

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 12, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair	Gregory Rose, City of Maricopa
Miranda DeWitt for Christopher Brady, Mesa	* Jim Bacon, Paradise Valley
# Matt Busby for George Hoffman, Apache Junction	Jeff Tyne for Carl Swenson, Peoria
David Fitzhugh, Avondale	Ed Zuercher, Phoenix
Stephen Cleveland, Buckeye	# Greg Stanley, Pinal County
* Gary Neiss, Carefree	* Tracy Corman for John Kross, Queen Creek
Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Rich Dlugas, Chandler	Brad Lundahl for Fritz Behring, Scottsdale
Charles Montoya, Florence	* Chris Hillman, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Andrew Ching, Tempe
Ken Buchanan, Fountain Hills	# Chris Hagen for Reyes Medrano, Tolleson
Rick Buss, Gila Bend	Joshua Wright, Wickenburg
* David White, Gila River Indian Community	Jeanne Blackman, Youngtown
Patrick Banger, Gilbert	Brent Cain for John Halikowski, ADOT
Cathy Colbath for Brenda S. Fischer, Glendale	John Hauskins for Tom Manos, Maricopa County
Brian Dalke, Goodyear	Wulf Grote for Steve Banta, Valley Metro/RPTA
# Rosemary Arellano, Guadalupe	
Darryl Crossman, Litchfield Park	

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Dr. Spencer Isom, El Mirage, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Ms. Rosemary Arellano, Mr. Greg Stanley, Ms. Tracy Corman, Ms. Chris Hagen, and Mr. Matt Busby joined the meeting via teleconference.

Chair Isom congratulated Mr. Ed Zuercher on being named Phoenix City Manager. Chair Isom introduced a new member, David Fitzhugh, Acting City Manager of the City of Avondale.

Chair Isom noted that a legislative summary was at each place for agenda item #8.

Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Chair Isom 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. 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. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Chair Isom recognized public comment from Ms. Dianne Barker, a resident of Phoenix. She encouraged speakers to speak into the microphones. Ms. Barker stated that she enjoyed living in the diverse area of downtown Phoenix and there are significant efforts to bring more people downtown. She noted that there was a request for proposals for predominantly senior living, and she added that unfavorable comments were made questioning the wisdom of bringing old people downtown. Ms. Barker remarked that if this had been a government, it would be subject to an age discrimination complaint. She said that she had spoken in favor of the senior living proposal. Ms. Barker noted that the downtown plan also includes a microbrewery. She commented that seniors do not want to be old, and she announced that she had won a dance contest over other contestants who were in their twenties and thirties. Ms. Barker spoke of riding bicycles when she was a child, and she said that with bicycles, people can go whenever they want and do not have to wait for someone to take them. Ms. Barker encouraged more options to reduce expense, improve the economy, and create healthier people. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from Mr. John Rusinek, who resides in Phoenix at 2930 E. Turney Avenue. He said that no one cares about his dust problem that has been ongoing for 9.5 years that he has been logging. Mr. Rusinek stated that the City advised him to speak to his Phoenix City Councilman, Sal DiCiccio. Mr. Rusinek stated that he had a meeting scheduled, but Councilman DiCiccio was a no-show and did not call to cancel the meeting. He reported that Councilman DiCiccio said in a Council meeting that Mr. Rusinek has a vendetta against his neighbor and that this was a civil matter, but it is not. Mr. Rusinek noted that the Phoenix City ordinance says there will be no parking or maneuvering on surfaces that are not dustproofed. Chair Isom thanked Mr. Rusinek for his comments.

Chair Isom recognized public comment from Mr. Pat Vint, who referenced *The Arizona Republic* article about Ed Zuercher that said the previous two city managers knew from the beginning that he was extraordinary. Mr. Vint said that he had promised the detectives he would behave at the meeting. He stated that every new manager has to correct the problems of the previous manager, such as the budget deficit facing Phoenix that is estimated at \$26 million to \$52 million. Mr. Vint stated that the citizens are considered enemies by Phoenix employees. He noted that the newspaper article reported that Mr. Zuercher indicated that his job is to engage employees and motivate them. Mr. Vint stated that they do not do their jobs and they destroyed his private property. Chair Isom thanked Mr. Vint for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported that the 2014 Desert Peaks Awards will be held June 25, 2014. He noted that the call for nominations has been sent to member agencies, and the deadline for submission is March 14, 2014. Mr. Smith encouraged submitting entries for the awards.

Mr. Smith stated that the study for the I-10/I-17 (Spine) Corridor Master Plan kicked off on February 21, 2014. He said that the study is a joint effort of the Arizona Department of Transportation, Federal Highway Administration, and MAG. He called attention to the fact that the project team's work experience totals more than 500 years. Mr. Smith stated that funding for improvements to the Spine totals \$1.47 billion, and is estimated to create 41,160 direct and indirect jobs. He added that every \$1 billion adds 28,000 jobs. Mr. Smith stated that the South Mountain Freeway has a \$1 billion construction budget, and added to the Spine budget, these two projects represent the addition of 72,240 jobs. He expressed his support for working together on these two projects.

Mr. Smith noted that economic development is an element included in federal transportation law. He said that studies show there are economic opportunities to the south, toward Mexico. Mr. Smith noted that on February 28, 2014, MAG and the Arizona Hispanic Chamber sponsored business-to-business events at the NASCAR race. He added that the City of Avondale sponsored delegates from Mexico and the Mexico Consulate in Phoenix to promote better relationships between the two countries.

Mr. Smith stated that MAG is sponsoring a tour for the Sonoran Institute of Technology (ITSON) that involves the Arizona Mexico Commission, and the Phoenix Consul General of Mexico. He said locations on the tour include the Phoenix Biomedical Campus, Greater Phoenix Economic Council, Arizona State University, Arizona Center for Algae Technology, United Dairymen of Arizona, Ponderovey Dairy, Central Arizona Project, Arizona Municipal Water Users Association and Valley Incubators. Mr. Smith noted that the MAG staff contact for this project is Alana Chavez-Langdon.

Mr. Smith stated that the *Don't Trash Arizona* lenticular display is available for 30-day displays at member agency facilities. He said that members could contact MAG staff members Ms. Kelly Taft or Ms. Leila Gamiz if they would like to use the display.

Mr. Smith stated that Southeastern Arizona Governments Organization is the most recent agency to sign the Resolution to expand the border zone to the entire state of Arizona. He reported that other agencies who have signed the Resolution include the Flagstaff Metropolitan Planning Organization, the Pima Association of Governments, the Intertribal Council, the Western Arizona Council of Governments, the Yuma Metropolitan Planning Organization, and MAG.

Mr. Smith stated that MAG is hosting the All Ages, One Region Conference on March 27, 2014, at the Glendale Civic Center. He noted that the winner and finalists of Age-Friendly Competition will be recognized and the MAG region will receive the national Best Intergenerational Community Award. Mr. Smith advised that the conference is no-cost to attend. He added that Amy St. Peter is the MAG staff contact.

5. Approval of Consent Agenda

Chair Isom stated that agenda items #5A, #5B, #5C, #5D, and #5E were on the Consent Agenda.

Chair Isom recognized public comment from Ms. Barker, who filled out a comment card for agenda items 5A and 5E. Ms. Barker expressed that the quality of MAG's minutes is very good. She said that you know what is happening at MAG when you read the minutes. Ms. Barker stated that Mr. Vint and Mr. Rusinek have been speaking about their plights and she thought their issues were solvable. She commented that even though MAG does not do ordinances, it could have an agenda item that reports how each jurisdiction's ombudsman deals with issues. Ms. Barker stated that Mr. Vint and Mr. Rusinek are nice family men who served their country but are not being served themselves. She said that there is a higher calling besides patting people on the back and giving awards. Ms. Barker stated that citizens also have a duty to take an oath also. She expressed that she felt blessed to be in this country and that she was a 13th generation American. Ms. Barker expressed her belief that there could be government that serves the people to avoid chaos. She said that she believed in the freedom of speech. Ms. Barker stated that Phoenix is diverse and she supported its partnership with Mexico, but all cultures need to be remembered. She requested again discussion of how municipal ombudsmen solve problems.

Chair Isom thanked Ms. Barker for her comments. He requested that public comments taken during the Consent Agenda focus on Consent Agenda items. Chair Isom requested that the next speakers requesting public comment on the Consent Agenda items confine their comments to Consent Agenda items.

Chair Isom recognized public comment from Mr. Rusinek, who filled out a comment card for agenda item 5A. He said that staff does a wonderful job on the minutes. He said he had complained one time that not all of his remarks were reflected in the minutes. Mr. Rusinek spoke of an article on the Tempe citizens' request, which caught his attention. He expressed that he wondered if he and Mr. Vint were on the interest list at the City of Phoenix or MAG. Chair Isom thanked Mr. Rusinek for his comments.

Chair Isom recognized public comment from Mr. Vint, who filled out a comment card for Consent Agenda item 5E. He said that certain organizations can be out of conformity depending on who

thinks they are God. Mr. Vint expressed his appreciation to Detective Tony and Detective Rick for guarding him. He recalled the car bomb set by bad people that killed reporter Don Bolles of *The Arizona Republic*. Mr. Vint encouraged that everyone should receive the same rights, not just those who complain. He expressed his appreciation to *The Arizona Republic*, which was considered done for, and it is not because it is not beneficial, but because there are easier ways to get the news. Mr. Vint spoke of the time he was in a restroom that was out of toilet paper and he pushed buttons on SmartPhone and out came toilet paper. He stated that the Phoenix City Manager needs to take care of the citizens and he requested a meeting with him. Mr. Vint remarked that he should believe not just what city employees say and a city cannot be run one-sided.

Chair Isom thanked Mr. Vint for his comments. He requested that in the future, general comments be made at Call to the Audience and he would appreciate it if comments during the public comment periods for agenda items pertain to the agenda items that are before the committee.

Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted. Chair Isom called for a motion.

Mr. Darryl Crossman moved to recommend approval of the Consent Agenda. Mr. Josh Wright seconded, and the motion passed unanimously.

5A. Approval of the February 12, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the February 12, 2014, meeting minutes.

5B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2013 to December 13, 2013. None of the 144 notices received had an impact to the state highway system.

5C. Job Access and Reverse Commute Programming Goals and Objectives

The MAG Management Committee, by consent, recommended approval of the Job Access and Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Administration funding. On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a suballocation of Federal Transit Administration funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for review

and input. MAG staff was requested to host additional working group discussions to review the draft recommendations. The draft programming goals and objectives for the JARC program were recommended for approval on February 13, 2014, by the MAG Transit Committee and on February 27, 2014, by the MAG Transportation Review Committee. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines.

5D. Approval of Transit Planning Agreement

The MAG Management Committee, by consent, recommended approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2015 MAG Unified Planning Work Program and Annual Budget. The current Transit Planning Agreement was approved by the MAG Regional Council in March 2010 and signed by all parties in April 2010. Since then, a new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in July 2012, which has changed requirements for regional transportation planning. Valley Metro, MAG, and the City of Phoenix have been working on revising the Transit Planning Agreement to meet the new federal requirements since August 2013. The revisions include clarifications regarding transit representation on MAG committees, regional transit planning coordination roles, inclusion of the Regional Programming Guidelines for Federal Transit Formula Funds in the programming process, acknowledgment of new funding sources, inclusion of the public hearing requirements, and new sections on performance measurement, safety plans, asset management, and Title VI.

5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of transit projects. 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.

6. Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale

Mr. Steve Tate, MAG staff, stated that the MAG Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures in October 2011. He explained that the Guidelines and Procedures provide guidelines for the deferrals of federally funded projects, and says that requests for a second deferral must be presented to MAG committees with final approval considered by the Regional Council.

Mr. Tate stated that the decision concerning the deferral request is to be based on four factors: 1) Identification and explanation of specific, nonfinancial problems and issues beyond the sponsoring agency's control that has led to the delay of the project. 2) Demonstration of financial and staff commitment by the sponsoring agency prior to the decision to request the project deferral. 3) A

revised schedule and plan that address the specific issues that have caused the delay. 4) If the project has been previously deferred, demonstration that the cause of the prior deferral has been addressed or explanation of the reason the revised approach will address the problem causing the delay.

Mr. Paul Basha, Transportation Director for the City of Scottsdale, continued the presentation on the City of Scottsdale's request to defer the construction phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project from 2014 into 2015. He expressed his appreciation for the Committee for hearing the City's request. Mr. Basha noted that the request for a second deferral was unanimously recommended for approval on February 11, 2014, by the MAG Bicycle and Pedestrian Committee and on February 27, 2014, by the MAG Transportation Review Committee.

Mr. Basha displayed an aerial photograph of the project area and he said this project is very important to the City's multi use path system, as is Indian Bend Wash and the Crosscut Canal. He stated that the City has been paving portions of the canal banks for 15 years to provide a ten-foot wide concrete path. Mr. Basha stated that the portion paved this year is being done by a private developer. He noted that the portion being discussed today is approximately 1.8 miles long.

Mr. Basha stated that this section provides project connectivity with Phoenix, Tempe, and the Salt River Pima-Maricopa Indian Community. He reported that upon completion of this project, Scottsdale will have eight miles of paved paths adjacent to canals and 49 miles of connected paved paths in Scottsdale.

Mr. Basha reviewed the project's approval history. He said that the first deferral, which was necessitated by combining two projects into one, was granted by the MAG Regional Council in February 2012. Mr. Basha noted that the City simultaneously advanced a project on the Arizona Canal, which was paved last fall. He displayed a map of the projects.

Mr. Basha reviewed the pre-design process. In January 2012, ADOT advised that no reimbursement could be approved until FHWA authorization. In March 2012, ADOT approved the design request for proposals, which was then advertised in April 2012. Mr. Basha stated that 20 proposals were received in May 2012, three consultants were interviewed in June 2012, the consultant selected in July 2012 and the contract authorized in August 2012. He noted that design began in September 2012, the FHWA authorized reimbursement, and the first public hearing was held in December 2012.

Mr. Basha stated that the project is consistent with the portions already completed on the Arizona Canal and Crosscut Canal. He noted that the current project designs exceed the AASHTO design width and clearance guidelines.

Mr. Basha stated that when the preferred alignment on the east side of the canal bank was presented to the public in December 2012, it was met with opposition. He said that they presented the preferred alignment six months later, hoping that the opposition had dissipated, but they were met with more intense opposition. Mr. Basha stated that they revisited the issue in the summer

of 2013, and then presented a west side alternative, not a recommendation, to the public in September 2013. He stated that the difficulty with the west side alignment is that one percent of the project length does not conform to project goals.

Mr. Basha stated that in October 2013, the City presented the west side alternative to the public as the recommended alignment. He noted that sixty to eighty members of the public attended the public meetings early in the process and most of them opposed the project. At the Transportation Commission meeting in October 2013, when the west side alignment was discussed, the number of public had decreased to fifteen people – twelve of them speaking in favor of the project.

Mr. Basha pointed out on pictures the difficulty with the east side alignment is that the canal is at a higher level than the adjacent yards. He said that even though the bank is 30 feet wide and the path would begin five feet of clearance from the canal, the residents felt there would still be visibility into their back yards.

Mr. Basha described the west bank as narrow with close poles. He reported that the Transportation Review Committee (TRC) asked two questions about the west bank alternative. Mr. Basha stated that the TRC asked if the west bank residents know about the project and support it. He said that the west bank residents do know about the project – they were at the public meetings that took place in December 2012 to October 2013 – and most of them support the project. Mr. Basha stated that the TRC also asked if SRP was comfortable having a canal path next to its utility poles. He said SRP has attended meetings, is aware of the design, and supports the project. Mr. Basha added that the design provides clearance for utility vehicles.

Mr. Basha noted that the final alignment on the west side of the canal conforms to AASHTO standards. He stated that 500 feet is an eight-foot path with four-foot canal clearance, but they would prefer a ten-foot path with five-foot clearance. Mr. Basha stated that 400 feet of this project would have one-direction six-foot sidewalks instead of a ten-foot, two-direction sidewalks. He added that there are five-foot and eight-foot canal clearances on this segment.

Mr. Basha stated that the project schedule is on-track. He noted that the consultant, Olson Associates, submitted 30 percent design plans in February 2014 and is currently preparing 60 percent design plans for submittal to the City. Mr. Basha stated that a second deferral would require that the City submit plans to ADOT and FHWA in June 2015, but they anticipate submitting the plans in December 2014, six to seven months earlier than required. He added that the City anticipates completion of construction in December 2015.

Mr. Basha stated that funding for the project includes \$2.2 million in Congestion Mitigation and Air Quality Improvement funds and \$1.9 million in City of Scottsdale Capital Improvement Program funds. Mr. Basha stated that this project has been in the City of Scottsdale Capital Improvement Program for six years and the City Council has indicated support for the project and its funding.

Mr. Basha summarized the deferral timeline, which began with the first deferral when the City combined two adjacent projects and advanced a third project. He noted that there was a nine-

month delay to receive approval from FHWA for reimbursement, followed by an eleven-month delay to gain public acceptance. Mr. Basha noted that all of the aspects of the project are acceptable to guidelines and are on schedule.

Chair Isom thanked Mr. Basha for his report. He expressed his appreciation for the illustrations and he asked for clarification of the project map. Mr. Basha explained that the blue area indicated the segments already constructed or to be constructed this year, and the pink area indicated the segment that is the topic of the deferral. Chair Isom stated that it looked like a good project. He asked members if they had questions. None were noted.

Mr. Darryl Crossman moved to recommend approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project. Mr. Josh Wright seconded.

Chair Isom asked Mr. Smith to report on whether the deferral process that has been in place since 2011, had been effective. Mr. Smith replied that the process has been very effective. He said that no one wants to come before the MAG committees and explain why their project has not been completed. Mr. Smith stated that with the new process, the \$40 million to \$50 million in deferrals are down to zero.

With no further questions, the vote on the motion passed unanimously.

Mr. Brad Lundahl stated that this is an important project for the City of Scottsdale and he thanked members for their support.

7. Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

Mr. Eric Anderson, MAG staff, stated that there is a “use it or lose it” provision from ADOT and FHWA in regard to the obligation of federal funds. He explained that ADOT in the past had an inventory of projects to which federal funds could be applied, but that no longer is the situation because the state no longer has state funds to advance construct projects. Mr. Anderson stated that MAG strives to ensure it has obligated all of its federal funds by the end of the federal fiscal year.

Mr. Anderson advised that there is a lot of uncertainty with federal funds, and a situation might sometimes occur, such as right-of-way, environmental issues, utility relocations, etc., that cause delays in a project. He said that MAG manages more than 100 projects at any given time – the most in the state.

Mr. Anderson stated that final project vouchers add unspent funds for completed projects to the region’s total. He said that sometimes when projects are closed out a small amount of funds remains and is left in MAG’s account. Mr. Anderson noted that the amount last year was \$8 million. He added that the redistribution of unobligated federal funds nationally adds to the funds that MAG can utilize.

Mr. Anderson reviewed the federal fiscal year 2014 ledger report for January. He noted that the total estimated funding for 2014 is approximately \$111 million. There is a small negative carry forward of approximately a half-million dollars and MAG received approximately \$4 million in final project vouchers. Mr. Anderson noted that \$114.5 million in projects are due to obligate, leaving a positive balance of approximately \$486,000.

Mr. Anderson stated that there are two forms of requests for Congestion Mitigation and Air Quality (CMAQ) funding: Tier II and Tier III.

Mr. Anderson explained that Tier II projects are projects scheduled for the next fiscal year that could obligate this fiscal year. Mr. Anderson advised that \$445,000 in projects were identified for the Tier II category.

Mr. Anderson stated that Tier III projects are projects that require additional federal funds, due to such things as increased costs or scopes. He noted that \$3.5 million in requests were received in this category.

Mr. Anderson stated that two options were developed and presented to the Transportation Review Committee. Option One was to use the funds on Tier II projects; approximately \$41,000 remains with this option. Option Two was to use the funds on Tier II and Tier III projects. Mr. Anderson noted that the projects in Option Two total approximately \$3.9 million, leaving a negative balance of \$3.5 million. He noted that the Transportation Review Committee recommended approval of Option Two.

Mr. Anderson noted that the question is why select the option that would result in a negative balance. He explained that there are always funds received through final vouchers and projects that are unexpectedly deferred, and they feel comfortable that the region is highly likely to receive additional funds and the \$3.5 million negative balance will be extinguished through the project completion process. Mr. Anderson noted that there is also the redistributed obligation authority at the end of the federal fiscal year.

Chair Isom thanked Mr. Anderson for his report and asked members if they had questions.

Mr. John Hauskins noted that the Transportation Review Committee discussed the likelihood that more funds would be available. He moved to recommend approval to proceed with Option Two: FY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional Congestion Mitigation and Air Quality (CMAQ) funding for FFY 2014 in the Bicycle/Pedestrian, Intelligent Transportation System (ITS), and Air Quality programs and of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. Mr. Stephen Cleveland seconded, and the motion passed unanimously.

8. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He noted that a legislative summary was at each place. Mr. Pryor called attention to House Bill (HB) 2069 that would exclude future employees of political subdivisions, such as the state's metropolitan planning organizations, councils of governments, the League of Arizona Cities and Towns, the County Supervisors Association, and the Arizona Municipal Water Users Association, from qualifying for the Arizona State Retirement System (ASRS).

Mr. Pryor stated that participation in ASRS is a recruitment and retention issue. Mr. Pryor stated that activities in opposition of the bill have been taking place and he thanked member agencies for their outreach to legislators. He said the bill is pending a third read in the House and staff will continue to monitor its status. Mr. Pryor noted that the bill's passage would result in a \$23 million impact to ASRS and an increase of .03 percent to the contribution rate.

Chair Isom thanked Mr. Pryor for his report and asked members if they had questions.

Mr. Rick Buss said that he had read HB 2069 and he asked the public value or purpose of this legislation. Mr. Pryor replied that some legislators feel that those agencies are not government agencies even though they fulfill government functions and requirements. He expressed that they hope education efforts will increase legislators' understanding of the government functions these organizations fulfill and that they belong in ASRS.

Mr. Buss stated that MAG staff's work is exceptional and they clearly are public servants. He asked if they are not public servants, who do they serve? Mr. Buss moved to strongly oppose HB 2069 and to support the letter that was included in the agenda packet for this agenda item. Mr. Crossman seconded, and the motion passed unanimously.

9. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and, as Appropriate, to the 2035 Regional Transportation Plan

Mr. Anderson stated that the project changes agenda item is to ensure the projects contained in the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) are reflected accurately. He pointed out that changes include requests by ADOT for deferrals. Mr. Anderson explained that more time is needed for transportation enhancement projects because of changes to the program resulting from MAP-21.

Mr. Anderson noted that requested changes also include a couple of CMAQ project deferrals, increasing the federal match on transit projects from 80 percent to 85 percent, and the projects included in Table B, which were the Tier II and Tier III projects recommended under agenda item #7.

Chair Isom thanked Mr. Anderson for his report. No questions from the Committee were noted.

Mr. Crossman moved to recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan. Mr. Cleveland seconded, and the motion passed unanimously.

10. Resolution by the Maricopa Association of Governments Regional Council Supporting Inclusion of: MAG Adopted, Illustrative Corridors; Independent Segments for Environmental Assessment; and Further Study of the Alternative C Through Eastern Pima County as Identified as Part of the Interstate 11 and Intermountain West Corridor Study

Mr. Bob Hazlett, MAG staff, reported on the resolution that has been developed in support of Interstate 11. He said that Interstate 11 is envisioned to run from the metro Phoenix area north, and eventually to Canada. Mr. Hazlett stated that the Intermountain West Corridor Study has been underway by the Arizona and Nevada Departments of Transportation for 18 months. He stated that the study includes detailed corridor planning between Phoenix and Las Vegas, Nevada, and high-level visioning from Las Vegas to Canada and the Phoenix metro area to Mexico. Mr. Hazlett stated that the study also includes multimodal elements besides highways, such as freight, passenger rail, and public transportation.

Mr. Hazlett noted that the study is in Phase II. Mr. Hazlett stated that alternatives for the location of Interstate 11 were screened in Level One and then further screened in Level Two. He stated that potential alternatives for Interstate 11 in the MAG region were divided into those north of Interstate 10 and those south of Interstate 10.

Mr. Hazlett stated that two alternatives for north of Interstate 10 are being brought forward for further study: (1) a corridor that is approximately in the Hassayampa Freeway corridor and (2) a corridor that is approximately in the Turner Parkway area.

Mr. Hazlett stated that five alternatives for south of Interstate 10 are being brought forward for further study: (1) a corridor that is approximately the Hassayampa Freeway corridor; (2-5) Corridors that utilize portions of the existing MAG Freeway System, including portions of SR-85, SR-30, and Loop 303.

Mr. Hazlett stated that the alternatives screening process utilized 22 criteria. He stated that staff went back and reviewed the approved MAG framework studies to see how they would overlay the potential alternatives. Mr. Hazlett noted that the alternatives deviated from those corridors determined by a rigorous process and were approved as illustrative corridors by the MAG Regional Council. He said they have requested that MAG has requested that ADOT more accurately represent these corridors on future plans.

Mr. Hazlett summarized overall concerns and comments. He noted that there is support for the route of Interstate 11 to be on US-93 from Wickenburg to the Colorado River. Mr. Hazlett remarked that the emphasis should be on how Interstate 11 is built rather than on why it should be built, because Congress has already made the case. Mr. Hazlett stated that there are numerous distractions for north and south segments outside the congressionally designated route from the metro Phoenix area to Las Vegas. He urged increasing the accuracy by ADOT of the Hassayampa

Freeway corridor, which has been adopted by the MAG Regional Council as an illustrative corridor, and he noted that too many alternatives are moving forward.

Mr. Hazlett noted that MAG staff has met with ADOT staff on these concerns and they have agreed and incorporated them into their process, especially the parts about establishing independent utility. Mr. Hazlett stated that there has been a focus on narrow goals versus broader goals for construction of Interstate 11.

Mr. Hazlett reported that Pima Association of Governments sent a letter to MAG requesting support for the continued study of alternatives in Southern Arizona. He noted that Interstate 11 to Mexico is extremely important to consider. Mr. Hazlett stated that a Resolution urging further study was approved by PAG and they also request support from MAG. He noted that the draft Resolution that has been prepared was included in the agenda packet. Mr. Hazlett noted that the draft Resolution incorporates information from the PAG region and reiterates MAG's concerns about the planning process to honor the planning already done at considerable time and expense.

Chair Isom thanked Mr. Hazlett for his report and asked members if they had questions.

Mr. Hauskins stated that the draft Resolution is requesting that the Interstate 11 alternatives not deviate from the corridors that have been studied. He noted that there is an additional reason to support no deviation, and that is that there are large development agreements in place in these areas. Mr. Hauskins stated that some of the developments are in the range of 20,000 acres. He remarked that changing the alignments at this time would be difficult and affects a lot of planning work. Mr. Hauskins indicated that he thought the planning community had moved forward and spent a lot of money based on the framework studies.

Mr. Hauskins moved to recommend adoption of a resolution to support Interstate 11. Mr. Cleveland seconded the motion and made a statement that Maricopa County also has made efforts to aid in identifying Turner Parkway and other alignments that should not be considered for Interstate 11. He added that he felt it was important to acknowledge this and the great job by staff to bring this forward.

Mr. Zuercher stated that Interstate 11 is important to the region and the State, and the city of Phoenix supports it, but it is also very important to remember the needs of existing corridors of Interstate 10 and Interstate 17 and to continue moving forward the framework studies in the Central Valley.

Mr. Brian Dalke expressed support for the draft Resolution and to keep the framework studies as a part of the process. He remarked that many cities have included these studies in their general plans.

Mr. Smith stated that the Arizona Department of Transportation (ADOT) and Federal Highway Administration have a federal process they are required to follow to look at alternatives, but this region has already conducted an extensive planning effort and spent \$500,000 and that should be recognized in their planning process. Mr. Smith remarked that the public would assume the

frameworks would be incorporated into ADOT's study. He added that it appears there is now agreement with ADOT and we are on the right path with the Resolution.

With no further discussion, the vote on the motion passed, with Mr. Brent Cain abstaining.

11. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, provided a report on the development of the FY 2015 MAG Unified Planning Work Program and Annual Budget. She noted that this month, the draft budget documents, including the detailed Work Program and the Programs in Brief summary of new proposed projects, were sent to members. Ms. Kimbrough stated that the detailed draft budget is about 60 percent complete.

Ms. Kimbrough stated that the draft MAG FY 2015 budget includes the program narratives, the estimated budget amounts for each of our projects and programs, and estimated carry forward amounts. She reported that in this draft, the estimated indirect cost rate for FY 2015 has been added to project costs. Ms. Kimbrough noted that since the draft budget was presented last month, one new project, the Onboard Survey of Transit Users, has been added for \$200,000.

Ms. Kimbrough reported that due to reauthorization of the federal surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), the transit agreement signed a couple of years ago needed to be revised. She said that the revised draft agreement was presented under a separate item on the Management Committee agenda and will be included in the draft budget document.

Ms. Kimbrough stated that the draft FY 2015 budget will be reviewed at the Intermodal Planning Group meeting on March 28, 2014. This budget review is conducted by the Federal Highway Administration and the Federal Transit Administration. Other partners that might also attend the review include the Environmental Protection Agency, City of Phoenix, RPTA, Valley METRO, and the Arizona Department of Environmental Quality. Ms. Kimbrough added that any comments from this meeting will be presented back to the Management Committee.

Chair Isom thanked Ms. Kimbrough for her report. No questions from the Committee were noted.

12. Soft Launch of Building an International Economic Network

Mr. Anubhav Bagley, MAG staff, reported on the new website, Building an International Economic Network, or BIEN, developed at MAG. He explained that BIEN came about as a result of the MAG Freight Transportation Framework Study, studies by the Thunderbird School of Global Management Study on the importance of Arizona/Mexico trade relations, and the reauthorization of the federal surface transportation law, named Moving Ahead for Progress in the 21st Century (MAP-21). Mr. Bagley stated that MAP-21 includes a number of provisions to improve the condition and performance of the national freight network and to support investment of freight-related transportation projects.

Mr. Bagley stated that Mexico and Canada are Arizona's top trading partners and moving freight more efficiently between Mexico and Arizona and Arizona and Canada were factors that led to the development of the BIEN website.

Mr. Russell Miles, MAG staff, continued the presentation with a demonstration of the BIEN website. Mr. Miles stated that searches can be made by keyword, business activity, or distance. He explained that the Business Search page takes a user to the profile of a business, and when the user finds a business of interest, the user can send an email message to the business. Mr. Miles stated that the business who was contacted can reply directly to the email and at this point communication moves beyond the BIEN website and is between the two parties only. Mr. Miles noted that the website is being translated into Spanish. He stated that the website was developed entirely in-house by MAG staff. He acknowledged the assistance of Jon Christiansen and Jason Cheney. Mr. Miles stated that the website's address is www.connectbien.com.

Mr. Bagley stated that the trade region for the BIEN website is Arizona, Canada, and Mexico. He stated that businesses can come onto the website and self report their business activities. Mr. Bagley stated that there are about 900 different business classifications on BIEN. He explained that searches can be made with maps or key words. Mr. Bagley stated that BIEN has been presented to such agencies as the Arizona Commerce Authority, Greater Phoenix Chamber of Commerce, the Canada Arizona Business Council, and the Arizona Chamber of Commerce. Mr. Bagley stated that BIEN is a way to connect businesses in Arizona with businesses in Canada and Mexico, and provide additional opportunities for small and medium businesses to connect with each other.

Chair Isom thanked Mr. Bagley and Mr. Miles for their reports and asked if there were questions.

Mr. Smith asked if BIEN is mobile-friendly. Mr. Bagley replied yes, and additional enhancements are planned. He stated that their greatest goal right now is to increase the number of businesses, and they plan to take the MAG employer database and launch a direct email marketing to approximately 50,000 employers.

Mr. Smith stated that the Hispanic Chamber of Commerce is planning on taking the materials to Mexico next week. He stated that BIEN is a far more robust platform than other websites they studied, such as the Made in New York City site developed by the mayor's staff. Mr. Smith noted that the Canada Arizona Business Council representative referred to BIEN as the Lamborghini version. He acknowledged the efforts by MAG Information Services and Information Technology divisions on this project. Mr. Smith stated that the City of Phoenix is included and he encouraged other economic development divisions and companies to participate and they will populate the database.

13. Enhanced Online Mapping and Reporting Tools

Mr. Bagley stated that at the last Management Committee meeting, staff provided a report on the tools and data sets available to MAG. He then presented a report on the interactive mapping tool

set that is available on the MAG website. Mr. Bagley stated that seven interactive mapping tools are available.

Mr. Bagley stated that the idea behind the tool was based on census data and to provide a one-stop-shop for all data sets. He said that users can look at maps of such things as median income, poverty, and educational attainment. Mr. Bagley stated that data sets are updated on an ongoing basis. He demonstrated how a user can create maps for any MAG data or geography, and he noted that the summary report can be downloaded to PDF or Excel formats for insertion into Powerpoint presentations.

Mr. Bagley stated that in addition to the demographic viewer he demonstrated, MAG has employment, land use, landmark, projections, and bikeways, and domestic violence victim services viewers. He noted that they are currently working on a jobs center viewer due to requests heard during the economic development roadshows. Mr. Bagley demonstrated how the viewers can compare one city to another city and aerial views.

Mr. Smith noted that this can be an invaluable tool in grant writing. He noted that interest has been expressed by the brokerage community and staff will provide them a presentation. Mr. Smith noted that people will be able to access information in the field using a tablet.

Mr. Bagley stated that comparisons of jurisdictions can be made and the data downloaded on site.

Mr. Cleveland asked if staff would be providing roadshows to all of the jurisdictions. Mr. Bagley replied that staff has met with 17 jurisdictions and had detailed discussions of job centers. They presented where people live and work. Mr. Bagley stated that they are in the process of developing labor force and skill viewer and staff has met with Arizona State University, Maricopa Community Colleges, East Valley Institute of Technology, and WESTMARC to discuss how they can collaborate and build this data set. Mr. Bagley stated that knowledge of the current and future work forces helps to keep and attract businesses.

14. 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 were requested.

No requests were noted.

15. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No announcements were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:30 p.m.

Chair

Secretary