

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
July 13, 2005
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Jim Huling for Mike Hutchinson, Mesa, Chair	+ Mark Johnson, Guadalupe
Ed Beasley, Glendale, Vice Chair	Darryl Crossman, Litchfield Park
Bryant Powell for George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	Kent Andrews for Bryan Meyers, Salt River Pima-Maricopa Indian Community
Mark Pentz, Chandler	Roger Klingler for Jan Dolan, Scottsdale
B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Norm Phillips for Orlando Moreno, Fort McDowell Yavapai Nation	Amber Wakeman for Will Manley, Tempe
Tim Pickering, Fountain Hills	Reyes Medrano for Ralph Velez, Tolleson
+ Lynn Farmer, Gila Bend	Shane Dille, Wickenburg
Urban Giff, Gila River Indian Community	Mark Fooks, Youngtown
George Pettit, Gilbert	Andy Smith for Victor Mendez, ADOT
Stephen Cleveland, Goodyear	Mike Ellegood for David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

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

1. Call to Order

The meeting was called to order by Vice Chair Ed Beasley at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Beasley announced that Mark Johnson and Lynn Farmer were attending via videoconference. Vice Chair Beasley stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. Vice Chair Beasley stated that material for agenda items #5E, #5H, #5I and #10 were at each place.

Vice Chair Beasley presented a Resolution of Appreciation on behalf of the MAG Management Committee to Doug Davis, the former Chair of the Specifications and Details Committee, for his many years of service to the MAG organization.

3. Call to the Audience

Vice Chair Beasley stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Beasley noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Vice Chair Beasley stated that for members of the audience who wish to speak, comment cards were available from the staff.

Vice Chair Beasley recognized public comment from Dianne Barker, who stated that bicycles with buses is an efficient way to get around. Ms. Barker noted upcoming meetings of the Transportation Policy Committee, the Executive Committee and Building Lease Working Group. She said that she understood that the new MAG building would be financed with tax exempt bonds. Ms. Barker stated her agreement with past statements made by Mr. Fairbanks that more stringent oversight is needed for projects using CMAQ funds. She stated that she was glad that the Fort McDowell Yavapai Nation had received a street sweeper and hoped they would be able to pave their dirt roads. Vice Chair Beasley thanked Ms. Barker for her comments.

Vice Chair Beasley recognized public comment from William 'Blue' Crowley, who commented that ozone and particulates are irritants. Mr. Crowley commented on the MAG Building Lease Working Group Update and stated that MAG should have bought land earlier. Mr. Crowley stated his support for libraries. He requested that he be counted in the Census Survey. Mr. Crowley commented on agenda item #8. He stated that he has not seen the alluded-to statistics that on crimes would result from having a tunnel. Mr. Crowley stated that the .4 mile long tunnel in Glendale was built at less cost than the .2 mile long bridge planned at I-17 and Osborn Road. He also expressed concern that if I-17 becomes a double deck freeway, bridges would have to be demolished and rebuilt. Vice Chair Beasley thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported on Reauthorization. He said that the funding level is approximately \$284-\$285 billion. He advised that another extension is in place. Mr. Smith added that Federal Highway Administration informed MAG that Mary Peters has announced that she will be leaving the organization the end of the month to return to Arizona. Mr. Smith remarked on the excellent work performed by Ms. Peters for the Federal Highway Administration.

Mr. Smith stated the Phoenix Chapter of the Public Relations Society of America sponsored the Copper Anvil Awards. MAG received an Award of Excellence for MAG's Regional Transportation Plan Public Involvement Program.

Mr. Smith stated that MAG hosted a booth at the Tempe 4th of July celebration where staff distributed information on the Census. Future events include the Latino Institute Back to School Informational Fair at the Sunnyslope School on July 30 and the 2005 Realtor Expo on July 20.

5. Approval of Consent Agenda

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

Vice Chair Beasley recognized public comment from Ms. Barker, who stated that MAG's public outreach could improve. She said that she has been thanked only one time for attending meetings where she offered public comment. Ms. Barker stated that it was her right and duty to interact with the government. She suggested MAG implement an outgoing telephone line to solicit input. Ms. Barker stated that conformity on the draft EIS for Sky Harbor Airport was coming up soon. She said she thought the data in the EIS differed from MAG data. Ms. Barker stated that the Sky Harbor terminals are too small and perhaps reliever airports should be considered. Vice Chair Beasley thanked Ms. Barker for her comments.

Vice Chair Beasley recognized public comment from Blue Crowley, who stated that the TIP Guidance Report was difficult to decipher. Mr. Crowley commented on cuts to bus service, yet there is \$25 million in funding for light rail stations. He also stated that having so many action items on consent does not allow sufficient time for public comment. Vice Chair Beasley thanked Mr. Crowley for his comments.

Vice Chair Beasley asked members if there was discussion on any of the consent agenda items. Hearing none, he called for a motion. Mr. Ellis moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Ellegood seconded, and the motion carried unanimously.

5A. Approval of June 15, 2005 Meeting Minutes

The Management Committee, by consent, approved the June 15, 2005 meeting minutes.

5B. Draft FY 2007-2011 MAG Transportation Improvement Program Guidance Report

The Management Committee, by consent, recommended acceptance of the Draft FY 2007-2011 MAG TIP Guidance Report. MAG is starting the process to develop the FY 2007-2011 Transportation Improvement Program (TIP), which is tentatively targeted for approval in July 2006. The first step in the TIP process is the distribution of the TIP Guidance Report (TGR), which was developed to act as a guide to decision makers to facilitate the programming of transportation projects in the region. The TGR contains the application forms for MAG Federal funds and represents the formal request for projects for addition to the FY 2007-2011 MAG TIP. The Transportation Review Committee (TRC) recommended acceptance of the TGR.

5C. Enhancement Funds Working Group Round XIII Recommendations

The Management Committee, by consent, recommended that the ranked applications from the MAG Enhancement Funds Working Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee (TERC). The Enhancement Funds Working Group was formed by the MAG Regional Council

in April of 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the TERC. This year, 17 enhancement fund applications for local funds were received totaling \$6,919,441 with approximately \$6 million available statewide. Two applications for state funds were received totaling \$1,078,853 with approximately \$3.4 million available statewide. The Working Group recommended that the attached ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

5D. Proposed Amendment to the FY 2004-2007 Transportation Improvement Program (TIP) for Highway and Transit Projects

The Management Committee, by consent, recommended approval of an Amendment and/or Administrative Adjustment to the FY 2004-2007 MAG Transportation Improvement Program to add one new Enhancement Funded Mesa projects and several new transit projects, plus make several changes to existing transit project as shown in the attached tables. Following approval of the FY 2004-2007 MAG TIP on November 25, 2003, a project has been identified that needs to be added to the TIP to allow it to proceed during the current fiscal year. A multi-use path project on the Consolidated Canal: 8th St. to Lindsay Rd. in Mesa was awarded Transportation Enhancement funds in a prior year but was inadvertently declared as being underway in a previous TIP. The project is now ready to proceed, but needs to be re-added to the current TIP. It also is necessary to either amend the TIP or to carry out some Administrative Adjustments to incorporate several changes to existing transit projects. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. The TRC recommended approval of the project changes described above.

5E. Federal Fiscal Year 2005 MAG Federal Funds Final Closeout and Amendment/Adjustments to the FY 2004-2007 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approving the final closeout of Federal FY 2005, and recommended amending/adjusting the FY 2004-2007 MAG TIP to allow the projects to proceed. On April 27, 2005, the MAG Regional Council approved the deferral of 15 projects, totaling almost \$13 million, from FFY 2005 to 2006, or later. At the May 26, 2005, meeting, the TRC recommended approximately \$20 million in projects for the funds expected to be available for the FFY 2005 Closeout, including the funds released by the deferred projects. In addition, the TRC recommended approximately \$5.6 million in contingency projects. On June 11, 2005, the Management Committee added two further projects for \$848,700 in CMAQ funds to the contingency list. These projects are for any additional, supplemental or redistributed obligation authority that may be received. Since that time, three other projects, totaling \$2.7 million have requested to be deferred, which effectively reduced the list of contingency projects to five, totaling \$3.7 million. At the June 30, 2005 meeting, the TRC recommended approval of adding two ADOT projects to the list of contingency projects.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2004-2007 MAG Transportation Improvement Program (TIP). The amendment includes a City of Mesa Transportation Enhancement-funded project

located at the Consolidated Canal between 8th Street and Lindsay Road for FY 2005. Also, Valley Metro has requested an amendment to transit projects in the FY 2004-2007 TIP to ensure that the Federal Transit Administration Grant Application and the TIP are in conformance. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5G. Consultant Selection for the MAG Highway Performance Monitoring System Traffic Count Study

The Management Committee, by consent, recommended that Field Data Services of Arizona be selected to conduct the first phase of the MAG Highway Performance Monitoring System (HPMS) Traffic Count Study for an amount not to exceed \$8,512. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes funding to conduct traffic counts for the HPMS. A request for proposals was advertised for the MAG HPMS Traffic Count Study. Two proposals were received from Field Data Services of Arizona and Traffic Research & Analysis, Inc. A multi-jurisdictional team evaluated the proposals and recommended to MAG that Field Data Services of Arizona be selected to conduct HPMS traffic counts on collector and local streets for an amount not to exceed \$8,512. This is the first of two phases of the HPMS Traffic Count Study.

5H. Draft MAG 208 Water Quality Management Plan Amendment for the Proposed Expansion of the Central Buckeye Wastewater Treatment Plant

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the expansion of the Central Buckeye Wastewater Treatment Plant. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include an expansion of the Central Buckeye Wastewater Treatment Plant. The plant is identified in the current MAG 208 Plan for a capacity of 2.0 million gallons per day (mgd) with an Arizona Pollutant Discharge Elimination System (AZPDES) permit discharge. The amendment includes a facility expansion to 16.6 mgd ultimate capacity with the AZPDES discharge and a facility name change to "Central Buckeye Wastewater Treatment Plant." The Maricopa County unincorporated area is within three miles of the project, and the County has indicated it does not object to the facility expansion. The MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Plan Amendment.

5I. Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area Two Regional Water Reclamation Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area Two Regional Water Reclamation Facility. The City of Surprise has requested that MAG amend the 208 Water Quality Management Plan to include the Special Planning Area Two Regional Water Reclamation Facility with an ultimate capacity of 10.5 million gallons per day. Reclaimed water from the facility would be disposed through recharge, reuse, and a potential Arizona Pollutant Discharge Elimination System discharge. The City of Peoria and Maricopa County unincorporated area are within three miles of the project, and both have indicated they do not

object to the facility. The MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Plan Amendment.

5J. Evaluation of Policy for Compiling Information of Regionally Significant Development Projects

The Management Committee, by consent, recommended approval of the recommendations for Regionally Significant Development Projects. On June 25, 2003 and October 22, 2003, the Maricopa Association of Governments (MAG) Regional Council discussed and approved compiling information on Regionally Significant Development Projects. The purpose was to provide MAG member agencies with the regional transportation costs of major development projects. This procedure was approved for an eighteen-month evaluation period.

5K. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Include Additional Funds From the Governor's Office

The Management Committee, by consent, recommended amending the FY 2006 MAG Unified Planning Work Program and Annual Budget to include \$39,992 from the Governor's Office to further the activities of the MAG Human Services Program and support domestic violence planning and coordination in the West Valley. On July 5, 2005, MAG was notified that the Governor's Office provided MAG \$39,992 in Innovative Grant funding to further the activities of the Human Services Program. It is necessary to amend the FY 2006 MAG Unified Planning Work Program to include these funds.

6A. FY 2005 MAG Final Phase Public Input Opportunity

Chair Beasley stated that discussion and action on agenda items #6A, #6B, #6C, and #6D would follow the presentations.

Jason Stephens reported on the input on MAG transportation plans and programs, which was received from part of May through mid June during the Final Phase Input Opportunity. Mr. Stephens noted that as part of this opportunity, MAG co-sponsored several public input opportunities in with the Arizona Department of Transportation, Valley Metro and Valley Metro Rail. An open house/public hearing was held June 16, 2005 to provide information and receive comment on the Draft FY 2006-2010 Transportation Improvement Program (TIP), the Regional Transportation Plan - 2005 Update and the Draft 2005 MAG Conformity Analysis. He said that comments received during these input opportunities and staff responses to comments are included in the Final Phase Input Opportunity Report. Mr. Stephens stated that MAG has an adopted four-phase public involvement process – early phase, mid phase, final phase and continuous involvement. The Final Phase provides residents with a final opportunity to input into plans and programs before the TIP is approved by the Management Committee, TPC and Regional Council. Mr. Stephens stated that during the Final Phase, MAG received public comment at its policy committee meetings, as well as at other events that were held in conjunction with ADOT, Valley Metro and Valley Metro Rail. During the transportation public hearing, a court reporter was in attendance to record citizen comments verbatim and all comments received during the phase were responded to in the Final Phase Report. Vice Chair Beasley thanked Mr. Stephens for his report. No questions from the Committee were noted.

Mr. Crowley spoke from the floor that he should be allowed a three minute public comment period for each agenda item. Vice Chair thanked Mr. Crowley for his viewpoint.

6B. Finding of Conformity for the Draft FY 2006-2010 MAG Transportation Improvement Program, Draft Regional Transportation Plan - 2005 Update

Cathy Arthur addressed the Committee on the Draft 2005 Conformity Analysis. She said that the Clean Air Act requires transportation plans, programs, and projects to conform to the purpose of the air quality plans and ensures that transportation activities do not cause violations of the air quality standards. She added that air quality plans set motor vehicle emissions budgets. Ms. Arthur stated that the 2005 Conformity Analysis concludes that the draft Transportation Improvement Program (TIP) and the Regional Transportation Plan - 2005 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. She then reviewed the results for the conformity budget tests. Ms. Arthur noted that on June 16, 2005, a public hearing was conducted on the draft TIP, Regional Transportation Plan - 2005 Update, and the Conformity Analysis. She said that comments received and responses were included in the Final Phase Input Opportunity Report. Ms. Arthur stated that on June 23, 2005, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2005 MAG Conformity Analysis for the Draft FY 2006-2010 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan - 2005 Update. Vice Chair Beasley thanked Ms. Arthur for her report. No questions from the Committee were noted.

6C. Approval of the Draft FY 2006-2010 MAG Transportation Improvement Program

Paul Ward explained the process for the development of the Draft FY 2006-2010 MAG Transportation Improvement Program. He stated that changes to projects in the Draft TIP during the development process are notified to member agencies by means of Errata Sheets. Mr. Ward stated that mainly, changes are made to the fund types or the addition, deferral or scope changes, including closeout actions. He advised that no regionally significant changes are allowed after the Draft TIP is approved for an air quality conformity analysis, which occurred in April, except as part of a TIP Amendment. Mr. Ward noted that Errata Sheets 06-6 and 06-7 may be reported to the TPC and Regional Council later this month. He stated that the FY 2006-2010 Draft MAG TIP includes almost 1,200 projects, including freeway, street, transit, bicycle, and pedestrian projects, totaling approximately \$5.8 billion. Vice Chair Beasley thanked Mr. Ward for his report. No questions from the Committee were noted.

6D. Approval of the Draft MAG Regional Transportation Plan - 2005 Update

Roger Herzog addressed the Committee on the Draft MAG Regional Transportation Plan (RTP) - 2005 Update. He said that as part of the process to update the RTP and develop the MAG TIP for the period FY 2006-10, changes have been proposed regarding the phases in which certain projects in the RTP would be constructed. He stated that these changes were included in the Draft MAG Regional Transportation Plan - 2005 Update and the Draft MAG FY 2006-2010 Transportation Improvement Program. Mr. Herzog noted that the changes proposed in the Draft 2005 Update apply to the RTP that was adopted by the MAG Regional Council on November 25, 2003; and amended on June 23, 2004. He stated that to comply with the 1990 Clean Air Act Amendments, a conformity analysis was conducted on the Draft MAG Regional Transportation Plan - 2005 Update and the Draft MAG FY 2006-2010 Transportation Improvement Program.

Mr. Herzog advised that this analysis has demonstrated that the Draft 2005 RTP Update and Draft FY 2006-2010 TIP meet air quality conformity requirements. He stated that a public hearing was held on June 16, 2005 on the Draft 2005 RTP Update, Draft FY 2006-2010 TIP, and air quality conformity findings, and comments received at this hearing are provided in the FY 2005 Final Phase Input Opportunity Report. He also indicated that the MAG Transportation Review Committee had recommended approval of the 2005 Update at their meeting on June 30, 2005. Vice Chair Beasley thanked Mr. Herzog for his presentation. No questions from the Committee were noted.

Vice Chair Beasley recognized public comment from Mr. Crowley, who stated that he should be given 12 minutes, three minutes on each of the four items, to comment. Mr. Crowley commented that although MAG hosted the public hearing it did not have a quorum, although the State Transportation Board and CTOC did. Mr. Crowley stated that passenger facility outlay increased 469.89 percent. He stated that many bus stops have no shelters nor benches, yet covered parking is being built at the 79th Avenue Park and Ride lot. Mr. Crowley stated that cars can be shaded and covered, but not humans. Vice Chair Beasley thanked Mr. Crowley for his comments.

Mr. Cleveland moved to recommend acceptance of #6A, the FY 2005 MAG Final Phase Public Input Opportunity Report, and to recommend approval of #6B, the Finding of Conformity for the Draft FY 2006-2010 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan - 2005 Update; to recommend approval of #6C, the Draft FY 2006-2010 MAG Transportation Improvement Program contingent upon a finding of conformity of the TIP with the applicable state and federal air quality conformity implementation plans; and to recommend approval of #6D, the Draft MAG Regional Transportation Plan - 2005 Update contingent upon a finding of conformity of the RTP with the applicable state and federal air quality conformity implementation plans. Mr. Ellegood seconded, and the motion carried unanimously.

7. Williams Gateway Freeway Preferred Alignment

John McNamara, consultant for DMJM + Harris, addressed the Committee on the Williams Gateway Freeway Alignment and Environmental Overview Study. Mr. McNamara stated that Williams Gateway Freeway is an element of the MAG Regional Transportation Plan approved with the passage of Proposition 400. He reported that beginning in November 2004, MAG initiated an Alignment and Environmental Overview Study for the future Williams Gateway Freeway. Mr. McNamara stated that there were three objectives to the study: 1) to identify a preferred alignment; 2) conduct an environmental overview; 3) conduct preliminary engineering to identify right of way and interchange locations and to refine cost estimates established in the Proposition 400.

Mr. McNamara stated that 18 Stakeholder interviews were conducted in December, January, and February, along with a public open house on March 24. He showed a map of the study area. Mr. McNamara then explained the technical process that was used in the study. Mr. McNamara explained that in Tier One, the criteria considered consistency with Regional Transportation Plan, consistency with local general plans, Williams Gateway Airport impacts, and major land use or economic impacts. Mr. McNamara stated that more detailed criteria were then used,

including economic development, consistency with general plans, local transportation access and compatibility, environmental compatibility, cost minimization, and Pinal County considerations. He stated that three final corridors emerged from the analysis—Alternative 3 - Frye Road, Alternative 5 - Willis Road, and Alternative 7 - Ryan Road. Mr. McNamara stated that the study then continued on with the Tier 3 analysis that included mobility, safety, consistency with general plans, access for population and employment, and the natural environment. He advised that Tier 3 analysis showed that Alternative 3 - Frye Road, scored the highest. Mr. McNamara displayed a table that showed the results of the analysis by corridor. He stated that Alternative 3 - Frye Road was recommended because it meets the goal of the corridor to provide regional mobility, it outperforms other alternatives related to mobility, general plan consistency, access, and physical environment, had the lowest estimated cost and within the programmed budget of the RTP, is supported by the Arizona State Land Department, and is compatible with related ADOT planning efforts. Vice Chair Beasley thanked Mr. McNamara for his presentation and opened the floor for questions.

Mr. Fairbanks asked if state or federal rules required that the freeway would need to connect to another state facility at both ends. Mr. McNamara replied that he really could not speak to regulations, but that the Williams Gateway Freeway will connect to a facility yet to be defined in Pinal County. He explained that the corridor study to be completed by ADOT this year will define connections to other state facilities. Mr. Fairbanks stated that he supported the Williams Gateway Freeway, he just wanted to ensure that state and federal rules applied equally. Dennis Smith stated that Mr. Fairbanks' statement was correct and that was generally how it is done. Mr. Smith noted that the ADOT Pinal County study was required by state statute and will be looking at three corridors for connection to Williams Gateway Freeway. Mr. Fairbanks commented that Phoenix had heard that the South Mountain Loop cannot be constructed unless it connects at both ends.

Mr. Martinsen asked if the process took into account how the population of Pinal County would be served in terms of access to the Metro area. Mr. McNamara replied that the analysis included all alignments in terms of socioeconomic access; however, the focus was on Maricopa County because it is a Maricopa County facility. He said that the MAG and ADOT projects are going to link. Mr. McNamara indicated that traffic service with both projects in mind is being considered. He added that the seven alternatives that were considered in the MAG study are one-half mile apart and any of those would put us in a good position to serve Pinal County with a future corridor.

Ms. Seelhammer addressed the Committee on the importance of the alignment to the Town of Queen Creek. She explained that the Town is affected by large geographic features, including—Santan Mountains Regional Park, the County line, Williams Gateway Airport, the Gila River Indian Community, 250 square miles of State Trust land, as well as wide natural washes and a railroad that run diagonally through the town. Ms. Seelhammer indicated that because of these features, the Town cannot take advantage of the one-mile grid system present in most MAG jurisdictions. Therefore, virtually all of the traffic from fast-growing areas in Pinal County to the southeast of Queen Creek (for example, Johnson Ranch, San Tan Heights, and others) is funneled through Queen Creek south of the Union Pacific Railroad. She stated that the Town was content to develop a community with low density, but in the past few months, it has reached the tipping point. Ms. Seelhammer commented that when the reservoirs of growth

have filled, growth will take the path of least resistance. She pointed out the area of the Hunt Highway/Pinal County corridor where there are 115,000 zoned residential lots within seven miles of the Queen Creek town limits. This will result in a city the size of Mesa being built to the southeast of Queen Creek and no freeways have been planned to serve that area. Ms. Seelhammer commented that should the State Land east of Queen Creek be developed, it will equal two new cities the size of Mesa. The traffic resulting from the construction of development southeast of Queen Creek in Pinal County, plus commuter traffic, passes through Queen Creek every day. Ms. Seelhammer stated that Mesa has 40 to 50 miles of freeway but none is planned for this area. Ms. Seelhammer said that the Town realized that an alignment of the Williams Gateway Freeway within the Town of Queen Creek was the only opportunity for freeway access to serve their needs. The Town also thought that it would be a logical planning goal to have the freeway under the flight path of Williams Gateway Airport in an area the Town is trying to preserve for employment and industrial uses. Ms. Seelhammer stated that despite these concerns, it is Queen Creek's intent to support MAG and work with the neighboring jurisdictions to resolve regional transportation issues. She urged regional leaders to adjust their perspectives to match the realities of growth, and to include in all transportation plans the need to serve the residents of the growth south and east of Queen Creek.

Ms. Seelhammer moved to recommend the selection of Alternative 3 - Frye Road as the preferred alignment for the Williams Gateway Freeway in Maricopa County and recommend to ADOT that Alternative 7 - Ryan Road be considered in the design concept/environmental evaluation conducted by ADOT. Mr. Huling seconded.

Vice Chair Beasley called for discussion of the motion.

Mr. Huling expressed his appreciation for Ms. Seelhammer's statement. He said that Mesa has worked well with Queen Creek in the past and will continue to work with the Town on transportation issues. He said that during the latter course of the alignment study, Queen Creek requested Mesa consider making changes to its arterial street plan to better accommodate movement of traffic between Alternative 3 and Queen Creek's proposed industrial/commercial corridor. Mr. Huling stated that Mesa agreed to do that and has met with several property owners to discuss potential changes that could be made to the arterial projects in the RTP that could better serve both communities. He stated that Mesa met with Queen Creek yesterday and presented some ideas for possible changes to the RTP arterial street program. Mr. Huling indicated that Mesa also will be updating its 2025 Transportation Plan, including a review of the Williams Gateway corridor area, and where feasible, look at making changes to enhance the flow of traffic between both communities. Mr. Huling stated that the City of Mesa also pledges to work with Queen Creek to help them identify funding sources to develop a superstreet, parkway or other such facility that they decide. He commented that it did not make sense to make improvements to certain north/south corridors in Mesa if no funding is available for improvements in Queen Creek. Mr. Huling stated that the City of Mesa, on a continuous basis, would look at coordinating the construction of arterial streets in Mesa, where fiscally feasible, to coincide with street improvements in Queen Creek and the County. He remarked that the City of Mesa is committed to working toward a solution on an ongoing basis. Mr. Huling expressed his thanks to John McNamara, Dennis Smith, Roger Herzog, the Town of Gilbert and the County for their efforts in this long and difficult process—a process that was conducted with much public input.

Mr. Ellegood stated that the County was pleased to have been a part of the process to evaluate the corridors and is satisfied that the process had been fair and objective. Mr. Ellegood stated that traffic in the Southeast Valley has increased ten-fold since 1997. He said that at least once per day, if not twice, traffic in Queen Creek is Level of Service F. Mr. Ellegood stated that relief is needed there. He added that the problem is not just Queen Creek's, it is the region's. Mr. Ellegood stated that it behooves us all to look at the issue and find funds and put together a plan to help solve the problem.

Bryant Powell stated that Apache Junction has a great working relationship with Pinal County and its towns and has been working with ADOT on the corridor study. He noted that thousands of homes will be built in the 12 square miles of State Trust land just opened up in the Pinal County section of Apache Junction. Mr. Powell noted that the wave of growth has spilled over to private land and Apache Junction is becoming an infill city. He commented that this issue is a regional issue. Mr. Powell expressed his appreciation for the coordinated effort.

Andy Smith explained that ADOT would abstain from the vote because it is currently conducting its own study of the area encompassed by the MAG study and into Pinal County. He stated that the ADOT study, not completed at this time, will define a general corridor, but will not establish a specific alignment within Maricopa County or Pinal County. He stated that because of this, ADOT could not take a formal position on this agenda item at this time.

Vice Chair Beasley noted that Mr. Crowley had turned in a comment card in support of the agenda item. Mr. Crowley stated that he did not need to make a verbal statement.

With no further discussion, a vote was taken on the motion, which passed, with Andy Smith abstaining.

8. Update on Critical Issues with the Maricopa County Air Programs

Jo Crumbaker, Planning and Analysis Manager of the Maricopa County Air Quality Department, reported on recent activities of the Department to address the deficiencies in the Title V Permit Program for industrial sources and the enforcement of the Maricopa County Dust Control Rules. Ms. Crumbaker reported first on the dust control issues. She said that a Program Manager was recently hired and the temporary employee positions were converted to permanent. Ms. Crumbaker stated that the positions would be advertised the next weekend. In addition, the job announcements will be distributed to member agencies on Monday. Ms. Crumbaker stated that an additional four positions would open up the following weekend. She indicated that one more Enforcement Manager might possibly be hired, in addition to the Deputy Director and Human Resources Specialist already hired. Ms. Crumbaker advised that the beginning July 1, a new application form was available to ensure adequate planning before construction begins. In addition, the Department is in the process of preparing a grant application that will be used for the purchase of a mobile monitor van for the monitoring of air toxics and PM-10.

Ms. Crumbaker moved on to the Title V deficiencies. She advised that the Department continues to work on the policies and procedures. Ms. Crumbaker stated that two of the Department's engineers recently attended an advanced new source review program. Ms. Crumbaker stated that the Department has also completed the preliminary draft of the audit

response, which is due to EPA by August 15. Vice Chair Beasley thanked Ms. Crumbaker for her report. No questions from the Committee were noted.

9. Preparations for Conducting the 2005 Census Survey

Heidi Pahl reported on the Census Survey that will be conducted September 1, 2005. Ms. Pahl noted that the results of the Survey will be used to distribute billions of dollars in state shared revenues to jurisdictions. Ms. Pahl said that a week prior to September 1, a letter from the Director of the US Census Bureau will be sent to all households selected to receive the survey. Ms. Pahl stated that the Survey questionnaire with a letter from each jurisdiction's designated elected official will be sent August 30, 2005 to all selected households. She noted that all survey mail materials will be English on one side, Spanish on the other. Ms. Pahl stated that a postcard will be sent out in the second week of September reminding people to complete their Survey and mail it back to the Census Bureau. She advised that if the selected household does not respond to the initial Survey, a second Survey will be sent to the house. If there is still no response, non-respondents will be contacted by telephone or in person.

Ms. Pahl stated that the information compiled from the Survey will include the county's total population, the numbers of people in housing units, group quarters and outdoor locations, the total number of housing units and the total number of occupied housing units. She added that the Survey will not collect information on race, ethnicity, income level, etc., as is done in the decennial census.

Ms. Pahl stated that a memo and invoice were sent to each city manager requesting payment for the first installment of their share of the costs for the 2005 Census Survey. Payment from the member agencies needs to be received by July 29, 2005 in order to comply with the Census Bureau payment schedule. She added that the final cost will be dependent upon the response rate to the Census Survey and actual costs incurred, which include costs for the local census office and for publicity. Ms. Pahl then went on to describe publicity efforts.

Ms. Pahl pointed out that the Census Survey Web site at census2005.com is a good resource for information on the Survey. She stated that member agencies need to provide the Census Bureau with a list of gatekeepers who are familiar with specific outdoor location sites that can assist the Census Bureau staff by gaining access to sites and cooperation from outdoor location residents during the count. She advised that in order for jurisdictions to get credit for housing units in their jurisdiction, any new annexations or new construction information needs to be submitted to MAG by September 8, 2005. Ms. Pahl stated that census workers are still needed. Those interested can call the recruitment phone number at (602) 256-3225. Vice Chair Beasley thanked Ms. Pahl for her report.

Mr. Pickering asked Ms. Pahl if the information in her presentation was available in video form for broadcast on Channel 11s. Ms. Pahl replied that Public Service Announcements will be sent to member agencies for broadcast in the next couple of weeks. She added that her presentation would be posted on the MAG census Web site.

10. MAG County Library District Stakeholders Group

Tom Remes updated members on recent activities of the MAG County Library District Stakeholders Group. He said the Stakeholders began working in March 2005 to examine current library needs and explore other potential partnering activities. Mr. Remes stated that the MAG Regional Council approved the recommendations of the Stakeholders that: 1) The Maricopa County Library District pursue purchasing a core set of electronic databases that would be available to all libraries and, 2) The reciprocal borrowing agreement be restructured by developing a formula that reflects actual costs, and to have a one time increase to the existing \$20 rate, not to exceed \$28, while the formula is being developed.

Mr. Remes stated that in May the MAG Executive Committee discussed the Maricopa County Library District tax levy. It was the consensus of the Executive Committee to send a letter requesting that the Maricopa County Board of Supervisors, acting as the Maricopa County Library District Board, not reduce the tax levy rate from 0.0521 to 0.0421 while partnership discussions between the County and municipal libraries are taking place. He indicated that the levy rate will be set on August 15, 2005, and at this time the Maricopa County Library District is considering keeping the current amount. If this occurs, it may be possible to implement the Stakeholder recommendations more quickly. Mr. Remes noted that while the administrative staff of the Library District have not agreed to meet until the levy has been set, the Board of Supervisors staff and the Maricopa County administrative staff have been very helpful in working with MAG staff on this issue.

Mr. Remes stated that the Stakeholders have indicated that increased communication between the Library District and the municipalities would benefit all parties. The Stakeholders have expressed concern that while the Maricopa County Library District received approximately \$13.9 million from all residents of Maricopa County, many municipal residents cannot see an equitable return for their investment. The stakeholders are optimistic that the current discussions and recommendations will lead to more equity in the process and municipal library users will see a benefit.

Mr. Remes advised that if the Stakeholders are unsuccessful in engaging the administrative staff of the District in these regional discussions, other ideas may need to be considered. He noted that some of the ideas that have been discussed include: 1) Withdrawal of municipalities from the Reciprocal Borrowing Agreement with the Maricopa County Library District. 2) Providing more safeguards to the existing statute requiring a more cooperatively developed funding program and greater public accountability. 3) Revising existing statute to have a performance audit conducted on the Library District in Maricopa County and make recommendations regarding the future of the District.

Mr. Klingler asked if there was anything that member agencies could do to encourage cooperation by the Library District staff. Dennis Smith replied that the issues have been ongoing since the early 1990s. He said that the municipal library directors want to see this worked out in good faith. Mr. Smith indicated that the issue has the attention of the Board on the levy and staff has had positive conversations with County Administration. He stated that the issues just need to be worked out with the Library District staff. Mr. Smith indicated that any organization needs to look at its business plan, which, for the Library District, has been in place since 1987.

He remarked that it is a good sign that the Supervisors are considering keeping the levy. Mr. Smith commented that the librarians are saying that if the issues cannot be resolved this time, there should be follow through with the Legislature.

Mr. Ellis asked who the Library District Director reports to. Mr. Remes explained that because it is a District, the Director would report to the Board of Supervisors who comprise the Library District Board.

Mr. Rumpeltes asked how the proposed options might impact those jurisdictions with ten-year agreements. Mr. Remes replied that the implications would need to be examined to ensure residents continue to receive good service.

Mr. Ellegood, as David Smith's proxy representing the County, requested that he take the memorandum back to County leaders and in his role as Public Works Director, work toward a response. Mr. Ellegood clarified that while the Library Director, Harry Courtright, reports to the Board of Supervisors by statute, organizationally he reports to a manager, Bill Scalzo, from Parks and Recreation. Mr. Ellegood said if he could have the courtesy of time to take this back, he would have a response for the Management Committee at the next meeting.

Mr. Huling expressed his appreciation to Mr. Ellegood for taking the initiative to pursue this. He added that member agencies have been working on this for a long time. He commented that MAG came up with a proposal to keep the levy for the next year and it would be extremely disheartening if the levy was kept but in the end the recommendations were not implemented. That would mean that some citizens would be paying an additional one cent and not receive any additional benefits.

11. MAG Building Lease Working Group Update

Denise McClafferty updated members of recent activities of the Building Lease Working Group. At the January 10, 2005 Executive Committee meeting, there was discussion regarding the current MAG office space lease expiring on June 30, 2006. The Building Lease Working Group (BLWG) was formed to advise MAG on the options available regarding future office space. The group members include: Mayor Hawker, City of Mesa; Mayor Cavanaugh, City of Goodyear; Mayor Clarke, Town of Paradise Valley; Frank Fairbanks, City of Phoenix; and Prisila Ferreira, City of Peoria. The Executive Committee also suggested exploring the option of housing MAG, Regional Public Transportation Authority (RPTA), Valley Metro Rail (VMR) and the Arizona Municipal Water Users Association (AMWUA) in one building, due to their close working relationships over the next 20 years.

Ms. McClafferty stated that the focus of this project continues to be convenience for the elected officials, building optimal meeting room space and providing adequate parking. She stated that Cushman & Wakefield of Arizona conducted an analysis of long-term lease costs compared with purchasing or constructing a building and determined that it is more economical to build than to lease.

Ms. McClafferty stated that MAG staff met with the City of Phoenix who confirmed that the 4th floor in the current MAG office space would be available in 2008, when the City of Phoenix contractors occupying that floor would move to a new building. She said that the City of

Phoenix has indicated their support to MAG if the decision is made to stay in the current building and they have offered their assistance to MAG in exploring other downtown options. Ms. McClafferty added that MAG staff also met with the City of Phoenix Downtown Development Office to discuss available vacant land, and ASU's Director of Physical Campus Planning to discuss partnering options with the ASU Downtown Campus. Ms. McClafferty stated that Federal Highway Administration expressed an interest in acquiring office space in the new MAG building.

Ms. McClafferty reviewed some of the sites that MAG staff researched: 1) Central Station, which is part of the downtown ASU campus plans; 2) the property just north of the YMCA on Fillmore and 1st Avenue; 3) the 4th and 5th Avenue site just north of Van Buren; and 4) the Jewel Box site located on Central, 1st Street, Fillmore and Pierce. Ms. McClafferty stated that staff has been informed that the 4th and 5th Avenue site is under contract for residential development, and that the Jewel Box site has environmental issues.

Ms. McClafferty stated that Federal Highway Administration indicated that the cost of constructing a building could be built into indirect costs. She said that the Phoenix Industrial Development Authority indicated that MAG could work through the City of Phoenix Industrial Development Authority for financing. Ms. McClafferty stated that the next BLWG meeting is scheduled for July 15. At the meeting, MAG staff anticipates presenting letters of intent from the interested regional agencies and will recommend issuing a Request for Qualifications (RFQ) for architectural and engineering programming services. Vice Chair Beasley thanked Ms. McClafferty for her update. No questions from the Committee were noted.

12. Comments from the Committee

An opportunity is provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:50 p.m.

Chairman

Secretary