

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

September 23, 1998
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Chairman	Councilmember Jim Davidson for Mayor
Mayor Thomas Morales, Avondale	Wayne Brown, Mesa
Vice Mayor John Hawley, Buckeye	Mayor Edward Lowry, Paradise Valley
Mayor Hugh Stevens, Carefree	Mayor John Keegan, Peoria
Mayor Tom Augheron, Cave Creek	Councilmember Tom Milton for Mayor Skip
Mayor Jay Tibshraeny, Chandler	Rimsza, Phoenix
*Mayor Maggie Reese, El Mirage	*Mayor Mark Schnepf, Queen Creek
*Mayor Sharon Morgan, Fountain Hills	*President Ivan Makil, Salt River Pima-
*Mayor Chuck Turner, Gila Bend	Maricopa Indian Community
Governor Mary Thomas, Gila River Indian	Mayor Sam Campana, Scottsdale
Community	Mayor Joan Shafer, Surprise
Mayor Cynthia Dunham, Gilbert	Mayor Adolfo Gamez, Tolleson
Mayor Elaine Scruggs, Glendale	Mayor Dallas Gant, Wickenburg
Mayor Bill Arnold, Goodyear	Mayor Donald J. Needham, Youngtown
Mayor Frances Osuna, Guadalupe	F. Rockne Arnett, ADOT
Mayor Colin Barleycorn, Litchfield Park	Chuck Coughlin, Citizens Transportation
Supervisor Andy Kunasek for Supervisor	Oversight Committee
Jan Brewer, Maricopa County	

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Neil Giuliano at 5:05 p.m.

Chairman Giuliano introduced the proxies, Councilmember Tom Milton for Mayor Skip Rimsza from the City of Phoenix, Supervisor Andy Kunasek for Supervisor Jan Brewer from Maricopa County, and Councilmember Jim Davidson for Mayor Wayne Brown from the City of Mesa.

Chairman Giuliano welcomed two new members to the Regional Council. Vice Mayor John Hawley from the Town of Buckeye and Mayor Donald J. Needham from the Town of Youngtown were presented with new member certificates.

Chairman Giuliano announced that LaMar Shelley, General Counsel for MAG since its inception over 30 years ago, was scheduled to receive a Resolution of Appreciation for his years of service tonight. Due to illness, Mr. Shelley was unable to attend.

Chairman Giuliano announced that parking validation is available from MAG staff for the Norwest garage only. He said that the RPTA has generously agreed to provide transit tickets for individuals who use the bus to get to the Regional Council meeting. He stated that tickets are available following the meeting from Ken Driggs of the RPTA.

2. Pledge of Allegiance

3. Approval of July 22, 1998 Meeting Minutes

Mayor Thomas Morales moved, Mayor John Keegan seconded, and it was unanimously carried to approve the July 22, 1998 meeting minutes.

4. Call to the Audience

Chairman Giuliano noted that we have a timer to assist the public with their presentations, which 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. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Giuliano stated that public comment is provided at the beginning of the meeting for non-agenda items and for consent items. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually.

He indicated that 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 Giuliano recognized public comment from Blue Crowley. Mr. Crowley stated that public announcements are still not appearing on buses. Mr. Crowley commented that he does not receive copies of MAG reports and can receive them only if he purchases them. Mr. Crowley stated that when he was in the MAG office the previous week, he was asked to leave the premises under penalty of trespass. He requested a public apology. Mr. Crowley stated that a bike path is still not on the plan for Grand Avenue. There is no bus service on 51st Avenue in Glendale because the cities do not request it. Chairman Giuliano thanked Mr. Crowley for his comments.

Dianne Barker thanked Mr. Driggs for the bus passes. She commented that the new buses are clean, mostly on time, and the drivers are courteous. Ms. Barker stated that multi modal plans need to be considered in the future. Ms. Barker expressed concern to the Federal Highway Administration regarding using federal highway funds on amended contracts. Ms. Barker mentioned that her understanding was that federal law requires approval of the FHWA for amended contracts. Chairman Giuliano thanked Ms. Barker for her comments.

5. Executive Director's Report

James M. Bourey announced that a meeting, including Mayors, ADOT Board Members from the Tucson and Phoenix areas, and PAG and MAG staff, was held to discuss the new state and federal funding under TEA-21. Mr. Bourey stated that it was a very productive meeting.

Mr. Bourey stated that a Freight Forum will be held on October 6, 1998 at the Arizona Biltmore. The freight forum will include people not usually involved in the transportation planning process. He said that the Arizona Highway Users and Arizona Motor Transport are co-sponsors of the event.

Mr. Bourey said that an Executive Retreat for MAG management was held on September 3rd and 4th. He said the targeted actions were to diversify funding, review the committee structure, support of organization staff, and developing a public communication plan. Mr. Bourey noted that an RFP for the Telecommunications/Teleconferencing project is being drafted and the project should be in place by the end of next year. Mr. Bourey said that a central hub will link all MAG agencies and would be an invaluable tool for communication.

Mr. Bourey said he is going to Washington, DC on September 24th and 25th to meet with the Census Advisory Committee on Census 2000. A confirmation hearing for Census Bureau Director will occur this week.

Mr. Bourey announced that the Regional Council Annual Retreat will take place on January 8th at the Tempe Buttes.

Mr. Bourey informed the Council members that their copy of the recently completed Urban Atlas is at their place. The Urban Atlas was distributed to the Management Committee at their last meeting. Mr. Bourey complimented Harry Wolfe, the program manager, on a wonderful job and noted that the Atlas will soon be on-line.

Mr. Bourey introduced new MAG employees. Kelly Taft joins MAG as Communications Program Manager. Ms. Taft has a degree from ASU, was formerly a news anchor on a local channel and worked at Make-A-Wish Foundation. Dr. Sarath Joshua joins MAG as ITS Program Manager. Dr. Joshua received degrees from the University of Virginia and in his native land of Sri Lanka. Mr. Bourey announced that Chulho Bang, who recently defended his doctoral thesis at Virginia Tech joins MAG staff as a modeler. Chairman Giuliano thanked Mr. Bourey for his report.

6. Approval of Consent Agenda

Chairman Giuliano stated that agenda items #7A, 7B, #8, #10 and #11 are listed on the consent agenda. For agenda item #7A, Approval of FY 1999-2003 MAG Transportation Improvement Program and agenda item #7B, Approval of MAG Long Range Transportation Plan Summary and 1997 Update With 1998 Addendum, the approval of these items are also contingent upon approval of item #13, FY 1998 MAG Final Phase Input Opportunity Report.

Chairman Giuliano stated that agenda item #9, Amendment to 1999-2003 Transportation Improvement Program to Extend the Limits of the Design Concept Report on the Superstition Between I-10 and Gilbert Road to Power Road was on the Consent Agenda in error and is removed from the Consent Agenda and will be heard.

Chairman Giuliano recognized public comment from Blue Crowley. Mr. Crowley commented on the TIP. He referred to the FY 1998 MAG Final Phase Input Opportunity Report and stated that the documents he referenced during the public comment process were not reproduced in the document, but only listed as a bibliography. Chairman Giuliano thanked Mr. Crowley for his comments.

Dianne Barker commented on agenda item # 7A, Approval of FY 1999-2003 MAG Transportation Improvement Program. She said that transit projects account for \$460 million in federal dollars. At the March 11th grant hearing, the citizens objected to rail. Ms. Barker stated that she does not agree with a plan that has no business plan nor viewpoint stated. Chairman Giuliano thanked Ms. Barker for her comments.

Mayor Jay Tibshraeny moved, Mayor John Keegan seconded, and it was carried to approve consent agenda items #7A, 7B, #8, #10 and #11. Chuck Coughlin did not vote.

7A. Approval of FY 1999-2003 MAG Transportation Improvement Program

The Regional Council approved, by consent, to approve the FY 1999-2003 MAG Transportation Improvement Program, contingent upon a finding of conformity of the TIP with the applicable state and federal air quality implementation plans, and contingent upon approval of item #13, FY 1998 MAG Final Phase Input Opportunity Report. Each year, MAG develops a Transportation Improvement Program (TIP) that lists all required transportation related projects in the MAG Region for the next five years. The MAG Regional Council approved the Draft FY 1999-2003 MAG TIP in March 1998, for the purpose of conducting an air quality conformity analysis. This analysis is now complete, and on September 15, 1998, a public hearing was held as the culmination of a month long public review of the TIP, the Long Range Transportation Plan Update for 1997 (LRTP) and the Draft FY 1998 Addendum and the Conformity Analysis. The results of this public hearing will be included as part of the Public Involvement Plan. The TIP comprises 993 highway projects costing \$2.245 billion (\$390 million federal) and 270 transit projects costing \$679 million (\$409 million federal). A formal finding of conformity is required by the MAG Regional Council prior to approval of the TIP. Changes to the draft TIP approved in March have been reviewed by technical advisory committees and the Management Committee and have been included in the final edition. On September 9, 1998, the Management Committee recommended approval of the TIP, for a public hearing.

7B. Approval of MAG Long Range Transportation Plan Summary and 1997 Update With 1998 Addendum

The Regional Council approved, by consent, to approve the MAG Long Range Transportation Plan Summary and 1997 Update with 1998 Addendum, contingent upon a finding of conformity of the LRTP Addendum with the applicable state and federal air quality implementation plans, and contingent upon approval of item #13, FY 1998 MAG Final Phase Input Opportunity Report. The 1990 Clean Air Act Amendments require that transportation plans be in conformance with the applicable air quality plans. In March 1998, the Regional Council authorized a conformity analysis of the MAG Long Range Transportation Plan Summary and 1997 Update with 1998 Addendum. Items addressed in the addendum include: 1) priority changes to the ADOT Life Cycle Program and Long Range Plan for Freeways, 2) extending the time horizon to 2018, 3) incorporation of changes from the FY 1999-2003 Transportation Improvement Program, and 4) incorporating updates to the Long Range Street Plan as submitted by member agencies. On September 9, 1998, the Management Committee recommended approval of the Plan Addendum for a public hearing.

8. Planning Requirements to Restripe I-10 Between 59th Avenue and 7th Avenue to 10 Lanes

The MAG Draft 1999-2003 Transportation Improvement Program includes projects to resurface I-10 between 7th Avenue and 83rd Avenue and to add auxiliary lanes and to restripe I-10 to 10 lanes between

7th Avenue and 59th Avenue. Two lanes would remain as High Occupancy Vehicle (HOV) lanes. A Major Investment Study (MIS) Stakeholders meeting was held regarding this project on July 28, 1998. A number of issues were discussed including: safety of narrower lanes, future congestion of HOV lanes, potential value lanes, length of project, conformity requirements and traffic impacts of dropping a lane at 7th Avenue. It was the consensus of the group that a MIS was not needed as restriping is not a major investment. The MAG Transportation Review Committee reviewed this decision and concurred.

9. Amendment to 1999-2003 Transportation Improvement Program to Extend the Limits of the Design Concept Report on the Superstition Between I-10 and Gilbert Road to Power Road

Terry Johnson stated that the Regional Council has adopted High Occupancy Vehicle (HOV) lanes on the Superstition Freeway between I-10 and Gilbert Road as one of its highest priorities for ADOT discretionary funds. He said that ADOT is in the process of preparing a Design Concept and Environmental Assessment for this facility. Public comments included a request that the limits of this study be extended to Power Road and include studying an additional Single Occupancy Vehicle (SOV) lane in each direction. ADOT is planning to modify its study process to include the request. Mr. Johnson stated that in July, the Transportation Review Committee recommended that MAG work with ADOT to meet the federal Major Investment Study (MIS) requirements in the study process. With the enactment of the Transportation Equity Act for the 21st Century, the MIS requirement was eliminated, but regulations are being developed to incorporate MIS tasks into required planning and environmental procedures. He remarked that we have been informed by the Federal Highway Administration that the federal requirements could be met by revisiting the MIS for the Superstition corridor or expanding options in the environmental process. A stakeholders meeting was held to facilitate this process decision and results of the study would be forwarded to the Regional Council to be considered for inclusion in a Draft Long Range Transportation Plan for a conformity analysis, as appropriate. Mr. Johnson stated that the Management Committee recommended amending the 1999-2003 MAG Transportation Improvement Program to extend the study limits of the Design Concept Report from I-10 to Power Road, using \$450,000 in state funds for the extended study. In addition the Management Committee recommended that the stakeholders for the study consider Single Occupancy Vehicle lanes for the portion of the corridor east of the Price Road Interchange and that this amendment be contingent upon the Air Quality Conformity Consultation process, and that ADOT and MAG address the planning and environmental requirements for the corridor study process. Mr. Johnson noted that the study is considered a minor amendment, and a public hearing is not required and as an exempt project, a conformity analysis is not required for the study.

Chairman Giuliano asked if there were any questions.

Mayor Thomas Morales quoted from the agenda item, "A stakeholders meeting will be scheduled to facilitate this process and proceed with the federal options or a combination of the options available. Results of the study would be forwarded to the Regional Council to be considered for inclusion in a Draft Long Range Transportation Plan for a conformity analysis, as appropriate. The Management Committee recommended amending the 1999-2003 MAG Transportation Improvement Program to extend the study limits of the Design Concept Report from I-10 to Power Road, using \$450,000 in state funds for the extended study. In addition the Management Committee recommended that the stakeholders for the study consider Single Occupancy Vehicle lanes for the portion of the corridor east of the Price Road Interchange and that this amendment be contingent upon the Air Quality Conformity Consultation process and that ADOT and MAG address the planning and environmental requirements for the corridor study process.

It was noted that the study is considered a minor amendment, and a public hearing is not required and as an exempt project, a conformity analysis is not required for the study.” Mayor Morales stated that he has been asking for money for roadway projects in the southwest Valley and has been told that there is no money available. He said the State provides funding for roadway projects, but none of the money goes to the west or southwest Valley. He stated that he would like to know when his region of the Valley will receive their portion of funding for projects.

Chairman Giuliano asked Mr. Johnson to clarify what constitutes a ‘major’ and a ‘minor’ amendment and how State funds become available.

Mr. Johnson replied that a ‘minor’ amendment is a project that does not require a conformity analysis. He said that the Regional Council approved priorities for ADOT discretionary funds.

Mayor Joan Shafer stated that she agreed with Mayor Morales. She said that her part of the Valley has no freeways and has been forgotten.

Mayor Colin Barleycorn stated that he agreed with Mayor Shafer and Mayor Morales. He expressed concern that if this study is approved, other projects could be delayed.

Mr. Johnson replied that he has no knowledge of this study approval delaying any other projects.

Chuck Coughlin stated there is a limited amount of funds based on connectivity and congestion areas. He said that ending the project at Gilbert Road is not a good idea, if you consider the big picture. The area is already congested. Mr. Coughlin stated that we need to address the real issue, which is transportation funding.

Mayor Elaine Scruggs stated that the SOV lanes were never voted on by this group. SOV lanes constitute a material change to the program. She commented that the Grand Avenue project is not accepted yet, even though the project was approved by voters in 1985.

Mayor Adolfo Gamez stated that he agrees this is an East/West issue. He commented that we must deal intelligently with this issue.

Chairman Giuliano asked Mr. Johnson to clarify what constitutes a material change in this item. Mr. Johnson replied that this is a study only. He said that addition of the SOV lanes to the project would have to come back to the Regional Council for approval.

Mayor Morales expressed concern that other projects would be delayed if this study is approved. Mayor Morales referred to the rail project between Phoenix and Tucson as an example. He commented that the west Valley has the rail facilities, but no money for the project. He noted that the 101 was supposed to be done in 1986, and is just now nearing completion.

Mayor Cynthia Dunham commented that we must decide the best solution to a joint responsibility. She asked Mr. Johnson what are the advantages to undertaking the study at this time?

Mr. Johnson replied that ultimately, money would ultimately be saved. If the project is redesigned later, additional money will be spent moving walls and realigning lanes that were designed in the initial project.

Mayor Dallas Gant stated that we have had too many studies, and he requests support for the Grand Avenue project.

Mayor Donald Needham stated that he wanted to go on record as supporting the Mayors on the west side.

Councilmember Jim Davidson stated that since this study would not delay any other projects, stopping the project at Gilbert Road would be shortsighted. He commented that we can take advantage of the situation if we act now.

Councilmember Davidson moved, Chuck Coughlin seconded to approve amending the 1999-2003 MAG Transportation Improvement Program to extend the study limits of the Design Concept Report on the Superstition Freeway to be from I-10 to Power Road and to provide an additional \$450,000 in state funds for this extended study, for the stakeholders for the study to consider Single Occupancy Vehicle lanes for the portion of the corridor east of the Price Road Interchange, that the amendment is contingent upon the Air Quality Conformity Consultation process, and that ADOT and MAG address the planning and environmental requirements for the corridor study process.

Before a vote was taken, Mayor John Keegan stated that the term 'minor' bothers him. He noted that \$450,000 sounds major to him. He said that any additions to the project will also require interchanges, sound walls, lanes, bridges, and landscaping. Mayor Keegan expressed concern over how this fits in with other procedures and programs.

Mayor Keegan made a substitute motion to carry over this agenda item to a subsequent meeting until a better understanding of the federal, state, and other guidelines could be reached. Vice Mayor John Hawley moved, Mayor Morales seconded.

Before a vote was taken, Mr. Bourey explained that items are put on consent since it is not anticipated there will be much discussion on the consent items. He said this agenda item should not have been on the consent agenda. Mr. Bourey stated that 'minor' is a federal technical term used in their regulations. Mr. Bourey stated that this agenda item is not programming or committing construction money

Chairman Giuliano asked if there were any projects on the west side, such as Grand Avenue, to which these study funds could be applied. Mr. Bourey replied that the Grand Avenue study is funded.

Mayor Dunham asked if a delay on this agenda item is time sensitive. Mr. Johnson replied that yes, timing is important as funding issues are upcoming. HOV lanes are under consideration for programming funds. Mr. Johnson remarked that federal officials have informed us that the environmental process cannot be completed without MAG action.

Dick Wright of ADOT stated that this is only a study. Mr. Coughlin asked about the amount of repeated work if the SOV lanes were considered later. Mr. Wright stated that much of the work would have to be repeated, although there would be foundation and not all work would be from scratch.

Vice Mayor Hawley commented that after this study is completed, he is concerned that the project would then come back as a priority. He stated that he would like to see more discussion.

Councilmember Davidson stated that we need to understand the substitute motion. He said this study will help us plan better.

Chairman Giuliano stated that nothing can be gained by waiting on performing this study and then coming back later. He suggested that we move ahead since there are currently no other projects on the west side that could utilize the study money.

Mayor Scruggs commented that another study is not wanted. She stated that after the advertisement for Grand Avenue, it will still be another two years for the project to begin, even though federal funds are available now. She commented that the issue with this study is the SOV lanes, which constitutes a material change.

Chairman Giuliano suggested we move forward and hold a policy discussion at the next meeting and that SOV lanes be addressed.

Mayor Shafer stated that she voted in the 1980's for freeways. She commented that she has seen and read a small fortune in studies, but her area still does not have a decent road.

Mr. Coughlin stated that we need to take advantage of this study opportunity.

Chairman Giuliano called for a vote on the substitute motion to carry over this agenda item to a subsequent meeting when a better understanding of the federal, state, and other guidelines could be reached. The motion carried with a vote of 15 yes and 9 no.

10. Acceptance of U.S. Department of Energy State Energy Program Special Project Funds and U.S. Department of Energy Community Based Environmental Protection/Regional Geographic Initiative Funds

The Regional Council approved, by consent, to accept the Clean Cities grant for approximately \$92,000 and to accept the Environmental Protection Agency Community Based Environmental Protection/Regional Geographic Initiative Grant for \$50,000. The Maricopa Association of Governments was been notified by the Arizona Dept. of Commerce Energy Office that it had been awarded approximately \$92,000 through a State Energy Program Special Projects grant. The grant was provided to MAG to implement the Clean Cities Program Plan adopted by the Regional Council in 1996. A specific work program to implement the Clean Cities Program will be developed by the Maricopa Association of Governments and the State Energy Office based on input solicited from the Clean Cities Executive Stakeholder Committee. The Executive Stakeholder Committee consists of member agencies and other alternative fuel stakeholders. The grant application was submitted for the Clean Cities program by the AZ Dept. of Commerce Energy Office. The Environmental Protection Agency notified MAG that we have been awarded a \$50,000 Community Based Environmental Protection/Regional Geographic Initiative grant. The purpose of the grant is to support the development of four subcommittee reports that will be developed through Valley Vision 2025. The Four subcommittee reports that will be funded through this grant are Natural Features, Urban Features, Transportation, and Public Utilities. The grant application was submitted for the Maricopa Association of Governments Valley Vision 2025 effort. The Management Committee recommended acceptance of the Clean Cities and Community Based Environmental Protection/ Regional Geographic Initiative grants.

11. MAG 208 Water Quality Management Plan Amendment for the Villages at Desert Hills Wastewater Treatment Facility

The Regional Council approved, by consent, the MAG 208 Water Quality Management Plan Amendment for the Villages at Desert Hills Wastewater Treatment Facility, reflecting the current reasonable expectation of Phoenix, Del Webb, and Citizens that sewer service to the 906 acres located in Phoenix will be served by Phoenix. Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the proposed wastewater treatment facility for the Villages at Desert Hills development. The amendment process is designed to allow new wastewater treatment facilities to be included as part of the 208 Plan. The capacity for the proposed Villages at Desert Hills Wastewater Treatment Facility is 4.5 million gallons per day. The effluent will be reused on site and/or be recharged through shallow trenches. Two jurisdictions are within three miles of the wastewater treatment facility. The Town of Cave Creek has indicated that it does not object to the proposed facility. On September 8, 1998, the Water Quality Advisory Committee conducted a public hearing on the amendment. During the public hearing, the City of Phoenix submitted a letter recommending that the 208 amendment reflect the current reasonable expectation of Phoenix, Del Webb, and Citizens that sewer service to the 906 acres located in Phoenix will be served by Phoenix. Following consideration of the public comments, the Committee recommended approval of the amendment with the provision requested by the City of Phoenix. The Management Committee concurred with this recommendation.

12. Valley Vision 2025 Update

Mr. Bourey stated that at the last Valley Vision 2025 Committee meeting, the eighty committee members split into subcommittees and decided on which subcommittee they would like to serve. He said these subcommittees will, in turn, work with the collaboratives. A draft Vision from this input is expected next year.

Chairman Giuliano thanked Mr. Bourey for his update and asked if there were any questions.

13. FY 1998 MAG Final Phase Input Opportunity Report

John Farry stated that the final phase meeting for review and final comment on the LRTP, TIP, and Conformity Analysis was held on September 15, 1998. The meeting was comprised of an informational open house, followed by a public hearing held before representatives from the MAG Transportation Review Committee, Air Quality Policy Committees and Citizens Transportation Oversight Committee.

Mr. Farry stated that public comments received on transit asked for extended service, more coverage of the existing transit system, and a seamless Dial-A-Ride program. Mr. Farry reported that public comment on roadways was received on the need for signal synchronization and relief of peak period travel time through alternative work schedules. Mr. Farry stated that public comment on fixed guideway systems was received on monorail and people mover systems. Public comments on public involvement were received on advertising on buses and opposition to fees charged for documents. Other public comments received stated that a Vision is needed for the region, the importance of transportation in Welfare-to-Work initiatives, and concern about losing lottery funding for transit in the upcoming election.

Chairman Giuliano asked if there were any questions. Hearing none, Chairman Giuliano recognized public comment from Blue Crowley, who stated that his exhibits were not copied in the mid-phase and final

documents, but only referred to in a bibliography. Mr. Crowley stated that on September 14th, he was asked to leave the MAG premises under penalty of trespass. He asked that his statement letter be entered into the public record.

Mayor Gant moved, Mayor Hugh Stevens seconded, and it was unanimously carried to accept the FY 1998 Final Phase Input Public Opportunity Report.

14. Requested Changes to the MAG Freeway Program

Eric Anderson stated that the City of Mesa and the Williams Gateway Airport Authority have requested that an interchange be added to the Santan Freeway to service the Williams Gateway Airport at Hawes Road. The Base now includes a branch campus for Arizona State University and is planned as a regional reliever airport. The estimated cost for the interchange is \$7.5 million.

Mr. Anderson stated that the City of Phoenix is requesting that an interchange be added on the Pima Freeway at 56th Street. In 1988, ADOT agreed to acquire the necessary right-of-way and to design an interchange at 56th Street, but delayed constructing the interchange until it was warranted by traffic demand. A recent traffic study indicates that the Tatum Boulevard and Scottsdale Road Interchanges will not be adequate to handle the traffic demand. The estimated cost of the 56th Street Interchange is \$3.6 million.

Mr. Anderson stated that ADOT is requesting that the funding for a Freeway Management System project be transferred from a segment of the Red Mountain Traffic Interchange to the Price, U.S. 60 -Guadalupe Road section of the Price Freeway. Following a review by staff, the Transportation Review Committee and the Management Committee are recommending that the FMS project be transferred.

Chairman Giuliano asked if there were any questions.

Chairman Giuliano recognized public comment from Blue Crowley, who asked why the 303 on the west side is not being addressed and the 101 is not on the list of changes.

Vice Mayor Hawley moved, Mayor Dunham seconded, and it was carried to approve the following: 1) to add the Hawes Road Interchange on the Santan Freeway to the MAG Freeway Program at a cost of \$7.5 million; 2) to add the 56th Street Interchange on the Pima Road Freeway for a cost of \$3.6 million to the MAG Freeway Program; and 3) to transfer the project to design and construct FMS at 101/Red Mountain Interchange to 101 between U.S. 60 and Guadalupe Road for \$2.01 million, contingent upon the required air quality conformity actions being completed. Mayor Barleycorn voted no.

15. Transportation Funding Update

Mr. Bourey stated that the Transportation Funding Update is an outgrowth of the reauthorization of the federal transportation legislation. He said that MAG is working with ADOT to ensure a fair share of funding dollars for our region.

Mr. Bourey outlined the conceptual funding allocation and programming process. He stated that both staffs have agreed to a fundamental change in the process for allocating available state and federal money for transportation. The Arizona Department of Transportation and the Maricopa Association of

Governments will work together along with the other regions of the State to develop an allocation of transportation funding which can be used to support projects in the region.

Mr. Bourey stated that ADOT and MAG, along with other regions in Arizona, will develop system criteria on a statewide basis that will be used to assign available State and Federal funding resources. This criteria will include such factors as traffic congestion, air quality, growth, maintenance and vehicle miles traveled.

Mr. Bourey noted that funding estimates will be determined for the MAG region and the other regions in five year increments for a planning horizon of 20 years. These revenue forecasts will be updated annually to reflect current information.

Mr. Bourey said that MAG and the other regions in Arizona will be responsible for establishing stakeholder processes in their regions to gather information regarding the performance of the transportation system and possible solutions to address transportation challenges. ADOT will be a major stakeholder in the regional process and integrate projects between regions. The Regional Public Transportation Authority will also be a major stakeholder in the MAG process to insure that the transit solutions are an integral part of the process.

Mr. Bourey commented that MAG and other regional governing bodies in other areas of the State will work cooperatively through their stakeholder processes to develop the Transportation Improvement Programs for their regions. The projects for inclusion in the ADOT Five Year Highway Construction Program will be cooperatively developed between the Regional Council and the State Transportation Board.

Mr. Bourey remarked that ADOT, MAG and the other regional agencies will be jointly accountable for implementing the projects included in the Transportation Improvement Program and the ADOT Five-Year Highway Construction Program. This dual accountability will require that feedback systems be developed between ADOT and MAG to insure projects are on time and within budget.

Eric Anderson stated that Transportation funding was the topic of discussion among the attendees at the joint meeting of MAG, PAG and ADOT at Williams Gateway Airport on August 26th. He said the motivation for the meeting was the return on dollars contributed by our region, both Highway User Revenue Funds (HURF) and federal funds, and how we will ensure we receive our fair share.

Mr. Anderson stated that the average annual revenue for 1999-2003 is \$1.017 billion. Mr. Anderson said that Maricopa County's population is greater than 20 states. He said that if Maricopa County were a state, it would be 28th largest economically. Mr. Anderson described an analysis of state and federal revenues and what share of those revenues is guaranteed in the MAG region. Mr. Anderson stated that ADOT's discretionary funds for our region is presently at 10.5 percent for the five-year highway program; however, our fair share would be 35.8 percent.

Mary Peters concurred with Mr. Bourey's statements and informed the Regional Council about the ADOT five-year highway construction programming process. Ms. Peters stated that ADOT works with regional organizations to improve the process by consulting with COGs and MPOs. She said that key considerations are federal and TEA-21 requirements, needs-based, statewide and regional priorities, state highway system responsibilities, and technical criteria. Ms. Peters said that about \$1.4 billion is available for programming through 2004.

Chairman Giuliano thanked Mr. Anderson and Ms. Peters for their presentations. He asked if there were any questions.

Mr. Arnett stated that it is important to gain a new approach in the determination of allocation of funds. He concurred with the importance of the conceptual agreement that was reached between ADOT and MAG. Mr. Arnett mentioned that MAG and all of the other regions in the State need to support this agreement in order for all regions to receive the funding necessary to address their transportation needs. He noted that for this agreement to work, MAG would need to be a statesman to insure that reasonable amounts are received by the other regions to address their needs.

Mr. Coughlin stated that both presentations were enlightening. He recommended that we look at the immediate needs and work collaboratively on a program.

16. Draft 1998 Conformity Analysis for the Draft FY 1999-2003 MAG Transportation Improvement Program and the Long Range Transportation Plan Summary and 1997 Update with Draft 1998 Addendum

Chris Voigt gave a presentation of the results of the conformity analysis for 1998. He said that the results demonstrated that the Draft FY 1999-2003 MAG Transportation Improvement Program and the Long Range Transportation Plan Summary and 1997 Update with Draft 1998 Addendum satisfy conformity rule emission tests for carbon monoxide, ozone and PM-10, and also support the timely implementation of transportation control measures that are included in the air quality implementation plans. Mr. Voigt stated that a finding of conformity, which is required before the TIP and LRTP can be approved, was therefore supported.

Chairman Giuliano asked if there were any questions. There were none.

Mayor Gamez moved, Mayor Shafer seconded, and it was unanimously carried to approve the Conformity Finding for the FY 1999-2003 MAG Transportation Improvement Program and MAG Long Range Transportation Plan Summary and 1997 Update with 1998 Addendum.

Chairman Giuliano announced that a progressive dinner in Suite 300 upstairs would be held for the members of the Regional Council and their staff who have confirmed their dinner reservations. He said a floor plan and menu is at each place describing the food stations.

There being no further business, the meeting was adjourned at 7:10 p.m.

Chairman

Secretary