services Technical Committee and the MAG Management Committee recommended approval of the report.

5H. MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility. The Town of Cave Creek has requested that MAG amend the 208 Water Quality Management Plan to include the Cave Creek Water Reclamation Facility with an ultimate capacity of 2.25 million gallons per day. The facility would be located in the southwest quarter of Section 6 of Township 5 North, Range 4 East. Reclaimed water from the facility would be disposed of through reuse and Arizona Pollutant Discharge Elimination System Permit discharge points to the Galloway Wash and Cave Creek Wash. The existing Cave Creek Wastewater Treatment Plant would be decommissioned once the new facility is operational. The project is located within three miles of the Town of Carefree, City of Phoenix, City of Scottsdale, and unincorporated Maricopa County, and all have indicated no objections.

On June 23, 2008, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Town of Cave Creek Water Reclamation Facility. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment. On July 9, 2008, the MAG Management Committee unanimously recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility. Following the MAG Management Committee meeting, a comment was received by the Cave Creek consultant from a representative of the Arizona Department of Environmental Quality. The comment was a request that Figure 3 of the 208 Amendment document be revised to include the proposed Arizona Pollutant Discharge Elimination System Permit discharge point to the Cave Creek Wash. The MAG Management Committee recommended approval of the Draft 208 Plan Amendment.

5I. U.S. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for the MAG Region

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for year round homeless planning. This includes the submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The 2008 Notice of Funding Availability (NOFA) was released on July 10, 2008. However, the electronic application has not been released. HUD has set an estimated due date of September 15, 2008, for the Consolidated Application. Since 1999, over \$147 million has been awarded to the MAG region. In 2007, the region received more than \$21 million to provide housing and supportive services, and it is anticipated that our region will be awarded comparably in 2008. This information was presented to inform MAG member agencies of the application process and the opportunity to apply for this funding. This item was on the agenda for information and discussion.

6. Proposition 400 Noise Mitigation Funding

Eric Anderson, MAG Transportation Director, stated that in 2003, the Transportation Policy Committee and Regional Council set aside \$75 million of Proposition 400 funds for additional noise mitigation in residential areas adjacent to freeways. He noted that approximately \$55 million of the \$75 million was spent for rubberized asphalt, and the remaining \$20 million was targeted for other noise mitigation. Mr. Anderson stated that in 2007, the Transportation Policy Committee instructed that MAG issue a solicitation of projects that might utilize the remaining \$20 million of noise mitigation funds. He noted that because ADOT is required to provide noise mitigation in areas that receive roadway improvements, the focus of the Proposition 400 funds was for areas with no planned improvements or improvements a number of years in the future.

Mr. Anderson stated that the Proposition 400 noise mitigation funds would provide additional noise mitigation for areas that exhibit high noise levels and where feasible options exist that could reduce noise levels. Mr. Anderson noted that the Proposition 400 noise mitigation funds would also provide added funding for projects that exceed the ADOT cost effectiveness threshold, which was established at \$43,000 per affected property in 2005.

Mr. Anderson stated that MAG received 11 projects in response to the solicitation for projects that could utilize the Proposition 400 noise mitigation funds. Mr. Anderson stated that the ADOT consultant conducted noise measurements that were provided to the TPC, who then directed that ADOT conduct further analyses. He noted that the Federal Highway Administration (FHWA) noise model was used and takes into account the pavement types, traffic volumes, etc.

Mr. Anderson stated that the model results were lowered by four dBA to account for rubberized asphalt. He advised that because rubberized asphalt is not approved by the FHWA for noise mitigation, it is not reflected in the noise model. Mr. Anderson explained that the consultant reduced the computer model by four dBA. Since rubberized asphalt is not a federally approved noise mitigation measure, noise levels for projects using federal funds would be four dBA higher than reported. Mr. Anderson stated that if the four dBAs were added in, the project would exceed the 64 dBA threshold.

Mr. Anderson noted the eleven locations that were analyzed: in Phoenix, at I-17 and Camelback, on I-10 from 7th Avenue to 15th Avenue, at Loop 101 and 51st Avenue, at Loop 101 and 7th Street, and at SR-51 and Greenway Road; in Scottsdale at Loop 101 and 90th Street and at Loop 101 and Cactus; in Peoria, on Loop 101 from Peoria to Grand Avenue, on Loop 101 from Olive to Peoria, and on Loop 101 from Northern to Olive; in unincorporated Maricopa County on Loop 303 from Deer Valley to north of Robertson Drive. Mr. Anderson displayed photographs of the areas that would receive noise mitigation. He noted that some have no barriers at all or barriers of insufficient height to be effective against noise. Mr. Anderson noted that the traffic noise on Loop 303 is projected to increase when the connection to I-17 opens.

Mr. Anderson stated that the cost to construct all 11 noise barriers is estimated to be \$15.6 million, which is within the available funding. He stated that there might be other areas that could use noise

mitigation over time and these would be monitored on a case-by-case basis. Chair Manross thanked Mr. Anderson for his report.

Councilmember Esser asked the cost per mile of sound walls. Fred Garcia of ADOT, stated that the designs of sound walls vary due to existing conditions and a measure based on length alone is difficult. Councilmember Esser asked how many miles of sound walls were in the list. It was noted that this information was not currently available but could be compiled. Councilmember Esser stated that was unnecessary and he was just trying to say that noise walls are expensive.

Chair Manross recognized public comment from Steve Dreiseszun, past president of the F. Q. Story Historic District, who was at the meeting to represent his neighborhood. Mr. Dreiseszun stated that he has spoken on numerous occasions to the Council on noise mitigation issues. He said that I-10 and the Inner Loop bisects his Central Phoenix neighborhood. Mr. Dreiseszun stated that many neighborhoods were built after the freeways were built, but his neighborhood was built in the 1920s, 1930s, and 1940s, and was there first. He advised that his neighborhood has been working for 18 years to get relief from freeway noise, and worked for five years to get funding included in Proposition 400. Mr. Dreiseszun applauded MAG for addressing this issue and thanked MAG staff, especially Eric Anderson, for their work on this effort. He commented that this was not the end, but a beginning. Mr. Dreiseszun stated that quality of life and impacts of noise are important to consider when expanding a freeway system. Chair Manross thanked Mr. Dreiseszun for his comments.

Mayor Hallman spoke about the efforts undertaken from 1996 to 2000 to get noise mitigation measures implemented as part of the freeway program. He recalled the fights to get rubberized asphalt on US 60 when the federal authorities made it difficult for ADOT. Mayor Hallman stated that he was delighted that MAG had taken the lead and recognized that this was a quality of life issue. He congratulated everyone for moving this forward.

Supervisor Wilson moved approval that noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding. Vice Chair Neely seconded, and the motion carried unanimously.

7. Use of I-10 for High Capacity Transit

Rick Pilgrim, URS Corporation, Project Manager for the I-10 West project, said that he was before the Regional Council to present a report on the I-10 West High Capacity Transit Alternatives Analysis; to request action on the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements; and to provide an update on next steps. He displayed a map of the 57-mile high capacity transit system that is included in the Regional Transportation Plan (RTP). Mr. Pilgrim stated that the I-10 west extension extends from downtown Phoenix to the park and ride located near 79th Avenue. He noted that the extension of the I-10 west corridor is designated for completion in 2019. Mr. Pilgrim noted that ADOT is moving ahead on some other I-10 projects and wants to coordinate functions to do construction work only once, thus maximizing tax dollars and minimizing inconvenience.

Mr. Pilgrim stated that travel demand in this corridor is expected to increase from 250,000 to 500,000 people per day. He noted that new freeway lanes are programmed in the Proposition 400 program, with a 2012 completion, but travel times are still expected to increase by 35 percent between now and 2030, and drivers can expect frequent incidents and added delay. He stated that high capacity transit in dedicated lanes will allow faster and more predictable travel times than automobiles.

Mr. Pilgrim stated that the Environmental Impact Statement that was done for the federal government in the 1970s included preservation of a 50-foot median for future mass transit, with the technology to be defined in the future. He noted that a 2006 METRO study confirmed that the optimal location for high capacity transit was in the median, both for convenience and cost-effectiveness.

Mr. Pilgrim stated that last summer, METRO began the first step of the required federal process, the Alternatives Analysis, and has completed Tier One. Mr. Pilgrim stated that they are beginning work on Tier Two, the Mainline Alternative. He remarked that METRO hopes to have the Locally Preferred Alternative, which is the routing and technology, and the station locations defined in the next year or so. He said that high capacity transit along arterials was considered; however, the freeway alignment was the option that was supported, because it is consistent with the original I-10 Environmental Statement; it is consistent with the Regional Transportation Plan approved by voters in 2004; it best addresses the need for improved mobility; it provides the best speed, capacity and reliability; and it minimizes right-of-way acquisition, street construction, and utility relocation.

Mr. Pilgrim stated that Tier Two will consider options for connecting high capacity transit from I-17 and I-10 to downtown Phoenix. He said that they are currently working with community groups to gather input. Mr. Pilgrim indicated that possible modes for high capacity transit in the I-10 median include light rail, bus rapid transit, and local/express buses that operate in HOV lanes. He noted that bus rapid transit would operate on a guideway separate from HOV lanes.

Mr. Pilgrim stated that even though the Alternatives Analysis will not be completed until Spring 2009, an early recommendation is requested to maximize coordination with ADOT's I-10 widening project. He advised that the Transportation Policy Committee recommended adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements, and to explore further options to the west in the MAG Transit Framework Study including intermodal connections. Mr. Pilgrim noted that the action means that transit is being planned in the West Valley and offers the opportunity to make further connections in the West Valley. Chair Manross thanked Mr. Pilgrim for his report.

Chair Manross recognized public comment from Woody Thomas, former Mayor of Litchfield Park, who suggested that those who have joined the Regional Council and Transportation Policy Committee since Proposition 400 read the MAG High Capacity Transit Study, which contains information about forms of transit. Mr. Thomas stated that bus rapid transit, which operates on its own right-of-way, is not being used in this region. He added that the I-10 high capacity corridor is the perfect opportunity to implement bus rapid transit. Mr. Thomas stated that light rail has stops every half-mile to one-mile or so, and to use this mode on I-10 is foolish. Mr. Thomas stated that he takes the bus every day and it sits in traffic because it operates in the HOV lanes. He stated that the elevator at Hance Park was designed for bus

rapid transit and the Third Avenue and Fifth Avenue exits could be utilized for this mode. Mr. Thomas stated that he would be glad to contribute input to Tier Two. He said that the distance between commuter rail stops is five to seven miles, but there is not a commuter rail system to go past 83rd Avenue. This is foreclosed because of the I-10 widening. Mr. Thomas stated that having a system to serve Buckeye, Goodyear, and Avondale would require leaving the highway. Chair Manross thanked Mr. Thomas for his comments and asked Mr. Pilgrim if he would like to address the statements made by Mr. Thomas.

Mr. Pilgrim stated that high capacity transit operating in its own dedicated right-of-way, such as light rail and bus rapid transit, is being studied. He noted that the light rail along I-10 would probably stop only every two to three miles, fewer stops than Mr. Thomas mentioned, and added that this is one of the elements they are studying. Mr. Pilgrim stated that these modes of transit would be different than rapid is today, because of the dedicated right-of-way. He said that the team working on the study is aware of the needs in the West Valley and wants to move forward with ADOT.

Mayor Hallman asked for clarification that bus rapid transit will be considered in the analysis of the I-10 corridor. Mr. Pilgrim replied that was correct.

Mayor Cavanaugh stated that at the Transportation Policy Committee meeting, this agenda item was discussed extensively. He said that he had voted against the motion and wanted to explain why. Mayor Cavanaugh stated that tonight, he would support approval of this item, and there is no better option than light rail down the center of I-10. He stated that the concern to him is that the high capacity transit corridor dead-ends at 79th Avenue, and there is not a specific plan to address that. Mayor Cavanaugh stated that there are commuter transit options west of that, but connections to the high capacity transit corridor are unknown. He stated that there is no right-of-way west of 79th Avenue and there is not going to be because of the I-10 widening, a part of Proposition 400. Mayor Cavanaugh stated that he discussed this concern with ADOT Director Victor Mendez and Phoenix and Goodyear transportation experts and realized there are a massive number of organizations involved in transit in the Valley. Mayor Cavanaugh stated that there will be 1.5 million people west of the end of the I-10 high capacity transit corridor and how to connect them with the East Valley is unknown. He stated that before things are finalized, discussions about connecting transit infrastructure need to take place. Mayor Cavanaugh stated that Mr. Smith had noted that the Regional Council's predecessors said to go build freeways. Mayor Cavanaugh said that now, MAG needs to build transit, it needs to be regionwide, and it needs to reflect the needs of future residents. He expressed that he thought this was the right thing to do, but the region needs to move into serious planning to move people in a transit mode.

Vice Chair Neely asked Mr. Pilgrim to clarify for the record that no decision about the mode will be made until the Environmental Impact Statement is completed. She said she wanted this clarification so that the public is not misled by any discussion at this meeting. Mr. Pilgrim noted that Vice Chair Neely's statement was correct. He explained that they hope to obtain a preferred alternative of location and mode of transit from the Alternatives Analysis and then do a detailed Environmental Impact Statement on that alternative. Mr. Pilgrim stated that their objective is to come back to MAG with a preferred alternative at the end of 2008 or the beginning of 2009.

Vice Chair Neely stated that in the Proposition 400 debate, all areas of the Valley made their decisions on where their dollars would be spent. She said that at the time, Phoenix was moving forward with light rail and their vision was to have it on I-10. Vice Chair Neely stated that it was a vision limited by dollars and where they could go with their funding. She stated that the corridor stops at 79th Avenue because that is where the Phoenix portion of the rail ends. Vice Chair Neely challenged the West Valley communities to also do planning. She commented that this corridor was discussed and identified in Proposition 400, and added that Phoenix is ready to move forward and work with other communities. Vice Chair Neely stated that all forms of transit are important; some chose bus, some chose light rail. She said she heard the concerns expressed by Mayor Cavanaugh, and if light rail is the transit choice, she felt METRO will assist in working through those concerns.

Vice Chair Neely moved to adopt the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements, and to explore further options to the west in the MAG Transit Framework Study including intermodal connections. Councilmember Esser seconded.

Before a vote was taken, Chair Manross asked the Council if there was any discussion on the motion.

Mayor Hallman stated that he felt compelled to add weight to Mayor Cavanaugh's comments that the region is lacking the big picture vision of connecting all modes, and might never be in a position to connect the Valley efficiently. Mayor Hallman stated that the East Valley is looking at how to connect with the areas south and southeast of the Valley, such as Maricopa and Casa Grande. He urged identifying commuter rail corridors and protecting them so those opportunities are available in the future. Mayor Hallman stated that Mayor Cavanaugh brought real issues to the table; the same issues are shared by the West Valley and the East Valley. He expressed his concern for how people in the east, south and southeast areas will make their way to the employment corridors.

Mayor Lopez Rogers asked for confirmation that the motion included exploring further options to the west in the MAG Transit Framework Study including intermodal connections, as recommended by the TPC. It was noted that the motion did reflect the recommendation of the TPC.

Mr. Zubia expressed his support for Mayor Cavanaugh's comments. He said that he had tried to address the concerns at the TPC meeting by suggesting language to explore options to the west of 79th Avenue. Mr. Zubia stated that it is still somewhat piecemeal, but no one is better than MAG at putting something like this together.

Chair Manross stated that no one disagrees with the concerns expressed by Mayor Cavanaugh and Mayor Hallman. However, what could be achieved in Proposition 400 was constrained by money; it was not that the decision makers were not trying to extend this program and make connections.

Mr. Smith commented that the purpose of the Transit Framework Study is to reexamine those connections.

Mayor Hallman stated that from his view, issues with Proposition 400 decisions were based on resources and not problems with staff. He stated that the region's elected officials now have a greater job at hand

to address and preparations should be beginning for Proposition 500, the next era's need to address transportation. He stated that ADOT is responsible for commuter rail in the East Valley and MAG is responsible for commuter rail in the West Valley. Mayor Hallman expressed concern that if MAG is not the responsible entity for all, there will be a piecemeal solution. He called on the Regional Council to take a leadership role in transportation solutions to the next decade and beyond.

Supervisor Wilson asked for clarification of the corridor's terminus. He commented that the discussion and vote at the TPC meeting clarified it as 83rd Avenue and now it seemed to be back to 79th Avenue. Supervisor Wilson expressed that he would like to keep it at 83rd Avenue because it would be more difficult to add that back in later.

Chair Manross asked if the motion needed to be amended. Mr. Smith noted that the motion would not need to be changed, and the minutes would reflect that this was the understanding.

With no further discussion, the vote taken on the motion passed unanimously.

8. Maricopa County Clean Air Initiative

Holly Ward, from the Maricopa County Air Quality Department, provided an update to the Regional Council on Maricopa County's air pollution outreach campaign, called "Running out of Air." She spoke about the Valley's serious air quality issues resulting from particulate matter or dust. Ms. Ward noted the impacts to health resulting from the particulate matter.

Ms. Ward then explained the components of the Running out of Air campaign, which includes English and Spanish television, radio, and print ads, a Web site, and media and community outreach. The 30-second television commercial and the radio commercial were played for the Regional Council. Ms. Ward pointed out that the www.runningoutofair.com Web site includes an indicator of real-time air quality in the Valley and a page where Maricopa County residents can make the Clean Air Commitment.

Ms. Ward said that the staff from the County's Air Quality Division are committed to assisting organizations with promotional materials and support, and they will make presentations to cities and towns, business and community organizations, and major employers. Ms. Ward stated that community leaders can help with the campaign by making the Clean Air Commitment and asking community organizations to do the same. She said that they could also promote clean air by including a link on their own Web sites to the www.runningoutofair.com Web site. Chair Manross thanked Ms. Ward for her presentation. She commented that having the ability to check the air quality 24 hours per day, seven days per week, was impressive.

9. Regional Office Center Update and Project Alternatives

Mr. Smith stated that the Regional Office Center (ROC) project began on January 10, 2005. He recalled that during this three and one-half year process, he mentioned to the Regional Council that there was a short window of opportunity and if the decision on a building is not finalized in that period of time, the window will close. Mr. Smith stated that a number of things have changed since the project started,

such as market values and interest rates. He stated that the concept of the ROC was to house four regional agencies in one building to increase coordination among agency staff and make more efficient meeting space to make better use of the time of elected officials and staff.

Mr. Smith reported that on June 23, 2008, the ROC Working Group, consisting of the board chairs and administrative officials from MAG, the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO) and the Arizona Municipal Water Users Association (AMWUA), recommended proceeding and returning to their boards to consider the 210 E. Earll building. He noted that at that time, the METRO representatives expressed concerns regarding the agency's ability to participate in the project, including the financial impact on the organization resulting from vacating its current lease and locating in a building not directly on the light rail line.

Mr. Smith stated that the METRO Board of Directors considered the 210 E. Earll site on July 16, 2008. He advised that the METRO board voted to not participate in the creation of a Regional Office Center at 210 E. Earll at this time and requested staff to provide additional information pertaining to the other two locations considered for future review.

Mr. Smith stated that on July 17, 2008, the RPTA approved further exploration and consideration of the 210 E. Earll building as a possible site for a Regional Office Center with MAG, METRO and AMWUA.

Mr. Smith stated that on July 21, 2008, the MAG Regional Council Executive Committee voted unanimously to direct staff to do the following: 1) Negotiate an approximate two and a half year extension of the current lease at the 302 N. 1st Avenue building, including the available space on the 1st floor of the building, with the lease including favorable early termination provisions that will allow MAG to pursue other long term rent-to-own, rent or own/build options in the downtown governmental corridor not specifying any specific property; 2) Terminate the Memorandum of Cooperation and appropriate agreements at 1st Avenue and McKinley.

Mr. Smith advised that the Phoenix City Council took action and adopted a resolution supporting a downtown location in the governmental corridor for the building. He advised that the Government Property Lease Excise Tax (GPLET) would not be available if the Earll building site was chosen because it is outside the eligible boundary.

Mr. Smith stated that the Executive Committee directed staff to pursue other lease or building opportunities. He noted that staff will return to the Regional Council at a later date and present them with options. Mr. Smith noted that the Regional Council had always been supportive throughout the process.

Chair Manross expressed her support and thanked Mr. Smith for his report. She added that MAG staff had done an impressive job in trying to bring this project together. Mr. Smith expressed his appreciation to MAG staff members for their efforts on the ROC: Alana Chavez, Monique de los Rios, Becky Kimbrough, and Denise McClafferty. Mr. Smith commented that it was just one of those situations where the people involved are not all in the right place to move forward. He stated that MAG now needs to move forward and find office space for MAG.

Vice Chair Neely stated that former Mesa Mayor Keno Hawker, who chaired the ROC Working Group, needed to be recognized for his vision of the ROC. She remarked that he went above and beyond his duty and put in hundreds of hours on this project, and for that she wanted to commend him. Vice Chair Neely stated that a time may come that the agencies can come together, but it was her belief that MAG needs to return to working on regional issues, and not to work on finding a building for three years. She expressed her appreciation once again to staff and to Mayor Hawker.

Vice Chair Neely moved to direct staff to do the following: 1) Negotiate an approximate two and a half year extension of the current lease at the 302 N. 1st Avenue building, including the available space on the 1st floor of the building, with the lease including favorable early termination provisions that will allow MAG to pursue other long term rent-to-own, rent or own/build options in the downtown governmental corridor not specifying any specific property; 2) Terminate the Memorandum of Cooperation and appropriate agreements at 1st Avenue and McKinley. Councilmember Esser seconded. Chair Manross asked if there was discussion of the motion.

Mayor Schoaf stated that serving on the Executive Committee for the past two years has been a privilege for him. He indicated that he had spent hours on the ROC project and even though staff had done an impressive job, he could not support the ROC as proposed because it was not a good deal for MAG. Mayor Schoaf stated that he consistently opposed the building and he could not say he was sorry it did not work out. He stated that the concept of sharing expenses is positive, but the building ended up being very expensive and he could not support the project due to its size, scope, and grandeur. Mayor Schoaf stated that it was his understanding that in the motion made at the Executive Committee the term "downtown governmental corridor" was not meant to preclude any building in the downtown area, whether nearby the State Capitol or north of I-10. Mayor Schoaf stated that he wanted to ensure that the intent of the language was clarified in the motion. He reported that he had received telephone calls from Regional Council members who asked if MAG was only going to build only south of the freeway between 7th Avenue and 7th Street, and he replied to them that was not the intent of the motion.

Vice Chair Neely, as maker of the motion, agreed with that clarification to the motion. Councilmember Esser, as second, agreed.

Fredda Bisman, MAG General Counsel, stated that there are outstanding obligations in the Memorandum of Cooperation, specifically a payment pending to MAG. She recommended that the Regional Council not take formal action terminating that Memorandum of Cooperation until all obligations had been fulfilled.

Vice Chair Neely, as maker of the motion, agreed with that modification to the motion. Councilmember Esser, as second, agreed.

With no further discussion, the Regional Council voted unanimously to direct staff to: 1) Negotiate an approximate two and a half year extension of the current lease at the 302 N. 1st Avenue building, including the available space on the 1st floor of the building, with the lease including favorable early termination provisions that will allow MAG to pursue other long term rent-to-own, rent or own/build options in the downtown governmental corridor not specifying any specific property or precluding

consideration of available buildings near the general downtown area such as the State Capitol or north or south of the freeway; 2) Terminate the Memorandum of Cooperation upon satisfaction of all payment obligations and other appropriate agreements at 1st Avenue and McKinley.

10. Radio Public Service Announcement for the MAG Youth Empowerment Project

Amy St. Peter, MAG Human Services Manager, provided an update to the Regional Council on the MAG Youth Empowerment Project. She said that the purpose of the presentation was to request the member agencies' assistance in promoting the latest public service announcement (PSA) created by teens about dating violence.

Ms. St. Peter stated that the Youth Empowerment Project was implemented in FY 2007 as an intervention tool to help teens end dating violence. The impetus for the project was teens, through regional focus groups, saying that they did not feel safe and had known someone who had experienced dating violence.

Ms. St. Peter noted that the MAG Domestic Violence Council and the MAG Human Services Coordinating Committee partnered to launch the Youth Empowerment Project. She noted that the main facets to the project are a Web site and an annual PSA competition, which are supported with an Innovative grant from the Governor's Office. She noted that this year, 50 entries were submitted. Ms. St. Peter remarked that the Web site features testimonials by teens, information about resources, and the winning PSA entries. Ms. St. Peter noted that the Web site has been enormously successful, and in FY 2008, had more than 11,000 visits. She stated that through the Web site, MAG staff have been contacted for assistance by teens, not only in the MAG region, but also from across the country.

Ms. St. Peter stated that MAG professionally produced and distributed the winning PSA entries, and this year, the winning radio ad was produced with teen volunteers from Valley Youth Theater. The PSA was played for the Regional Council.

Ms. St. Peter requested that member agencies support this effort by including a link on their agency's Web site to the www.weboffriends.org Web site, providing this information to teen advisory councils, and playing the PSA on their municipal cable channel. She added that the next competition will be held in Fall 2008.

Chair Manross thanked Ms. St. Peter for her report. As Chair of the Domestic Violence Council, she was very appreciative of the efforts of Ms. St. Peter and staff to put together this program. Chair Manross urged that member agencies to get the word out on domestic violence.

Mayor Lopez Rogers, Chair of the Human Services Coordinating Committee, expressed her congratulations to staff for a job well done on the project. She encouraged the Regional Council to incorporate this crucial message on their Web sites and cable channels.

11. Legislative Update

No report was provided.

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

Chair Manross announced that the August 27, 2008, Regional Council meeting was cancelled.

There being no further business, the Regional Council meeting adjourned at 6:25 p.m.

Chair

Secretary