

MINUTES OF THE MAG MANAGEMENT COMMITTEE MEETING

March 9, 2022

This meeting was conducted in person and virtually via Zoom.

A link to a video recording of the meeting [can be found here](#).

MEMBERS ATTENDING

#Tempe: Andrew Ching, Chair #Peoria: Jeff Tyne, Vice Chair #ADOT: Jodi Rooney for John Halikowski #Apache Junction: Bryant Powell *Avondale: Cherlene Penilla #Buckeye: Dan Cotterman *Carefree: Gary Neiss *Cave Creek: Carrie Dyrek #Chandler: Joshua Wright *El Mirage: Crystal Dyches *Florence: Lisa Garcia *Fort McDowell Yavapai Nation: Phil Dorchester #Fountain Hills: Grady Miller #Gila Bend: Kathy Valenzuela *Gila River Indian Community: Kathyleen Curley #Gilbert: Patrick Banger *Glendale: Kevin Phelps #Goodyear: Julie Karins	#Guadalupe: Jeff Kulaga #Litchfield Park: Matthew Williams *City of Maricopa: Rick Horst *Maricopa County: Joy Rich #Mesa: Christopher Brady #Paradise Valley: Jill Keimach *Phoenix: Eric Gudino for Jeff Barton *Pinal County: Leo Lew #Queen Creek: John Kross #Salt River Pima-Maricopa Indian Community: Jennifer Jack for Bryan Meyers *Scottsdale: Brent Stockwell for Jim Thompson #Surprise: Tracy Montgomery for Bob Wingenroth #Tolleson: Reyes Medrano, Jr. #Valley Metro/RPTA: Scott Smith *Wickenburg: Les Brown #Youngtown: Jeanne Blackman
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* Those members neither present nor represented by proxy.

Participated virtually.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Andrew Ching at 12:00 p.m. Roll call was taken for those participating virtually to confirm a quorum of members was present. Chair Ching provided the committee with additional meeting instructions.

2. Call to the Audience

An opportunity was provided to members of the public to provide input through written comment to the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public were asked to submit written comments related to this meeting through the MAG website at azmag.gov/comment, and indicate for which meeting the comment is intended. Comments may be

sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting. Chair Ching asked if MAG staff had received any public comment.

One public comment was received for today's meeting from Diane Baker. BEGIN COMMENT: Is the regional transportation program with its projects and services estimated to today's 2022 inflation basis? END COMMENT. Ms. Baker called MAG office and informed staff that she is requesting that the chair direct staff to respond to her question.

3. Executive Director's Report

MAG Executive Director Eric Anderson reported on items of general interest in the MAG region. Mr. Anderson started his report by answering the question raised by Ms. Baker in agenda item 2, Call to the Audience. Mr. Anderson stated that the dollar figures in the Transportation Improvement Program are all in inflated dollars, so they're in year of expenditure dollars. He thanked members for showing up in person and virtually, noting that it's been two years since the last in person MAG Management Committee Meeting. A Supreme Court Ruling on the Pinal County Regional Transportation Authority Tax came out yesterday. Legal experts are still trying to decipher it, but one of the findings is that the tax is invalid. He said we will have to see what action will need to be taken to rectify this, noting that given the growth of Pinal County, it is a very important funding source for infrastructure improvement.

Mr. Anderson asked members for help with the annual Crossing Guard Training Workshops. MAG has done crossing guard training every year for 17 years and has had about 400 – 600 participants per year, since taking it over from the City of Phoenix. Some volunteers have been lost over time, due to retirements and reassignments. MAG is looking for volunteer participants and asking member agencies to help reach out and identify people who might be able to help continue the work. Since this was announced last month at Regional Council, two volunteers from Phoenix and two volunteers from Glendale have been identified. The training usually occurs in August, so there is time to get resources in place. Margaret Herrera is the MAG Program Manager and contact for Safety Programs and the annual Crossing Guard Training Workshops. Mr. Anderson concluded his report.

Chair Ching asked members to contact Mr. Anderson after the meeting with any questions.

4. Approval of Consent Agenda

Chair Ching stated that agenda items 4A through 4J were on the Consent Agenda. He asked if any member of the Management Committee had questions or would like a presentation on any of the Consent Agenda items. None were noted.

Mr. Wright moved to recommend approval of Consent Agenda items 4A through 4J. Mr. Brady seconded the motion. Mr. Tyne, Ms. Rooney, Mr. Powell, Mr. Cotterman, Mr. Wright, Mr. Miller, Ms. Valenzuela, Mr. Banger, Ms. Karins, Mr. Kulaga, Mr. Williams, Mr. Brady, Ms. Keimach, Mr. Kross, Ms. Jack, Ms. Montgomery, Mr. Medrano, Mr. Smith, Ms. Blackman and Mr. Ching voted in favor of the motion, which carried unanimously.

*4A. Approval of the February 9, 2022, Meeting Minutes

The MAG Management Committee, by consent, approved the February 9, 2022, meeting minutes.

*4B. Conformity Consultation

This item was on the agenda for consultation.

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2022-2025 MAG Transportation Improvement Program and MOMENTUM 2050 Regional Transportation Plan. The amendment and administrative modification involve changes to several projects, including Freeway Life Cycle Program projects, General Roadway projects, Arterial Life Cycle Program projects, Transit projects, and Closeout 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. Please refer to the enclosed material.

*4C. Project Scope Modification Request: Arizona Department of Transportation – Wrong Way Detection, State Route 202 (Red Mountain) between 40th Street and McClintock Drive

The MAG Management Committee, by consent Recommend approval of the project scope modification request for the Arizona Department of Transportation – Wrong Way Detection, State Route 202 (Red Mountain) between 40th Street and McClintock Drive project (DOT22-833).

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and approved through the MAG committee process. This agenda item represents a project scope modification request from the Arizona Department of Transportation (ADOT) for the Wrong Way Detection, State Route 202 (Red Mountain) between 40th Street and McClintock Drive project, which was awarded funding as part of the 2019 Systems Management and Operations (SM&O) Non-Competitive call for projects.

ADOT is requesting a modification to adjust the project limits. Currently, the project covers State Route 202 (Red Mountain) from 40th Street to McClintock Drive. ADOT is requesting to expand the scope to cover the entire State Route 202 corridor, including the Red Mountain, Santan and South Mountain freeways. ADOT will install thermal camera equipment on the Dynamic Message Signs located throughout the corridor. The revised project scope will not impact project delivery, currently scheduled for Fiscal Year 2023, and will not require additional funding. Please refer to the enclosed material.

*4D. Project Scope Modification Request: Arizona Department of Transportation – Closed Circuit Television (CCTV) Camera Installation, State Route 101 (Agua Fria) between Thunderbird Road and 7th Street, and State Route 202 (Red Mountain) between Interstate 10 and McClintock Drive

The MAG Management Committee, by consent, recommended approval of the project scope modification request for the Arizona Department of Transportation – Closed Circuit Television (CCTV) Camera Installation, State Route 101 (Agua Fria) between Thunderbird Road and 7th Street, and State Route 202 (Red Mountain) between Interstate 10 and McClintock Drive projects (DOT21-814 and DOT22-834).

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and approved through the MAG committee process. This agenda item represents a project scope modification request from the Arizona Department of Transportation (ADOT) for the Closed Circuit Television (CCTV) Camera Installation, State Route 101 (Agua Fria) between Thunderbird Road and 7th Street, and State Route 202 (Red Mountain) between Interstate 10 and McClintock Drive projects, which were awarded funding as part of the 2019 Systems Management and Operations (SM&O) Non-Competitive call for projects.

ADOT is requesting to cancel both projects due to implementation changes that have occurred since the projects were first proposed, and awarded in 2019. The CCTV projects will be completed by ADOT in alignment with other future Freeway Management System (FMS) projects. The funding that is released from the project cancellations will be addressed by the Intelligent Transportation Systems (ITS) committee at a later date. Please refer to the enclosed material.

*4E. Project Scope Modification Request: Salt River Pima-Maricopa Indian Community – Various Roadways on the Salt River Pima-Maricopa Indian Community

The MAG Management Committee, by consent, recommended approval of the project scope modification request for the Salt River Pima-Maricopa Indian Community, Various Roadways on the Salt River Pima-Maricopa Indian Community project (SRP22-202C).

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and approved through the MAG committee process. This agenda item represents a project scope modification request from the Salt River Pima-Maricopa Indian Community for the Various Roadways on the Salt River Pima-Maricopa Indian Community project, which was awarded funding as part of the 2017 Paving Unpaved Roads call for projects.

The community is requesting a modification to remove two of the original six locations that were proposed for a paving unpaved road project. The segments are located on Palm Lane and Sycamore Street. The revised project scope will not impact project delivery, currently scheduled for Fiscal Year

2022. The project costs, including MAG federal funding, will be reduced based on final approval of the revised scope. Please refer to the enclosed material.

*4F. MAG Federal Highway Administration Funding – Federal Fiscal Year 2022 Supplemental Closeout

The MAG Management Committee, by consent, recommended approval of the proposed supplemental closeout funding scenario.

The MAG region receives an annual allocation of Federal Highway Administration (FHWA) formula funding which is programmed through the three Proposition 400 life cycle programs as well as the Regional Competitive Programs - Call for Projects process. Annually, MAG performs a review of projected FHWA funding and compares that amount against planned projects for the current federal fiscal year to determine how much funding, if any, is unprogrammed. As federal funding is allocated to the MAG region on a use or lose basis, unused dollars need to be reprogrammed on other projects before the end of the federal fiscal year. This occurs through the annual closeout process, which is guided by the MAG Federal Fund Programming Guidelines and Procedures.

MAG completed the initial closeout process for FFY 2022. The original closeout cycle identified \$30.0 million in available funding. Thirty-three applications, totaling almost \$18.0 million, were received and reviewed and approved by the MAG Regional Council on January 26, 2022. Based on the \$12.0 million in unused funding from the first closeout cycle, and increases in material and construction costs, MAG is conducting a call for Federal Fiscal Year (FFY) 2022 supplemental closeout funding. This agenda item reflects the Federal Fiscal Year (FFY) 2022 supplemental closeout process.

On January 28, 2022, MAG issued a memorandum announcing the availability of FHWA funding and requesting applications for the supplemental closeout process. Requests were collected, verified, and summarized. Based on available funding, all eligible closeout requests can be funded. Please see enclosed materials.

*4G. Transportation Improvement Program (TIP) Project Changes

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year 2022-2025 MAG TIP and MOMENTUM 2050 MAG RTP.

The Fiscal Year (FY) 2022-2025 MAG Transportation Improvement Program (TIP) and the MOMENTUM 2050 MAG Regional Transportation Plan (RTP) were approved by the Regional Council on December 1, 2021 and have since been amended 2 times.

Since approval of the last amendment, additional changes and modifications are needed. Please refer to the enclosed material.

*4H. ADOT Red Letter Process

This item was on the agenda for information.

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. The Arizona Department of Transportation (ADOT) has forwarded a list of 451 notifications from July 1, 2021, to December 31, 2021. Please refer to the enclosed material.

*4I. On-Call Consulting Services Selection for MAG FY 2022-2023 Travel Data and Surveys On-Call

The MAG Management Committee, by consent, recommended approval of the list of qualified consultants for the MAG FY 2022-2023 Travel Data and Surveys.

The Fiscal Year (FY) 2022-2023 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2021, includes \$780,000 for On-Call Consulting Services for FY 2022-2023 Travel Data and Surveys On-Call. The objective of this On-call is to conduct travel surveys and collect or acquire the travel data necessary to better understand the ongoing changes in activity and travel behavior, especially in light of the COVID-19 pandemic. A continuous travel survey approach is envisioned to provide rolling updates of travel and traveler characteristics throughout the year and from year-to-year. The survey results and travel data obtained from this on-call will be utilized to update MAG transportation forecasting tools in order to better support new planning and forecasting needs for MAG and MAG member agencies. A request for qualifications (RFQ) was advertised on January 5, 2022, for technical assistance in two areas of expertise: (A) Regional Travel Survey, and (B) Travel Data Acquisition and Collection. Eight statements of qualifications were received by the February 14, 2022, deadline. On February 28, 2022, a multi-agency evaluation team met and recommended a list of consultants to MAG to perform the technical assistance.

*4J. Amendment to the Fiscal Year (FY) 2022-2023 Biennial Unified Planning Work Program and Budget to add Mesa CONNECTED Transit-Oriented Development Pilot Program Grant Award

The MAG Management Committee, by consent recommended approval of an amendment to the FY 2022-2023 MAG Unified Planning Work Program and Budget to include the Mesa CONNECTED Transit-Oriented Development Pilot Program Grant award of \$920,000.

On January 20, 2022, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced the award of \$920,000 to support planning for a future proposed streetcar extension to Mesa. The competitive funding award is through FTA's Pilot Program for Transit-Oriented Development (TOD) Planning and is intended to support local planning and strategies to increase transit access and encourage ridership through mixed-use and mixed-income development near public transportation projects. The award has a \$230,000 required local match provided by the city of Mesa. Please refer to the enclosed material.

5. Support for RAISE Grant Applications

MAG Transportation Improvement Program Supervisor Patrick Stone presented an update on the RAISE Transportation Grant. On January 28th USDOT issued a Notice of Funding Opportunity for the Fiscal Year 2022 RAISE Grants. The RAISE grants were one of the first grant programs issued as part of the Infrastructure Investments and Jobs Act (IIJA). There is \$1.5 billion available through a very competitive merit-based application process. Eligible applicants and project types include urban grants for those projects located in large urbanized areas like the Phoenix-Mesa UZA. These grants will range between \$5 million and \$25 million and each grant requires a minimum 20% local match. Rural grant awards will be between \$1 million and \$25 million. The grants may have a reduced match requirement at the discretion of the Secretary of USDOT. Of the \$1.5 billion available, at least \$75 million will be awarded for planning and design grants and these grants will have the same award amounts as urban and rural grants.

Five requests for letters of support were submitted for capital grants. The first project is for the City of Glendale and this grant would construct various pedestrian and ADA improvements located in central Glendale between Bethany Home Road and Northern Avenue, and 51st Avenue to 67th Avenue. The total project size is \$9.6 million and the city is asking for \$7.7 million in RAISE funding. The next project is for Maricopa County. This request is to construct a bridge crossing over the Hassayampa River on Patton Road just east of 299th Avenue. The total project size is \$42.4 million and the county is requesting \$25 million in RAISE funding. The next project is for the City of Mesa and is the Pecos Industrial Rail Access and Train Extension or PIRATE project. This project would construct approximately six miles of new freight rail between Rittenhouse and Meridian Roads. The total project size is \$105.8 million and the city is asking for \$25 million in RAISE funding. The next project is for the City of Phoenix to construct a bicycle and pedestrian bridge over the Rio Salado at 3rd Street. The total project size is \$35 million and the city is seeking \$25 million in RAISE funding. The final capital project is for the City of Scottsdale. The city is looking to construct a complete street project in Old Town Scottsdale around 2nd Street. The total project size is \$19.2 million and the city is asking for \$14.4 million in RAISE funding. There is one non-capital project, a design project for the City of Maricopa. This would be for the second phase of design funding for the Sonoran Ridge Desert Parkway between Porter and Fuqua Roads. The total project size is \$6.3 million and the city is asking for \$5 million in grant funding. The final project is a design/construction project for the City of Surprise. The project would construct a bridge, multiuse path and the first phase of a TI at Loop 303. The total project size is \$25 million and the city is asking for \$19.9 million in RAISE funding.

Applications are due to USDOT by 5:00 PM EST on April 14th. Member agencies are asking for letter of support from MAG to include in the agency's application. Mr. Stone noted that this item is on the agenda to recommend approval to support the RAISE grant applications and offered to take questions from the Committee. Chair Ching thanked Mr. Stone for the presentation and asked members if there were any questions. There were none.

Mr. Brady moved to recommend approval to support the RAISE grant applications. Mr. Smith seconded the motion. Mr. Tyne, Ms. Rooney, Mr. Powell, Mr. Cotterman, Mr. Wright, Mr. Miller, Ms. Valenzuela, Mr. Banger, Ms. Karins, Mr. Kulaga, Mr. Williams, Mr. Brady, Ms. Keimach, Mr. Kross, Ms.

Jack, Ms. Montgomery, Mr. Medrano, Mr. Smith, Ms. Blackman and Mr. Ching voted in favor of the motion, which carried unanimously.

Jodi Rooney was not heard during the roll call vote, but indicated via email that she intended to vote yes and had technical difficulties when trying to unmute.

6. 2022 Point In Time Homeless Count Results

MAG Regional Homelessness Program Manager Nicky Stevens provided an update on the 2022 Point in Time Homeless (PIT) Count results. The PIT Count took place on January 25, 2022 and is required by U. S. Department of Housing and Urban Development (HUD). Through the PIT count, communities identify important data on the general homeless population and subpopulations, including veterans, families, chronically homeless individuals, and youth. This year's PIT Count had over 500 volunteers, 24 coordinators and included 23 cities and towns.

The PIT Count was completely paperless, conducted on a mobile app developed by the MAG Regional Analytics Team. The mobile app ensured every submitted survey had a location attached to it and improved data collection quality with built in logic. Spatial QAQC and deduplication efforts are well underway. Surveys that were observations are difficult to duplicate and MAG is working through any issues discovered during the QAQC process with Cities. On the day of the PIT Count, Coordinators had access to a dashboard for real-time monitoring and review of their submitted surveys.

The data is used to galvanize local and regional responses to accelerate progress on addressing homelessness to support planning and performance management for each community, the region, and the nation as a whole. It also connects people experiencing homelessness with housing and vital services while conducting the count.

The PIT and Regional action plan will assist communities in identifying sub-populations, calibrating housing inventory and shelter bed needs and to track changes in homeless populations over time to measure progress on regional goals. The PIT Count brings HUD Dollars into communities, provides useful data for planning purposes and analyzes trends of homelessness. However, it is difficult to measure family and youth homelessness, as data is self-reported and does not give the full picture of homelessness.

There was no PIT Count in 2021 due to COVID. The 2022 count found an 18% increase over 2020 of people experiencing homelessness. Multiple factors including economic impacts of the pandemic, such as loss of low-wage jobs and increasing housing costs and loss of affordable housing.

MAG will issue a press release on March 11, 2022, develop a full report with shelter and unsheltered count data, analyze count results within context of data from the Homelessness Management Information System and plan for enhancements next year, such as additional data collection on observations and timing of data release.

Ms. Stevens thanked members and their staff for their partnership and work on the 2022 PIT Count. She shared her contact information offering to discuss the data further and to take suggestions on future PIT Counts. She thanked members for their time and offered to take questions.

Members noted that there was a concern on how volunteers were deployed and asked if there is a way to manage that. Ms. Stevens stated that coordinators have the grids for their cities and deploy their volunteers into the grid. On the survey, there is a question that asks participants if they have been surveyed and if someone says yes, then they are not surveyed.

Chair Ching asked members if there were any other questions or comments. There were none. He thanked Ms. Stevens for the presentation and noted that the item was on the agenda for information and discussion.

7. Update on MAG Emerging Technology Efforts

MAG Director of Transportation Technologies and Services Vladimir Livshits and Emerging Technology Program Manager Shuyao Hong presented an update on MAG emerging technology efforts.

Mr. Livshits explained that Emerging Technology Efforts began in collaboration with a Public University Task Force made up of professors from ASU, UofA, and NAU. MAG worked with the taskforce to identify technology directions and a methodology. The taskforce also assisted in evaluating technology pilot projects. This work was compiled into a Smart Region Technologies Report which identified all relevant initiatives in the regions. This report can be found on the MAG website and will be updated. In collaboration with the Public University Task Force, MAG also looked at what other states are doing through surveys and interviews. They found that pilot projects are a key approach/tool MPOs use to deploy different kinds of technologies across the United States.

One of the main goals of the Emerging Technology Program was to prepare processes and systems for the implementation of the new Regional Transportation Plan. Another main goal was to provide relevant services to member agencies. The feedback of member agencies coupled with interests from vendors, contractors, and consultants has helped to initiate, plan, and execute dozens of pilot projects to date.

Mr. Hong provided more details on Emerging Technologies Field Pilots from the 2020-2021 Fiscal Year. Emerging Technologies Field Pilots received strong interests from the private sector as well. The first advertisement in 2019 was very successful resulting in a large and diversified pool of qualified consultants and vendors, including engineering consultants, telecom and OEMs, and new vendors and startups. Mr. Hong shared a slide of all prequalified prime consultants and subconsultants. Despite the pandemic, there are 13 different pilot projects executed across the region and many more are in the pipeline still under planning or initiation stages. The piloting effort achieved a good diversification by technologies, by different modes of travel, by different use cases and applications, such as Safety, ITS, planning, and a good geographic distribution

across the region.

Almost all pilot projects result in assembling large teams involving member agencies, vendors, and academics, which demonstrated the need for strong collaboration and close coordination, but it also poses many logistical and contractual challenges. Mr. Hong expressed appreciation for all member agencies who championed the pilot projects and assisted in the implementation of them. He also noted some highlights of the pilot projects' results, including that trajectory data and crowdsourcing are mature and ready for planning operations applications. Also, pilot projects have identified mature computer vision technologies for vehicle turning movement count, vehicle detection, and pedestrian count and detection.

Overall, pilot projects have identified some mature and promising technologies for certain types of applications, and also identified room for improvements and challenges. More information on the pilot projects will also be provided when the program webpage is launched on MAG website.

Mr. Hong turned the presentation back over to Mr. Livshits to provide an overview on policy implications and next steps. Each pilot project presents its own set of strengths and challenges, which means that comparisons between technologies should be done on an equal footing. The same hardware and/or software solutions can be applied for multiple use cases, and benefits of the deployed technologies can often go beyond piloted use cases. However, technology is only one factor that determines success. Policy, resources, legal and regulatory, contractual, risk management, front-line staff attitudes and workload are also important, which is why it is critical to have champions on the jurisdiction, vendor, and evaluation teams. Furthermore, there needs to be strong communications between MAG, as the facilitator and "technology accelerator" and member agencies, vendors, and evaluators to minimize assumptions.

In terms of next steps, MAG has already budgeted \$1 million for ongoing support of member agencies emerging technology efforts in the FY 2022-2023 UPWP. Other next steps include finding a permanent home for the emerging technology efforts in one of the existing committees, a new committee, or a working group of a committee. Under the committees' guidance, MAG would like to transition from a proof-of-concept approach to something more stable and robust, such as a criteria-based selection process. MAG is also seeking the committees' guidance on developing Emerging Technology Program policies, processes, and procedures, and expanding evaluative work through cooperation with the Public University Task Force, member-agencies, and vendors. With that, Mr. Livshits welcomed questions from the committee.

Chair Ching thanked Mr. Livshits and Mr. Hong for the presentation and asked members if there were any questions.

Chair Ching asked in terms of completed, ongoing and about to start pilot projects, how many is MAG currently managing right now or has managed. Mr. Livshits responded that MAG has 13 pilot projects right now that are completed, ongoing, or close to completion and close to 10 pilot projects that are in the planning stages. There are also pilot projects that are in the ideation stage that are being discussed with partners, which may or may not term into a pilot project depending on interest and feasibility.

Ms. Karins inquired about how a pilot project becomes initiated. Mr. Livshits explained that a pilot project can come to fruition in several ways. Sometimes a jurisdiction of a city approaches MAG to look into a particular technology. Other times, vendors approach cities and/or MAG looking to promote and demonstrate their own products and services. Lastly, the Public University Task Force is continuously looking for new promising technologies and developments to bring to MAG.

As the representative for West Valley Cities on the Connective Leadership Council, Mr. Cotterman asked if Mr. Livshits could make a similar presentation on Emerging Technology Efforts at their next meeting. Mr. Livshits said he would be happy to.

Mr. Brady followed up with a question on how the work that the Connective does on emerging technology differs from the work MAG is doing, and if there is a way to collaborate. Mr. Anderson explained that the emerging technology program that MAG started predates the Connective. MAG's program was designed to identify technology that could be used in terms of transportation, whereas the Connective is a broader organization that looks at technology across different subject areas. Because MAG is a founding member of the Connective, they are exploring the possibility of housing the Connective while ensuring that there is no duplicative work between emerging technology efforts and the Connective.

This item was on the agenda for information and discussion.

8. Legislative Update

MAG Policy and Government Relations Director Nathan Pryor provided an update. At 1:30AM, today Congress posted the \$1.5 trillion dollar Omnibus Appropriations Package. MAG Staff are still reviewing the package for impacts to the region, not just in transportation, but also in policy programs. Senate Bill 1356, sponsored by Senator Pace and House Bill 2598, sponsored by Representative Carroll are moving fast, with the Senate Bill pending a vote on the floor. MAG staff continue to work with leadership in both the State House and Senate, and bill sponsors mapping a path forward. Mr. Pryor thanked members for their continued support of both bills and for reaching out to encourage their legislative members in support of the bills. Mr. Pryor thanked members for their time and offered to take questions from the Committee.

Chair Ching thanked Mr. Pryor and asked members if there were any questions. Mr. Anderson noted that MAG is confident the bills will pass and that the measure will be on the November 2022 ballot, but are also assessing risks in case that does not happen. Activities and projects are being reviewed and may be slowed down, in case the measure does not pass or is delayed.

Ms. Karins asked what date the bills need to pass in order for the measure to make the November 2022 ballot and asked when it will go forward, if not in 2022. She also asked why projects would be delayed if the measure did not pass this year. Mr. Anderson noted that it is important to let the process play out, but we will not know the makeup of the legislature next year, if MAG has to propose the bills later to make the 2024 ballot. He noted that projects may slow, in order to avoid spending

money that isn't available. Mr. Pryor stated that Maricopa County needs to know in June in order to enact and get the measure placed on the November 2022 ballot.

Chair Ching asked if there were any other questions or comments from the Committee. There were none. This item was on the agenda for information and discussion.

9. 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.

Chair Ching asked members if there were any requests for future agenda items. None were noted.

10. 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.

Chair Ching asked members if there were any comments. None were noted.

Adjournment

There being no further business, the meeting adjourned at 12:46 p.m.

Chair

Secretary