

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 10, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman	Meredith Flinn for Terry Ellis, Peoria
Scott Schrader, Avondale	Norris Nordvold for Frank Fairbanks, Phoenix
*Joe Blanton, Buckeye	Hung Sa Kloeung for Cynthia Seelhammer, Queen Creek
Jon Pearson, Carefree	
*Usama Abujbarah, Cave Creek	*David Easchief, Salt River Pima-Maricopa Indian Community
Stuart Brackney, El Mirage	Roger Klingler for Jan Dolan, Scottsdale
Paul Nordin, Fountain Hills	Bill Pupo, Surprise
Shane Dille, Gila Bend	Patrick Flynn for John Greco, Tempe
Urban Giff, Gila River Indian Community	Larry Rodriguez for Ralph Velez, Tolleson
Tami Ryall for Kent Cooper, Gilbert	Fred Carpenter, Wickenburg
Ed Beasley for Martin Vanacour, Glendale	Lloyce Robinson, Youngtown
Stephen Cleveland, Goodyear	Mary Peters, ADOT
Tom Morales, Guadalupe	Tom Buick for David Smith, Maricopa County
Horatio Skeete, Litchfield Park	Ken Driggs, RPTA
Mike Hutchinson, Mesa	
Tom Martinsen, Paradise Valley	

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:00 p.m.

2. Approval of November 15, 2000 Meeting Minutes

Chairman Harrell asked if there were any corrections to the minutes. Hearing none, he asked for a motion to approve.

Stuart Brackney moved to approve the minutes of the November 15, 2000 Management Committee meeting. Mike Hutchinson seconded and the motion carried unanimously.

3. Call to the Audience

Chairman Harrell stated that a timer is available to assist the public with their presentations. He noted that public comments have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, the red light will come on. He stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comment is provided at the beginning of the

meeting for consent items. For the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Harrell recognized public comment from DD Barker, who expressed her appreciation for the followup by MAG staff, Kelly Taft, on her suggestion that the MAG publication, MAGAZine, will reflect that the Regional Public Transportation Authority will provide transit tickets for those using transit and that bike racks, which have recently been expanded, are available in the garage for those using bicycles. Ms. Barker noted that the notice will appear in the next edition of the MAGAZine. Ms. Barker urged additional support and communication to the public. Chairman Harrell thanked Ms. Barker for her comments.

4. Executive Director's Report

James M. Bourey stated that the Regional Council retreat is scheduled for January 12, 2001. Discussion will include the consensus reached at the Management Committee retreat. Mr. Bourey indicated that a followup report on the consensus was sent to Management Committee members by Chairman Harrell.

Mr. Bourey stated that MAG Associates have been hired to continue additional outreach to Title VI populations.

Mr. Bourey stated that Fredda Bisman, Mariscal Weeks, will serve as MAG General Counsel. He noted that the firm has significant resources and extensive experience in employment law.

Mr. Bourey updated members on the Governor's Transportation Vision 21 Task Force. Upcoming meetings include January 12 and January 29, 2001. He said that work is continuing on the final draft report, which includes recommendations on funding and governance.

Mr. Bourey stated that the Regional Transportation Plan forums have been scheduled for late February and March. He noted the partnering of many groups, including Westmarc, GPEC and Phoenix Chamber of Commerce.

Mr. Bourey encouraged involvement from cities' Planning Departments to supply their latest information on their general plans to the Growing Smarter effort.

Mr. Bourey indicated that a draft of the member agency dues and assessments, effective July 1, 2001, was at each place.

Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions. Paul Nordin asked for clarification of the population numbers used in the draft. Mr. Bourey noted that the figures used are draft and will be finalized in the spring.

5. Approval of Consent Agenda

Chairman Harrell stated that public comment is provided at the beginning of the meeting for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda.

Chairman Harrell stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually.

Chairman Harrell noted that items #6, #7, #8, #9, #10, #11, #12, and #13 were on the consent agenda.

Chairman Harrell recognized public comment from DD Barker, who stated that she did not support agenda item #6, Amendment of MAG Transportation Model Enhancements Consultant Contract for Station Demand Forecasting. She expressed that caution be used in transportation studies that may seem to segregate society. Ms. Barker indicated that this could lead to civil rights violations. She commented that the consultant that was awarded the project mentioned light rail in their proposal 20 times. Chairman Harrell thanked Ms. Barker for her comments.

Chairman Harrell asked if any member had comments or questions on the consent agenda items. Hearing none, he asked for a motion.

Tom Martinsen moved to recommend approval of consent agenda items #6, #7, #8, #9, #10, #11, #12, and #13. Paul Nordin seconded, and the motion carried unanimously.

6. Amendment of MAG Transportation Model Enhancements Consultant Contract for Station Demand Forecasting

The Management Committee, by consent, recommended amending the consultant contract with Parsons Brinckerhoff Quade & Douglas for transportation model enhancements from \$313,000 to \$413,000. The Regional Public Transportation Authority has provided MAG with funding for staff support and transit modeling improvements. Staff is recommending that the consultant contract with Parsons Brinckerhoff Quade and Douglas be amended to continue with the refinements to the model for transit purposes. This would increase the present contract from \$313,000 to \$413,000.

7. Projects and Consultant Approval for MAG Pedestrian Design Assistance Program

The Management Committee, by consent, recommended selecting the on-call consultants recommended by the MAG Pedestrian Working Group to provide pedestrian design assistance and to select the following projects to receive the pedestrian design assistance: 1) The City of Glendale – \$50,000, Creating a More Walkable City One Mile at a Time; 2) City of Avondale – \$30,000, Western Avenue Pedestrian Friendly Design Project; and 3) City of Phoenix – \$50,000, South Mountain to River Multi-Use Trail System. Also, to use \$5,000 of FY 2001 STP funds to allow for funding of the City of Phoenix Design Assistance Project. In July, 2000, the Regional Council approved the FY 2001- 2005 Transportation Improvement Program which included \$375,000 for pedestrian design assistance – \$125,000 for FY 2001, \$125,000 for FY 2002 and \$125,000 for FY 2003. A Request for Qualifications (RFQ) was advertised for on-call consulting assistance for the design of pedestrian areas and facilities. Ten consultant proposals were received. MAG member agencies were requested to submit projects to receive the design assistance. On November 17, 2000, the MAG Pedestrian Working Group recommended that eight consultants be included on the on-call list. The Working Group also recommended that the following receive design assistance: 1) The City of Glendale – \$50,000, Creating a More Walkable City One Mile at a Time; 2) City of Avondale – \$30,000,

Western Avenue Pedestrian Friendly Design Project; and 3) City of Phoenix – \$50,000, South Mountain to River Multi-Use Trail System. The Working Group requested that staff investigate how to fully fund the top three proposals, since FY 2001 funds are presently limited to \$125,000. Staff is proposing that \$5,000 of FY 2001 STP funds be allocated to allow for full funding of the City of Phoenix Design Assistance Project

8. Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear/Litchfield Park Service Company Palm Valley and Sarival Water Reclamation Facilities

The Management Committee, by consent, recommended approving the Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear/Litchfield Park Service Company Palm Valley and Sarival Water Reclamation Facilities. The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include the Palm Valley and Sarival Water Reclamation Facilities. The City of Avondale, Town of Buckeye, City of Litchfield Park, and unincorporated Maricopa County are within three miles of the projects. All of the jurisdictions have indicated they do not object to the proposed facilities. The City of Glendale has indicated they do not object to the facilities accepting flow from a portion of the Glendale wastewater planning and service area, which is currently directed to the Casitas Bonitas Wastewater Treatment Facility. The MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment.

9. Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear South Planning and Service Area

The Management Committee, by consent, recommended approving the Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear South Planning and Service Area. The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include the Lum Basin Water Reclamation Facility, an expanded capacity for the Waterman Basin Facility, and the expansion of the existing Corgett Basin Facility. Excess reclaimed effluent from each of the three facilities would be reused, recharged to the Waterman Basin, or discharged to either the Corgett Wash or Waterman Wash. Unincorporated Maricopa County is within three miles of the project and does not object to the proposed facilities. The MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment.

10. Consultant Selection for MAG Regional Community Wide Area Network Study and Implementation Plan

The Management Committee, by consent, recommended select Kimley-Horn Associates to undertake the MAG Regional Community Wide Area Network Study and Implementation Plan for an amount not to exceed \$225,000. The MAG 2001 Unified Planning Work Program includes a study to establish a MAG Regional Community Wide Area Network Study and Implementation Plan. MAG received seven proposals from consulting firms and is recommending that Kimley-Horn be recommended to prepare the Study for an amount not to exceed \$225,000.

11. Consultant Selection for MAG Web Update and Enhancement Project

The Management Committee, by consent, recommended for MAG to negotiate and execute a contract with Veridian for the interactive mapping portion of the MAG Web Update and Enhancement Project for an amount not to exceed \$40,000, and negotiate and execute a contract with Market NOW to update and enhance the remaining portions of the MAG Website for a cost not to exceed \$60,000. The MAG 2001 Unified Planning Work Program includes a project to update and enhance the MAG Website. In response to a Request for Qualifications, MAG received fourteen statements of qualifications from companies interested in undertaking the MAG Web Update and Enhancement Project. Following multiagency review and interviews, it is recommended that MAG negotiate a contract with Veridian for the interactive mapping portion of the MAG Web Update and Enhancement Project for an amount not to exceed \$40,000; and negotiate a contract with Market NOW to undertake tasks associated with the update of the Website for a cost not to exceed \$60,000.

12. Amendment to the FY 2001 MAG Unified Planning Work Program and Annual Budget to Accept a Grant from the Arizona Community Foundation

The Management Committee, by consent, recommended amending the FY 2001 MAG Unified Planning Work Program and Annual Budget to accept a \$25,000 grant from the Arizona Community Foundation to partially support homeless planning functions approved by the Regional Council. MAG received a grant in the amount of \$25,000 from the Arizona Community Foundation to partially support year-round planning to develop an effective and efficient system of services and housing for our Valley's homeless population. The grant is also to enable the support needed to develop and submit an application to the U. S. Department of Housing and Urban Development for Stewart B. McKinney Act funds. It is necessary to amend the FY 2001 MAG Unified Planning Work Program and Annual Budget to accept these funds.

13. Consultant Assistance for the MAG Growing Smarter Implementation Project

The Management Committee, by consent, recommended amending the contract with Applied Economics to add \$60,000, (increasing the contract from \$97,483 to \$157,483), to provide additional socioeconomic database development, fiscal modeling, school facility impact modeling, and sales tax base modeling for the MAG Growing Smarter Implementation Project. The FY 2001 MAG Unified Planning Work Program, approved by the Regional Council in May 2000, included FHWA Transportation and Community and System Preservation Program grant funds to conduct a regional Growing Smarter Implementation Project. An important purpose of this project is to assist member agencies in developing general plans under Growing Smarter/Plus. Staff is requesting that \$60,000 be added to the contract with Applied Economics to provide additional socioeconomic database development, fiscal modeling, school facility impact modeling, and sales tax base modeling.

14. Loop 303 Preferred Alignment

Eric Anderson gave a presentation on the Loop 303. The Loop 303 Corridor was first identified in a 1985 study. A study of five alternative routes to connect the 303 with I-17 was undertaken by MAG and ADOT with the cooperation of Maricopa County and member agencies. At their December 12, 2000 meeting, the Transportation Review Committee recommended the Lone Mountain alignment as the preferred alternative for the 303 connection to Interstate 17. It is envisioned that it would be constructed as a parkway, with access only at major arterial intersections, with sufficient right-of-way

to be purchased for a fully controlled access facility. In addition, it was recommended that the New River alignment would be designated for further study.

Mr. Anderson stated that the five alternatives included the route shown in the 1985 study, New River, Dixileta, Carefree Highway, and Lone Mountain. Mr. Anderson stated that the Lone Mountain route provides east/west mobility. He noted that the New River option does not provide an east/west mobility to the north east valley. Dixileta does not connect east of I-17, so traffic must enter the freeway, causing significant impacts to I-17. Mr. Anderson noted that development along Dixileta could cause some routing issues. He mentioned that the Lone Mountain route is in a flood plain and a crossing is needed. Mr. Anderson noted the next steps in the process. Chairman Harrell thanked Mr. Anderson for his presentation and asked if there were any questions.

Norris Nordvold stated that the Phoenix City Council recommended that MAG adopt the Lone Mountain alignment.

Ed Beasley stated that the Loop 303 is vital to the West Valley. He expressed his appreciation that it is now coming to fruition. Mr. Beasley requested that MAG staff identify the lead agency, the amount of money needed, and funding sources.

Mary Peters stated that because the environmental assessment has not yet been completed, she recommended that the words "to select" be stricken from the requested motion. In this way the intended route would be communicated, but issues which could result from the EA could be avoided. She expressed that the word "alternative" should be changed to "option."

Meredith Flinn stated that the Peoria City Council adopted the Lone Mountain route as the best alternative. Ms. Flinn commented on increasing development and population in the area. She stated that Loop 303 is needed in the West Valley.

Tom Buick stated that the that the route should be referred to as tentative, pending the EA.

Roger Klingler asked for clarification that even though the study area includes Scottsdale Road, the alignment would extend only westward from I-17. Mr. Anderson replied that was correct.

Mary Peters moved to recommend the Lone Mountain Alignment as the preferred option for the loop 303 connection to Interstate 17, to be constructed as a limited access parkway with access only at major arterial intersections and for sufficient right-of-way to be purchased for a fully controlled access facility. In addition, for the New River Alignment to be designated for further study in the Regional Plan. Fred Carpenter seconded, and the motion carried unanimously.

15A. Recommendation of Projects for CMAQ Funding in FY 2006 of the FY 2002-2006 MAG Transportation Improvement Program

Paul Ward gave a presentation on the projects recommended for CMAQ funding. It is currently estimated that \$35 million will be available in Congestion Mitigation Air Quality (CMAQ) funds for programming projects in FY 2006. Approximately 88 CMAQ eligible project requests were received totaling \$178 million. These projects were evaluated and received Congestion Management System and

Air Quality Emission Reduction scores. MAG Modal Committees ranked these projects. On November 21, 2000, the Transportation Review Committee recommended projects to receive these funds.

Mr. Ward stated that the Federal Highway Administration (FHWA) had sent a letter to ADOT regarding three projects: 1) a Paradise Valley bike project that is now a pedestrian project; 2) a Tempe project because of a lack of air quality benefits; and 3) a Phoenix overpass project at 25th Street and Camelback Road because of questions on public access and also a perceived lack of air quality benefits. Mr. Ward noted that the eligibility of all three projects for CMAQ funds was not directly an issue. He also noted that the Paradise Valley project had been re-rated as a pedestrian project and reported that, based on the Air Quality score, it was almost certain that the project would have been ranked among the leading contenders for CMAQ funding by the Pedestrian Working Group.

Mr. Ward indicated that the FHWA letter was discussed at the TRC meeting but had not been answered as it was neither addressed to, nor copied to, MAG. The sense of the committee at this stage was not to change their recommendation. Mr. Nordvold reported on concerns expressed by FHWA about 24-hour public access and ADA requirements on the Phoenix overpass project. He confirmed that these concerns had been adequately addressed and mentioned that the City would pay half the costs of the overpass. Mr. Nordvold commented that, if expected air quality emissions reductions from this project were still an item of concern, what was the possibility of using STP instead of CMAQ funding for the overpass. Chairman Harrell asked for a motion to get a recommendation on the table, which could then be amended by Mr. Nordvold.

Fred Carpenter moved to recommend approving the projects for CMAQ funding in FY 2006 and to include those projects in the Draft FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Meredith Flinn seconded.

Norris Nordvold moved to amend the motion to include that the funding for the Phoenix overpass project at 25th Street and Camelback Road be funded by STP funding. Mary Peters seconded.

Chairman Harrell asked Mr. Ward if there were any implications from moving from CMAQ to STP funding. Mr. Ward replied that, although STP funds were not expected to be available when the programming process started in August, 2000, it is currently expected that over \$4 million in STP funds will be available in 2006 and that this project could use them. He noted that the only implication is that, under current guidelines, less STP would be available in 2006 for other requests, but more CMAQ would be available. Dennis Smith stated that each year, MAG submits a report to FHWA showing the Air Quality benefits from projects and he noted that FHWA had verbally expressed concerns about adhering to requirements for CMAQ project funding. Mr. Smith commented that the Phoenix project is more favorably reported as an STP project. Mr. Bourey commented on the estimated gas tax revenues being higher during the past two years. He indicated that the Revenue Aligned Budget Authority mechanism (RABA) had increased the amount of funds expected to be available in 2002-2006 and the TRC were aware of this. Mr. Bourey continued that, not only were there more funds expected to be available, there were more funds available than Obligation Authority (OA) to spend them, and hence there is some flexibility in the program for switching between STP and CMAQ funds.

Ms. Peters asked about the impact on the two ADOT interchange projects submitted for MAG Federal funds (at I-17 and Deer Valley Road and at US-60 and Val Vista Drive). Mr. Ward replied that the

previously mentioned RABA funds are currently being programmed and these two interchange projects are still on the list for these funds. Ms. Peters commented that Mr. Nordvold's motion may not provide the ability to consider the interchange projects for the RABA funds, as the original TRC motion specifically targeted ADOT discretionary funds for them. Mr. Bourey stated that the two interchange projects remain under consideration for the RABA funds and this process would be completed within the next couple of months.

Horatio Skeete asked for the effect on other projects. Mr. Ward explained that the vast majority of projects eligible for CMAQ funding are also eligible for STP funding and that only about six projects were originally submitted for STP funding.

Ms. Peters commented that another ADOT concern was that the Tempe project was not a good project for CMAQ funding. Chairman Harrell asked Mr. Ward if the Tempe project could also be funded by STP, rather than CMAQ funding. Mr. Ward replied that would be possible, as sufficient STP funds are expected to be available. Chairman Harrell asked the Tempe representative if there were any objections to using STP rather than CMAQ funding for their project. Patrick Flynn replied that the City supports the TRC's recommendations, in principle, but would support using STP funds. Chairman Harrell asked Mr. Ward if there were any disadvantages to using STP funding. Mr. Ward replied that there were none.

Chairman Harrell requested that Mr. Carpenter clarify the TRC's recommendations. Mr. Carpenter explained that the TRC members felt that the projects may not be funded at all and were mainly concerned about eligibility.

Tami Ryall stated that approximately \$10 million in STP funds are available. She expressed concern about increased competition with the projects that were solicited and due to MAG by January 5, 2001. She indicated that the shift in funding would reduce the overall pool of money by as much as \$2.5 million. Mr. Ward agreed, but stated that this shift would also result in increasing the available CMAQ money.

Tom Morales asked about the impact to the two projects that Guadalupe had recently submitted, the Calle Guadalupe/Avenida del Yaqui interchange and the emergency traffic light at the fire station. Mr. Ward replied that the interchange project had been submitted for CMAQ funding, but the lighting project would be eligible for STP funding only. Shane Dille commented on the impacts to Gila Bend's project, which is outside the nonattainment area and is not eligible for CMAQ funding. Mr. Ward agreed that approval of STP funds for the Phoenix and Tempe projects would create more of a challenge for the Gila Bend project.

Mr. Bourey explained that flexibility between CMAQ and STP is possible. Mr. Ward agreed and commented that the current guidelines discourage, but allow, the exchange of OA in one particular year between STP and CMAQ and this mechanism would not impact another project. Chairman Harrell suggested that if these two projects could be switched from FY 2006 CMAQ funding to STP funding and also switch the OA from CMAQ to STP, this would potentially eliminate concerns regarding lowering the STP balance.

Mr. Smith stated that switching projects between STP and CMAQ (and vice-versa) is not a new concept, and has been done previously. He indicated that the FHWA is adhering to guidelines for eligibility of projects. Ms. Peters commented that there were definite concerns regarding the advisability of using CMAQ funding on the Tempe project and she indicated that no discretionary money is available for the two ADOT interchange projects.

Mr. Carpenter asked for clarification if the Tempe project was included in the motion. Mr. Bourey commented on including language on appropriate shifts of funding so that the OA needed would be available for the projects.

Norris Nordvold moved to recommend approval of the TRC recommendations of projects for CMAQ funding in FY 2006, with the exception of the Phoenix Overpass project and the Tempe project to be moved from CMAQ to STP funds with appropriate shifts in OA and to include those projects in the Draft FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Shane Dille seconded.

Before a vote was taken, Ms. Peters asked for clarification of the previous TRC action regarding possible MAG Federal funding of the two ADOT interchange projects. Mr. Ward stated that the programming process involving the two projects would take place within the next few weeks. Ms. Peters repeated her concern that discretionary funding is not available for the ADOT projects. Mr. Bourey stated that, although the forthcoming process is actually a continuation of the old process, the two projects concerned would be directly considered for the additional funds available. Chairman Harrell asked for a vote on the amended motion, which carried unanimously.

Chairman Harrell asked for a vote on the main motion, as amended, which carried unanimously.

15B. ADOT Cooperatively Developed FY 2002-2006 Highway Construction Program

Eric Anderson stated that the Transportation Equity Act for the 21st Century requires that projects included in the 2002-2006 MAG Transportation Improvement Program be cooperatively developed by MAG, ADOT and the RPTA. The Resource Allocation Advisory Committee endorsed an estimate of ADOT discretionary funds for the MAG region for FY 2006, totaling approximately \$238 million. Of this, \$50 million was allocated to the Regional Freeway Program as part of the 2007 early completion schedule adopted in 1998 and \$36 million is being set aside for ADOT "Lump-Sum" programs. This leaves approximately \$152 million available for projects. Additional funds of approximately \$45.75 million in years 2001 through 2005 are also available for programming due to increased Revenue Aligned Budget Authority (RABA) revenue. Mr. Anderson noted that the RABA revenue is split between MAG and PAG, of which the \$45.75 million is MAG's share. Following a stakeholders meeting on August 1, 2000 at which ADOT presented a draft list of potential projects, MAG, ADOT and RPTA staff jointly developed a prioritized list of projects for FY 2001 through 2006. Mr. Anderson displayed maps of the cooperatively developed projects for Fiscal Years 2001-2006. Chairman Harrell thanked Mr. Anderson for his presentation and asked if there were any questions.

Mr. Beasley requested that funding the 303 retain its priority. Mr. Klingler asked for clarification if the TRC had considered this agenda item had been considered by the TRC. Mr. Anderson replied that the TRC recommended approval of this item.

Stephen Cleveland expressed his satisfaction that needed improvements to the bottleneck between 83rd and 59th Avenues on I-10 would be made.

Fred Carpenter moved to recommend approving the cooperatively developed ADOT funded projects for the FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Stephen Cleveland seconded, and the motion carried unanimously.

15C. ADOT Tentative Life Cycle Program for the MAG Regional Freeway System

Eric Anderson gave a presentation on the ADOT Tentative Life Cycle Program. Each year, ADOT prepares the Tentative Life Cycle Program for the MAG Regional Freeway System and releases it for public review and comment. The Program provides the detailed plan for the design and construction of the MAG Freeway Plan for the period FY 2001 through FY 2007 given available resources. The Tentative Life Cycle Program incorporates updated revenue projections and cost estimates to reflect the latest information available. The sequence of projects reflects the adopted priorities and the accelerated schedule to complete the Regional Freeway Program in 2007. Mr. Anderson stated that MAG and ADOT have been working intensively on cash flow. He noted concerns for revenue because of the expiration of the sales tax due to expire in 2005. Mr. Anderson explained that another concern is right of way costs, which have escalated 50 to 60 percent over the past 18 months. Chairman Harrell thanked Mr. Anderson for his presentation and asked if there were any questions. Hearing none, he asked for a motion.

Mary Peters moved to recommend approval of the Tentative Freeway Life Cycle Program for the MAG Freeway System for public review and comment. Meredith Flinn seconded, and the motion carried unanimously.

16. Amendment to the FY 2001 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Arizona Department of Transportation and Amendment of the URS Corporation Consultant Contract for Phase 1 of the Regional Transportation Plan

Mr. Bourey updated members on the Regional Transportation Plan expert forums. The forums will begin with a kickoff dinner on February 22, 2001. The speaker at the dinner will be the nationally known author, Anthony Downs. Five half-day sessions on Demographics and Social Change, the New Economy, Environmental and Resources, Land Use and Development, and Transportation Technology, will be held in February and March. Mr. Bourey stated that information would be forthcoming. Chairman Harrell noted that nationally renowned speakers will participate in the forums.

Tom Buick moved to recommend approval of the following: (1) Amendment to the FY 2001 MAG Unified Planning Work Program and Annual Budget to accept \$30,000 from the Arizona Department of Transportation to support development of Phase 1 of the Regional Transportation Plan and (2) amend the consultant contract with the URS Corporation for Phase 1 of the Regional Transportation Plan from \$510,000 to \$540,000. Stephen Cleveland seconded, and the motion carried unanimously.

17. Park and Ride Site Selection

Chuck Kirchner, KJS Associates, gave a presentation on the Park and Ride site selection study. He reviewed the process in which park and ride lot sites to support regional express bus service were recommended. The recommended park and ride system identified ten near term and ten long term development sites. In addition to the site recommendations, the study also included the development of design guidelines and criteria for lot development, management and operations strategies, and programming and implementation strategies. The process included eight agency forums to assist in the review. Mr. Kirchner displayed a map showing the recommended park and ride lot locations.

Chris Voigt noted that prior to the Management Committee meeting, the City of Glendale requested that an alternative site be found to replace one recommended by the consultant for Target Area 12/13, which is centered at Loop 101 and 67th Avenue in Glendale. He noted that the requested action is to recommend approval of: 1) The draft final project report and recommendations for twenty new park and ride lots for addition to the next update of MAG Long Range Transportation Plan; and 2) The draft program for ten lots with the understanding that the programming for the lot in Tempe, listed as Priority #11 in the draft consultant report, be advanced and programmed seventh, with lots in Phoenix, Mesa and Goodyear programmed eighth, ninth and tenth, respectively, with the final programming for all lots to be done as part of the annual MAG programming process for all projects. Also, notwithstanding the above recommendation, that a lot in target area 12/13 not be added to the MAG Plan and that the funds recommended for programming for that area be held for further consideration at a future meeting.

Chairman Harrell asked if there were questions about the revised site recommendation. Mr. Beasley stated that Glendale is interested in a continuing process and indicated that the City hopes that their project place and funding would be held until an alternative site is determined. Ed Beasley indicated that a preference for the funds specified for the original lot in Glendale in the draft program to still be designated for the City of Glendale.

Ken Driggs moved to recommend approval of: 1) The draft final project report and recommendations for twenty new park and ride lots for addition to the next update of MAG Long Range Transportation Plan; and 2) The draft program for ten lots with the understanding that the programming for the lot in Tempe, listed as Priority #11 in the draft consultant report, be advanced and programmed seventh, with lots in Phoenix, Mesa and Goodyear programmed eighth, ninth and tenth, respectively, with the final programming for all lots to be done as part of the annual MAG programming process for all projects. Also, notwithstanding the above recommendation, that a lot in target area 12/13 not be added to the MAG Plan and that the funds recommended for programming for that area be held for further consideration at a future meeting. Tami Ryall seconded. Before a vote was taken, Mr. Driggs noted that Peoria has expressed interest in continuing efforts to have a park and ride lot in the future, despite their decision to not sponsor a lot at this time. Hearing no further discussion, Chairman Harrell asked for a vote. The motion carried unanimously.

18. Status Update on the June 30, 1999 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2000

Shawn Krill gave a presentation on the MAG FY 2000 Audit Report. The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2000. An unqualified audit opinion was issued on November 6, 2000 on the General Purpose Financial Statements (GPFS) and on the combining and individual financial statements in relation to the GPFS. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. Chairman Harrell thanked Mr. Krill for his presentation and asked if there were any questions. Hearing none, he asked for a motion.

Stephen Cleveland moved to recommend accepting the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2000. Paul Nordin seconded, and the motion carried unanimously.

Chairman Harrell stated that members had announcements to make. Mr. Nordin stated that the ACMA annual conference will be held February 7, 8 and 9, 2001 in Sedona. He noted that the announcements and invitations will be communicated by mail and e-mail. Mr. Nordin stated that an excellent program has been planned.

Mr. Cleveland noted the importance of recognizing the work at the Management Committee retreat. He stated that the retreat was a positive experience and the 2040 presentation was informative and educational.

There being no further business, the meeting adjourned at 1:45 p.m.

Chairman

Secretary