

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING

September 3, 1997
MAG Office Building
Phoenix, Arizona

MEMBERS ATTENDING

Kent Cooper, Acting Chairman, Gilbert	*Peter Van Haren, Paradise Valley
Ruben Duran for Carlos Palma, Avondale	Grady Miller for Terry Ellis, Peoria
*Delbert Self, Buckeye	Lisa Takata for Frank Fairbanks, Phoenix
*Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
*Larry Paine, Cave Creek	David Easchief, Salt River Pima-Maricopa
Lloyd Harrell, Chandler	Indian Community
Leonard Rivera for Rosalinda Herrera, El Mirage	Barbara Burns for Dick Bowers, Scottsdale
*Paul Nordin, Fountain Hills	Mike Branham for Dick McComb, Surprise
*David Howard, Gila Bend	Gary Brown, Tempe
*Urban Giff, Gila River Indian Community	Ralph Velez, Tolleson
Ed Beasley for Martin Vanacour, Glendale	David Siegel, Wickenburg
Doug Sanders for Stephen S. Cleveland, Goodyear	Lloyce Robinson, Youngtown
*Enrique Serna, Guadalupe	Tom Buick for David Smith, Maricopa County
Robert Musselwhite, Litchfield Park	Victor Mendez for Larry Bonine, ADOT
Jeff Martin for Charles Luster, Mesa	Ken Driggs, RPTA

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Don Herp, Phoenix
Lindy Bauer, MAG	Roger Herzog, MAG
James M. Bourey, MAG	Carol Kratz, MAG
Michael Bruder, ADOT	Neal Manske, Phoenix
Barbara Carpenter, MAG	Denise McClafferty, MAG
Mike Cartsonis, Litchfield Park	Audrey Skidmore, MAG
Jim Creedon, Landry & Associates	Dennis Smith, MAG
Blue Crowley	Rita Walton, MAG
Chuck Eaton, ADOT	Harry Wolfe, MAG

1. Call to Order

The meeting was called to order by Acting Chairman Kent Cooper, Gilbert, at 12:17 p.m. Acting Chairman Cooper welcomed Leonard Rivera of El Mirage.

2. Approval of July 16, 1997 Meeting Minutes

Lloyd Harrell moved, and Jeff Martin seconded, and it was unanimously carried to approve the minutes of the July 16, 1997 Management Committee meeting.

3. Call to the Audience

Mr. Blue Crowley stated that the minutes from the last meeting reflect his comments more accurately. He noted that the minutes must continue to be more specific, and citizens must continue to participate.

Mr. Crowley stated that he believes a light rail system needs to be looked at in the future.

Acting Chairman Cooper thanked Mr. Crowley for his comments.

4. Executive Director's Report

James M. Bourey informed the Management Committee that ADOT has moved forward with 20 transit plans. He noted that there has been discussion on ISTEPA, but no new information to report at this time.

Mr. Bourey stated that on August 25, 1997, the Environmental Protection Agency (EPA) will sign a notice of proposed rulemaking to reclassify the Maricopa County non attainment area from Moderate to Serious for ozone pollution. He noted that the reclassification schedule was set forth in a Consent Decree signed by EPA and the Arizona Center for Law in the Public Interest. Mr. Bourey informed the Management Committee that the reclassification will become final by October 27, 1997.

Mr. Bourey stated that according to EPA, a new Serious Area Ozone Plan will be due by December 1998. Mr. Bourey noted that the plan is required to include a Clean-Fuel Vehicle Program for fleets with 10 or more vehicles and an Enhanced Vehicle Inspection and Maintenance Program. In addition, business and industry will face more stringent requirements. Mr. Bourey also noted that smaller industrial sources will become subject to tougher permitting requirements which will make the attraction of new business, expansion or retention of existing businesses more difficult. Mr. Bourey stated that the attainment date for Serious Ozone Areas is November 15, 1999.

Mr. Bourey stated that over the years, significant progress has been made to reduce ozone pollution in the Maricopa area. He noted that there were 30 exceedances resulting in 16 violations of the ozone standard in 1995, 10 exceedances or four violations in 1996, and no exceedances or violations thus far in 1997.

Mr. Bourey informed the Management Committee that there has been a court ruling regarding contingency measures on carbon monoxide. Mr. Bourey stated that the Arizona Center for Law in the Public Interest had legally challenged the EPA approval of the 1993 carbon monoxide contingency measures which were designed to be a replacement for the Federal Implementation Plan (FIP) contingency process. On July 31, 1997, the U.S. Ninth Circuit Court of Appeals issued a ruling stating that the Federal Implementation Plan carbon monoxide contingency process will remain in place. Mr. Bourey stated that the federal contingency process involves a potential ten-month delay for federally funded transportation projects while EPA determines what additional measures will be implemented to bring this area into compliance. This process would be triggered by any violation of the carbon monoxide standard which occurs after December 31, 1991.

Ken Driggs stated that the Director of the Department of Environmental Quality (DEQ) and the Director of ADOT are holding a press conference to support the defeat of the transit tax. Mr. Driggs explained the importance of a transit system to improve air quality. He also noted that state and local governments should be working together on this issue.

Mr. Bourey agreed that we need to work on this relationship.

Mr. Bourey introduced new MAG staff members. Mr. Bourey stated that he would like to welcome Ms. Rita Walton, Policy and Information Manager, back with the MAG staff. Ms. Walton will help provide information to committees and to the public. Mr. Bourey also introduced Audrey Skidmore, Automation Support Program Manager, and Daphne Flores, Copy/Mail Room Clerk.

Acting Chairman Cooper thanked Mr. Bourey for his report.

5. Approval of Consent Agenda

Prior to approval of the consent agenda, Acting Chairman Cooper asked if any members of the Management Committee wished to have any of the items removed from the consent agenda. No members responded.

Acting Chairman Cooper then called for public comment on the consent agenda items.

Blue Crowley commented on consent agenda items number 7 and 10. Mr. Crowley stated that the Special Transportation Needs Study is not just a study. He stated that this will help resolve transportation problems with the elderly. Mr. Crowley also pointed out that he had made comments on the Special Needs Study when addressing the Unified Work Program. He stated that he would like his comments noted in MAG's transmittal summaries in the future.

Mr. Crowley then commented on the Amendment of the MAG Regional PM-10 Modeling Consultant Contract. He stated that he is tired of hearing that Arizona is different because it is a desert. Mr. Crowley stated that particulants are not just dirt, but also what comes off tires and out of mufflers. He also stated that the public should be involved in study issues on a continuing basis.

Mr. Crowley thanked everyone for their time.

Robert Musselwhite moved, Mike Branham seconded, and it was unanimously carried to recommend approval of items 6, 7, 8, 9, 10, 11, 12 and 13 on the consent agenda.

Gary Brown referred to consent agenda item 6 and asked if the Red Letter Process estimated costs exceed the \$2 million allocated. Acting Chairman Cooper asked if Mr. John Farry would address Mr. Brown's question. Mr. Farry stated that Red Letter Notifications are sent to Management Committee and Regional Council for information and discussion. Notifications to ADOT include potential development in freeway alignments received from effected jurisdictions and directly from potential developers. Mr. Farry stated that ADOT staff can make a decision to purchase advanced right-of-ways up to \$2 million per year. If purchases go beyond \$2 million, then it must be addressed by the MAG Financial Analysis Unit, the Management Committee and the Regional Council.

Mr. Bourey stated that it is possible that the \$2 million may be enhanced if projects are eminent.

Victor Mendez stated that ADOT intends to try and stay within \$2 million, but may exceed this amount.

Acting Chairman Cooper asked if there were any other questions and thanked Mr. Farry for his input.

6. Red Letter Notifications

In June 1996, the Regional Council approved the revised Arizona Department of Transportation (ADOT) Red Letter Process. This process requires MAG member agencies to notify ADOT of potential development activities in freeway alignments, including actions on plans, zoning and permits. The purpose of this process is to coordinate actions to help prevent new developments from being built in the future freeway right-of-way. The process requires that notifications be placed on the Management Committee and Regional Council agendas for information, with no action requested. Ten red letter notifications are being presented for information with no action requested.

7. Consultant Selection for the MAG Special Transportation Needs Study

The Management Committee recommended, by consent, to select Transit Plus Inc. to conduct the Special Transportation Needs Study for an amount not to exceed \$79,973. In May 1997, the Regional Council approved the FY 1998 MAG Unified Planning Work Program which included a Special Transportation Needs Study. The purpose of the study is to develop a plan to meet the transportation needs of low income workers and people with functional limitations that normally prevent them from driving or taking the bus. The focus of the study will be on welfare recipients and low income workers, as well as people who are elderly or who have disabilities. A Request for Proposals was advertised and one proposal was received. A multi agency group reviewed the proposal and interviewed the consultant. The review group recommends to MAG that Transit Plus, Inc. be selected to conduct the Special Transportation Needs Study for an amount not to exceed \$79,973.

8. Recommendation to Allow Additional Obligation Authority for the City of Tempe Traffic Signal System Project

The Management Committee recommended, by consent, to allocate \$57,000 in FY 1997 MAG Obligation Authority for the closeout of the City of Tempe Traffic Signal System Project. In December 1993, the MAG Transportation Improvement Program (TIP) Committee (now the MAG Street Committee) approved an additional \$57,000 in MAG Federal Funds for the Tempe Traffic Signal System Project. At that time, additional requests for funds were approved by the TIP Committee and Obligation Authority (OA) was provided from a Statewide OA Pool. However, this OA Pool is no longer in use and MAG jurisdictions are now self reliant for federally funded projects. The required action to utilize OA from the Statewide pool was not carried out in time and it is requested that \$57,000 in FY 1997 OA be used to cover the FY 1993 approval of funds during the current federal closeout of this project. This recommendation was unanimously supported by the Transportation Review Committee at their July 1997 meeting.

9. Acceptance of Federal Aviation Administration (FAA) Continuous Aviation System Planning Grant

The Management Committee recommended, by consent, to accept the Federal Aviation Administration grant. The 1997 MAG Unified Planning Work Program, approved by the Regional Council in April 1996, included a Continuous Aviation System Planning Program (CASPP) work element. This work element enables MAG to continue its aviation planning activities in support of airport development to meet the long-term air transportation needs of the region. MAG has applied to the Federal Aviation Administration for an \$80,000 CASPP grant and it is anticipated that a grant offer will be made by the FAA in September 1997.

10. Amendment of the MAG Regional PM-10 Modeling Consultant Contract

The Management Committee recommended, by consent, to amend the consultant contract with Harding Lawson Associates for an additional amount of \$60,000. In December 1996, the Regional Council selected Harding Lawson Associates to conduct the PM-10 regional modeling and analysis. The primary objectives of the study are to develop a protocol for regional scale PM-10 modeling, project the 1994 emission inventories to future years, and model future year PM-10 concentrations accounting for committed control measures. The Environmental Protection Agency requires these tasks to be part of the Serious Area PM-10 plan that is due December 10, 1997. To meet the EPA deadlines, the HLA analysis utilized population and employment forecasts that were available when the contract was initiated. The Regional Council has since adopted new forecasts, based on the 1995 Special Census. The PM-10 modeling needs to be updated to reflect these forecasts. Also, additional modeling is needed to analyze commitments for air quality control measures. MAG is requesting that the HLA contract be amended for an additional \$60,000 to address these needs.

11. Approval of Draft MAG 2000-2020 Non-resident Population Projections by Municipal Planning Area, Regional Analysis Zone, and Traffic Analysis Zone

The Management Committee recommended, by consent, to approve the Draft MAG 2000-2020 Non-resident population projections by Municipal Planning Area, Regional Analysis Zone and Traffic Analysis Zone. In June and July 1997, the Regional Council approved a set of socioeconomic projections. These projections included total resident population by subregional areas. MAG also prepares projections of non-resident population for use in transportation modeling and other planning programs. In July MAG staff drafted nonresident population projections based on the 1995 Special Census and using procedures developed for MAG in a data enhancement project. On August 21, 1997, the MAG Population Technical Advisory Committee unanimously recommended approval of the Draft MAG 2000-2020 Non-resident Population Projections by Municipal Planning Area, Regional Analysis Zone and Traffic Analysis Zone.

12. N11 Service Codes for Non-Emergency Service

The Management Committee recommended, by consent, to request the Arizona Corporation Commission or other number plan organizations to include MAG as the regional 9-1-1 coordination entity in the review process prior to any additional issuances of unique service code assignments. In December 1993, the Regional Council established the MAG 9-1-1 Oversight Team to assist in the coordination of the 9-1-1 emergency telephone service. One issue being addressed by the Oversight Team is the use of N11 service codes for non emergency service. In other metropolitan areas, three digit service code numbers, such as 3-1-1, are being used for non emergency issues. This is being done to relieve some of the non emergency calls on the 9-1-1 system and to provide better service to citizens. To insure that these N11 service codes are being implemented in a uniform manner throughout the metropolitan area, the Oversight Team is recommending that MAG be included in the Arizona Corporation Commission or number plan review process prior to any additional issuances of unique service code assignments.

13. Coordination of Census 2000

The Management Committee recommended, by consent, to expand the purpose of the Population Technical Advisory Committee to provide a forum to work in partnership with the Bureau of the Census on Census 2000. The Bureau of the Census is making preparations for undertaking the 2000 Census. The results of the Census are used to reapportion Congressional seats, to distribute billions of state and federal funds and to provide data for regional and local planning. The Bureau of the Census wishes to create partnerships with local and tribal governments to achieve the best possible count. To facilitate this partnership, we are requesting that a portion of each agenda of the existing Population Technical Advisory Committee (POPTAC) be dedicated to discuss Census 2000 issues. This expansion of the role of the POPTAC would be in lieu of establishing another committee to coordinate census issues.

14. Proposed Revised MAG Freeway Program Loan Policy and Guidelines

Mr. Anderson stated that on May 28, 1997, the MAG Regional Council adopted revised guidelines for the reimbursement of funds advanced by local jurisdictions to accelerate projects in the MAG Regional Freeway Program. Mr. Anderson stated that the Chairman of the Citizens Transportation Oversight Committee suggested changing a provision in the guidelines so the discount factor used to calculate the amount of reimbursement would be the rate set within 12 months of the initiation

of construction. Mr. Anderson stated that staff recommends the discount factor for the project be set by ADOT for the program year in which the project is scheduled to begin. Additionally, staff is recommending that the discount factor be the one applicable to the type of project being accelerated, i.e., right-of-way, construction or design.

Jeff Martin noted that the discount factor should include an element for cost increases above cost of living.

Mike Brown moved, Jeff Martin seconded, and it was unanimously carried to recommend approval of the revised Loan Reimbursement Guidelines for the MAG Regional Freeway System.

15. City of Chandler Proposal to Accelerate the Warner Road to Frye Road Segment of the Price Freeway

Eric Anderson stated that the City of Chandler proposes to advance the completion of the Warner Road to Frye Road segment of the Price Freeway to December 2000 from December 2001. Mr. Anderson noted that this does not include landscaping. Mr. Anderson explained that under this proposal, Chandler would loan the Program up to \$26.0 million dollars to advance the project. He also explained that Chandler would be reimbursed a portion of the interest expense of this loan based on one-half of the construction discount factor used by ADOT. The discount factor will be set by ADOT in the preparation of the FY 1999 to FY 2006 Tentative Life Cycle Program that is due to be released in January 1998. Mr. Anderson noted that some monies will be paid back prior to completion.

Mr. Anderson stated that the MAG Fiscal Analysis Unit reviewed the proposal and found it in conformance with the adopted guidelines.

Acting Chairman Cooper asked the Management Committee if they had any questions.

Jeff Martin stated that he would like to thank everyone for all their hard work on this project.

Jeff Martin moved, Robert Musselwhite seconded, and it was unanimously carried to recommend approval of the Chandler proposal to advance the completion of the Warner to Frye Road section of the Price Freeway from December 2001 to December 2000 contingent upon the required air quality conformity actions being completed.

16. City of Mesa Proposal to Accelerate the Country Club to Gilbert Road Segment of the Red Mountain Freeway

Eric Anderson stated that the City of Mesa proposes to advance the completion of the Country Club to Gilbert Road segment of the Red Mountain Freeway to January 2002 from December 2003. Mr. Anderson explained that under this proposal, Mesa would lend the Program \$24.0 million to advance design and right-of-way acquisition. He noted that the funds would be borrowed from the State Infrastructure Bank (SIB). Mr. Anderson stated that Mesa would be reimbursed a portion of the interest expense of this loan based on one-half of the right-of-way discount factor used by ADOT or 2.275 percent, whichever is greater. The right-of-way discount factor will be set by ADOT in the preparation of the FY 1999 to FY 2006 Tentative Life Cycle Program that is due to be released in January 1998. Mr. Anderson stated that the right-of-way loan would be repaid by ADOT along with the eligible interest payment according to the schedule

set forth in the Life Cycle Program. Mr. Anderson stated that Mesa will also provide a loan to the Program for construction of the project. He noted that the estimated construction cost is \$34.0 million

Mr. Anderson stated that the MAG Fiscal Analysis Unit reviewed the proposal and found it in conformance with the adopted guidelines.

Acting Chairman Cooper asked the Management Committee if they had any further questions, upon which none were received.

Lloyd Harrell moved, Barbara Burns seconded, and it was unanimously carried to recommend approval of the Mesa proposal to advance the completion of the Red Mountain Freeway from Country Club Road to Gilbert Road from December 2003 to January 2002 contingent upon the required air quality conformity actions being completed.

17. City of Scottsdale Proposal to Accelerate the Pima Road to Scottsdale Road Segment of the Pima Freeway

Eric Anderson stated that the City of Scottsdale proposed to advance the completion of the Pima Road to Scottsdale Road segment of the Pima Freeway to the fourth quarter of 2000 from September 2003. He stated that under this proposal, Scottsdale would lend the Program \$26.2 million to advance the design and construction (\$1.4 million for roadway design, \$23.0 million for roadway construction, \$93,740 for landscape design, and \$1.7 million for landscape construction). Mr. Anderson stated that Scottsdale will initially fund the loan with a \$5.0 million payment that will be drawn on as contractor payments are made. Scottsdale will then replenish the fund to the \$5.0 million level. Mr. Anderson noted that the City will be paid back according to the schedule in the current program. He noted that Scottsdale would also be reimbursed \$5.92 million for part of the expenditures the City is making for drainage systems in the area. Mr. Anderson noted that if these improvements were not being provided by Scottsdale through their capital improvement project, they would have to be added to the freeway project.

Mr. Anderson stated that the MAG Fiscal Analysis Unit reviewed the proposal and found it in compliance with the reimbursement policy guidelines.

Victor Mendez stated that ADOT's intent is to complete the work as early as possible.

Lloyd Harrell stated that it would be a great benefit to the region to move forward with freeway completion throughout the metro area.

Ken Driggs moved, Jeff Martin seconded, and it was unanimously carried to approve the Scottsdale proposal to advance the completion of the Pima Freeway from Pima Road to Scottsdale Road from September 2003 to the fourth quarter of 2000 contingent upon the required air quality conformity actions being completed.

18. Citizens Transportation Oversight Committee (CTOC) Resolution 97-1 on the Reimbursement for the Loss of Recreational Benefits

Acting Chairman Cooper recognized Mr. Blue Crowley for public comment on agenda item 18.

Blue Crowley stated that public input is not being recorded on MAG documents. He noted that two citizens spoke at the last CTOC meeting and their comments were not recorded.

Eric Anderson stated that on May 28, 1997, the MAG Regional Council approved a requested change to the MAG Freeway Program to include a \$671,484 payment to mitigate the loss of recreational use land that was being taken for the Pima Freeway. He noted that the 155.57 acres, which is part of the U.S. Bureau of Reclamation land acquired for Reach II of the Central Arizona Project, is currently used for recreational purposes by the City of Phoenix under a lease with the Bureau of Reclamation. Mr. Anderson stated that the mitigation payment of \$671,484 is to be paid by ADOT to Phoenix with the stipulation that the funds must be used for recreational purposes in Reach 11. He noted that the payment translates to approximately \$4,000 per acre which is substantially less than land is selling for in the area.

Mr. Anderson stated that the CTOC resolution provides that a jurisdiction should be reimbursed for any capital expenditures it has made for facilities that are to be acquired for freeway construction. He noted that any mitigation payments above the capital expenditure amount should be returned to the Regional Area Road fund for the development and construction of additional miles of freeways. Mr. Anderson stated that the resolution recommends that the MAG Regional Council resolve to support State legislation to remedy the problem by requiring RARF and HURF fund reimbursement of any payments for the loss of recreational use that was provided at no cost to a jurisdiction within MAG. He noted that the money is stringently controlled as to how it is used.

Mr. Bourey stated that MAG is not in support of this resolution.

Gary Brown agreed with Mr. Bourey not to approve the CTOC resolution.

Lisa Takata expressed her concern regarding legal action if not in compliance.

Gary Brown moved, Robert Musselwhite seconded, and it was unanimously carried not to recommend the Citizens Transportation Oversight Committee Resolution 97-1 on the Reimbursement for the Loss of Recreational Benefits.

19. Arizona Department of Transportation July 31, 1997 Certification of Costs and Revenues for the MAG Freeway Program

Eric Anderson stated that ADOT updates the costs and revenues of the MAG Freeway program semiannually. He noted that the July 31, 1997 Certification shows a \$67 million increase in funding for the program. Mr. Anderson stated that the 1997 Performance Audit for the Maricopa County Regional Freeway Program recommended that ADOT use lower interest rate assumptions for future bond issues. The audit also recommended that ADOT use higher cash balance percentage assumptions in its calculation of interest earnings. Mr. Anderson explained that these two assumptions were somewhat offset by higher construction and right-of-way costs of \$38 million. He noted that the next Certification, scheduled to be released in January 1998, will use different discount or inflation factors for construction and right-of-way and will incorporate a change in the way the factors are applied in the Program. The net effect should be an increase in funding available. Mr. Anderson stated that the next certification will also include new revenue projections and cost estimates based on the expert panel input as part of the Risk Analysis Process (RAP).

Acting Chairman Cooper stated that a member of the public requested to speak on this agenda item.

Blue Crowley noted that the HOV, multi model and Grand Avenue, I-17 to Grand Canal, Arizona Canal and Squaw Peak issues are not addressed in this document.

Mr. Anderson stated that the certification only covered the Proposition 300 freeway system approved by the voters in the MAG region. The certification is not intended to be multimodal and also does not include I-10 and I-17.

Jeff Martin moved, Mike Branham seconded, and it was unanimously carried to recommend approval of the July 31, 1997 Certification of Costs and Revenues for the MAG Regional Freeway System.

20. Performance Audit Report on the Maricopa County Regional Freeway Program

Eric Anderson stated that the Office of the Auditor General of the State of Arizona contracted with David M. Griffith & Associates to conduct a performance audit of the Regional Freeway Program. He noted that this audit is the first complete audit of the management of the Program since 1991. Mr. Anderson stated that the major findings of the audit are presented in the transmittal letter from David M. Griffith & Associates and the Executive Summary.

Mr. Anderson reviewed some of the findings. He noted that ADOT has implemented the recommendations of the previous audit. Program controls are in place for scheduling and studies. Mr. Anderson indicated that the public is receiving full value for its investment in the Regional Freeway Program. Mr. Anderson stated that he is very pleased with the outcome of the audit report.

Mr. Anderson noted that this item is on the agenda for information and discussion.

Victor Mendez stated that the audit is a positive thing and a benefit to the public.

21. Endorsement of Southwest Passage for Inclusion in the Reauthorization of the Intermodal Surface Transportation Efficiency Act

Mr. Bourey stated that for several months, MAG has been participating with other states and planning entities in developing an integrated and comprehensive trade/transportation strategy for the East-West trade corridor, named the Southwest Passage. Mr. Bourey explained that the objective of the Southwest Passage Strategy is to connect the East-West trade routes along the U.S./Mexico border with a seamless freight transportation system. This system would provide the backbone for the regional goods movement network and link Southwestern industries with the world market. Mr. Bourey noted objectives of the strategy such as strengthening modal trends, fostering economic development, redefining the role of the border, as well as improving the information and telecommunications infrastructure. He then noted key elements such as strengthening modal linkages and intermodal access, mitigating adverse impact of trade growth, including traffic congestion, air pollution, vehicle delays at grade crossings, and noise in residential areas.

David Easchief asked if State Route 87 could be included in this strategy. Mr. Bourey stated that staff could certainly look into that request.

Acting Chairman Cooper recognized Mr. Blue Crowley for public comment on this agenda item.

Blue Crowley stated that the Southwest Transportation Study included 51st Avenue and the expansion of major corridors. Mr. Crowley noted that Yuma and Gila Bend were also involved in this study.

Tom Buick moved, Gary Brown seconded, and it was unanimously carried to recommend endorsement of the Southwest Passage Strategy for inclusion into the Reauthorization of the Intermodal Surface Transportation Efficiency Act.

22. Local Measures Needed to Address Existing Unpaved Roads, Parking Lots, and Vacant Lots

Lindy Bauer explained that under a court order, the Arizona Department of Environmental Quality and Maricopa County have been working for several months with local government staff on measures to reduce particulates from existing unpaved roads, parking lots, and vacant lots. In late August 1997, MAG received a request for assistance on this project. Ms. Bauer informed the Management Committee that there is a workshop scheduled for September 12, 1997 at 1:00 p.m. at the MAG office in the Saguaro Room. She stated that commitments to develop ordinances for these items need to be submitted to MAG by November 7, 1997 for the Serious Area Plan, which is due December 10, 1997. Ms. Bauer stated that the ordinances need to be developed and adopted locally by February 20, 1998. She noted that these measures are important to prevent a Federal Implementation Plan from being imposed by the Environmental Protection Agency by March 20, 1998.

Ms. Bauer noted that this item is on the agenda for information and discussion at this time.

Acting Chairman Cooper recognized Mr. Blue Crowley for public comment on this agenda item.

Blue Crowley stated that alleys are not addressed under this plan. He also stated that maintenance equipment, such as blowers, add to the problem. Mr. Crowley stated that we need to take action on this Serious Area Plan.

23. Update on Arizona Works Pilot Program

Carol Kratz briefed the Management Committee on the revised welfare reform program which includes the Arizona Works Pilot. She stated that in July, a report was provided to the Management Committee and Regional Council on the Arizona Works Pilot Program. Ms. Kratz explained that this program privatizes the delivery of welfare services and replaces Aid to Families with Dependant Children. She stated that an Arizona Works Agency Procurement Board, comprised of nine members, has been appointed by the Governor, and will award a contract with a private vendor January 1, 1999 to operate a pilot program in thirteen cities in Maricopa County. Ms. Kratz stated that the Procurement Board held it's first meeting on August 19, 1997. She noted at that meeting a request was made to allow the cities to share their concerns and recommendations with the Procurement Board.

Ms. Kratz distributed a draft letter expressing our cities' interest in participating in the development of the pilot program which was requested by the Regional Council at the last meeting. Ms. Kratz reviewed suggestions to be included in the RFP such as vendor history, vendor accountability, time and process for clients, communications with local governments, office

location and hours of operation, support services, sanctions, what kind of appeals process, incentives for clients and employers and evaluations. Ms. Kratz informed the Management Committee that time on the Procurement Board agenda has been granted, and encouraged good representation.

Ruben Duran suggested that even areas not affected by this program should get involved.

Jeff Martin thanked the MAG staff for all their hard work and involvement in this program.

Jeff Martin moved, Robert Musselwhite seconded, to recommend approval of the elements to include in the Request for Proposals for the private vendor for the Arizona Works Pilot Program. The motion passed with Victor Mendez not voting.

Acting Chairman Cooper asked if there were any questions. There being no questions or further business, the meeting was adjourned at 1:47 p.m.

Chairman

Secretary