

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

July 22, 1998
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Chairman	Councilmember Pat Pomeroy for Mayor Wayne Brown, Mesa
Mayor Thomas Morales, Avondale	Councilmember Jini Simpson for Mayor Edward Lowry, Paradise Valley
Vice Mayor John Hawley for Mayor Dusty Hull, Buckeye	Mayor John Keegan, Peoria
Mayor Hugh Stevens, Carefree	Mayor Skip Rimsza, Phoenix
Mayor Tom Aughterton, Cave Creek	*Mayor Mark Schnepf, Queen Creek
Councilmember Boyd Dunn for Mayor Jay Tibshraeny, Chandler	*President Ivan Makil, Salt River Pima-Maricopa Indian Community
*Mayor Maggie Reese, El Mirage	Councilmember Mary Manross for Mayor Sam Campana, Scottsdale
*Mayor Sharon Morgan, Fountain Hills	Mayor Joan Shafer, Surprise
*Mayor Chuck Turner, Gila Bend	Vice Mayor Melinda Diaz for Mayor Adolfo Gamez, Tolleson
*Governor Mary Thomas, Gila River Indian Community	*Mayor Dallas Gant, Wickenburg
Mayor Cynthia Dunham, Gilbert	Mayor William Kosanovich, Youngtown
Mayor Elaine Scruggs, Glendale	F. Rockne Arnett, ADOT
Mayor Bill Arnold, Goodyear	*Chuck Coughlin, Citizens Transportation Oversight Committee
Mayor Frances Osuna, Guadalupe	
Mayor Colin Barleycorn, Litchfield Park	
Supervisor 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 5:00 p.m.

Chairman Giuliano introduced Vice Mayor John Hawley, who will be the Regional Council representative from the Town of Buckeye. Chairman Giuliano also introduced the proxies: Councilmember Boyd Dunn for Mayor Jay Tibshraeny from the City of Chandler, Councilmember Pat Pomeroy for Mayor Wayne Brown from the City of Mesa, Councilmember Jini Simpson for Mayor Edward Lowry from the Town of Paradise Valley, and Vice Mayor Melinda Diaz for Mayor Adolfo Gamez from the City of Tolleson.

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 June 24, 1998 Meeting Minutes

Mayor Skip Rimsza moved, Roc Arnett seconded, and it was unanimously carried to approve the June 24, 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 Dianne Barker, who stated that at the Management Committee meeting, she had raised concern about MAG approving amendments to contracts without seeking approval of the Federal Highway Administration (FHWA). She stated that since the meeting, Dennis Smith from the MAG staff had mentioned that these planning contracts do not require approval by the FHWA. Ms. Barker mentioned that Mr. Smith had indicated that following approval by the Regional Council, a contract amendment approved by ADOT would be required to reallocate the planning funds. Ms. Barker mentioned that her understanding is that federal law requires approval of the FHWA.

Chairman Giuliano recognized public comment from Tom Balliet, who stated that public input should be considered when deciding the issues. Mr. Balliet thanked the Council for hearing his comments.

Chairman Giuliano stated that due to the length of the agenda and many Council members having to leave early, agenda item #6 would be heard at the end of the meeting.

5. Showcased Agency Introduction

Chairman Giuliano introduced Councilmember Pat Pomeroy of Mesa, who informed the Council that there are informational handouts on the City of Mesa at their places. Councilmember Pomeroy stated that the City of Mesa decided to showcase the recently opened Center Against Family Violence. He introduced Sergeant Steve Stahl, a Supervisor at the Center. Sergeant Stahl narrated a slide show about the Center. He stated that the innovative concept for the Center was formed in 1994 by two City of Mesa detectives,

who believed a comforting, nonthreatening environment for victims would be more reassuring than a police station. He said the Center offers protection, and on site investigative, medical and crisis intervention services. Sergeant Stahl noted that the Center deals with domestic and sexual assault in a safe, victim-friendly atmosphere.

Sergeant Stahl said that Motorola and Dial Corporation, as well as private citizens, have made significant donations to the Center. He informed the Council that the City is very proud of the award-winning Center, on which Reno, Nevada has based its own center.

Chairman Giuliano thanked Sergeant Stahl for his presentation.

7. Approval of Consent Agenda

Chairman Giuliano stated that agenda items #8, #9, #10 and #11 are listed on the consent agenda. He stated that a corrected transmittal summary for agenda item #12 is at each place. Chairman Giuliano asked if any member wished to remove any consent item. No member responded.

Chairman Giuliano recognized public comment from Blue Crowley, who commented that the public input sections of the information summaries were not individualized to the statements he made. Mr. Crowley said that most of the population lives north of Indian School Road. He said the logical place for an airport should be north, not south between Phoenix and Tucson. Mr. Crowley referred to agenda item #11, and expressed concern that the charge per copy is ten cents per page, which many citizens are not able to afford. Chairman Giuliano thanked Mr. Crowley for his comments.

Mayor John Keegan moved, Roc Arnett seconded, and it was unanimously carried to approve consent agenda items 8, 9, 10 and 11.

8. Proposed Amendment to the FY 1998-2002 MAG Transportation Improvement Program

The Regional Council approved, by consent, a "minor" amendment of the FY 1998-2002 MAG Transportation Improvement Program to add the following federally funded Enhancement Fund projects to the TIP in FY 1998: 1) ADOT, Spence Ave at McAllister Ave, ASU project to construct a multi-use path linking existing ASU and Tempe bike lanes (\$67,288); 2) ADOT, 17th Ave: Van Buren St. to RR, DOA pedestrian improvements (\$575,000); 3) Glendale, Grand Ave at 43rd Ave, billboard removal and pedestrian, bike, and railroad artwork (\$430,415); 4) Guadalupe, Calle Magdalena: Calle Maravilla to Avenida del Yaqui, construct sidewalks and landscaping (\$180,000); 5) Litchfield Park, Litchfield Rd. Bypass: Indian School Rd. to City of Goodyear, construct multi-use path and artwork (\$140,000); 6) Maricopa County, Utery Pass Rd., construction of shoulder enhancements to provide safer bike lanes (\$300,000), and 7) Phoenix, Central Ave: South Mountain Park to Jefferson St., construct and/or improve bike lanes, landscaping, rest areas, gateway and artwork (\$500,000). These projects are all exempt projects for air quality conformity analysis purposes and only a "minor" amendment of the TIP will be required. On June 23, 1998, the Transportation Review Committee recommended amending the TIP to include these projects. The Management Committee concurred with the recommendation of the Transportation Review Committee.

9. Update of MAG Regional Aviation System Plan

In May 1998, the Regional Council approved the FY 1999 MAG Unified Planning Work Program (UPWP). The UPWP included a consultant study to prepare an update to the Regional Aviation System Plan (RASP). The RASP was approved by the Regional Council in December 1993, and changing conditions require an update to the Plan. An application to the Federal Aviation Administration (FAA) has been submitted for the first phase of the update, and it is anticipated that the funds may become available in FY 1999. The first phase involves the preparation of an inventory, forecasts, demand capacity analysis and alternatives for meeting future demand. The second phase, which will be included in a subsequent application to the FAA, will provide for evaluating the alternatives, developing recommendations and preparing an implementation plan.

10. Consultation on Conformity Assessment for a Proposal to Add Eleven Exempt Projects to the FY 1998-2002 MAG TIP

On June 23, 1998, the MAG Transportation Review Committee recommended that four projects be added to the FY 1998-2002 MAG Transportation Improvement Program (TIP) to close out the FY 1998 MAG federally-funded program. They also recommended an addition to the TIP of seven other projects recently approved for Enhancement Funding. The projects are the following: (1) Design of a Multi-Use Path for the City of Chandler, (2) City of Tempe Special Event and Parking Management System, (3) MAG/ RPTA Telecommuting and Teleconferencing Program, (4) Design of a Town of Gilbert Traffic Control System, (5) Arizona Department of Transportation (ADOT) - Spence Ave. at McAllister Ave.: Arizona State University (ASU) project to construct a multi-use path linking existing ASU and Tempe bike lanes; (6) ADOT - Arizona Department of Administration, 17th Ave.: Van Buren St. to railroad, pedestrian improvements; (7) Glendale - Grand Ave. at 43rd Ave: billboard acquisition & removal, pedestrian and bike improvements, and artwork; (8) Guadalupe - Calle Magdalena, Calle Maravilla to Avenida del Yaqui: construct sidewalks and landscaping; (9) Litchfield Park, Litchfield Road Bypass, Indian School Rd. to City of Goodyear: construct multi-use path and artwork; (10) Maricopa County, Uesry Pass Road: construction of shoulder enhancements to provide safer bike lanes, and (11) Phoenix, Central Ave: South Mountain Park to Jefferson St., construct and/or improve bike lanes, landscaping, rest areas, gateway and artwork. The funding for these projects is contingent upon the final amount of federal funding received by MAG for FY 1998.

MAG has reviewed the eleven proposed projects for compliance with the federal conformity rule, and has found them to be exempt under that rule. This conformity assessment, which reaffirms the previously existing conformity determination for the TIP and the associated 1997 Long Range Transportation Plan Update, was transmitted for consultation purposes to the agencies and other interested parties. Both the proposed TIP amendment and the consultation for the corresponding conformity assessment were on the agenda for the July 15, 1998 meeting of the MAG Management Committee, and both were on the agenda for July 22, 1998 meeting of the MAG Regional Council. Comments on the conformity assessment were due by July 15, 1998.

The Arizona Department of Environmental Quality indicated they had reviewed the proposed additions to the TIP for compliance with the Arizona conformity rule, and “found them to be exempt from the requirements to determine conformity under that rule.” They also stated that the “exempt projects are not expected to create adverse emission impacts, nor to interfere with Transportation Control Measure (TCM) implementation.” The Arizona Department of Transportation stated that they “concur with the addition

of the eleven exempt projects to the FY 1998-2002 MAG TIP, the funding of which is contingent upon the final amount of federal funding received by MAG for FY 1998.”

11. Amendment of Socioeconomic Projection Procedures - Contract and Amendment to the FY 1999 MAG Unified Planning Work Program and Annual Budget

The Regional Council approved, by consent, to amend the Planning Technologies consultant contract to add an additional \$70,000 to enhance the socioeconomic projection procedures and to amend the FY 1998 & 1999 MAG Unified Planning Work Programs (UPWP) as follows: 1) Carry forward and reprogram from the FY 1998 UPWP \$35,000 of FHWA PL funds from Work Element 104.40 Conformity Analysis to Work Element 801.40 Socioeconomic Modeling; 2) Provide the additional \$35,000 needed from FY 1998 FHWA PL contingency funds with \$2,932 from Work Element 104.45 and \$32,068 from Work Element 1001.40 Administration for a total increase in Work Element 801.40 of \$70,000; 3) Offset a portion of the amount needed by using \$30,000 in Federal Transit Administration funds previously allocated in FY 1999 in Work Element 103.50 Annual Conformity Analysis to Work Element 601.10 Regional System Planning.

On October 23, 1996, the MAG Regional Council selected the consulting firm of Planning Technologies to assist MAG in making enhancements to the socioeconomic projection procedures. Under this contract, Planning Technologies made revisions to the subarea allocation model which they developed for MAG to prepare the population and employment projections by traffic analysis zone (TAZ) adopted by the Regional Council in June 1997. On October 29, 1997, the MAG Regional Council approved an amendment to the Planning Technologies contract. Under this amendment, Planning Technologies is developing new trip generation data, based on the adopted socioeconomic projections and new transportation models. They are also preparing build-out trip generation data using the MAG subarea allocation model. Recently, Planning Technologies demonstrated a land use model capable of performing “what if” analyses and evaluates the regional impacts of alternative land use scenarios. This model would be useful for Valley Vision 2025, as well as for developing the next set of socioeconomic projections, based on the year 2000 Census. The additional amount of \$70,000 is necessary to adapt the model for this region and to make additional region-specific enhancements. The Management Committee recommended amending the UPWP and using the funds to amend the consultant contract with Planning Technologies.

12. Federal FY 1998 MAG Federal Funds Final Closeout / Amendment to the FY 1998-2002 MAG Transportation Improvement Program and to the FY 1999 MAG Unified Planning Work Program and Annual Budget

Paul Ward stated that the Final Closeout of the FY 1998 MAG Federally Funded program is required in order to ensure that all MAG federal funds are utilized and to enable MAG to request redistributed federal funds, if any should become available. Associated amendments to the TIP and the UPWP are required to process any changes made to the respective programs during the closeout process.

Mr. Ward noted that in previous years there have been two or three opportunities to discuss the close out process, depending on knowledge of federal funds available for the year in question. This year, the opportunity to close out the fiscal year has been deferred by the lack of federal legislation. On June 9, 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA-21). The

analysis of this Act is underway by the Federal Highway Administration, and the final amount and mix of federal funds for FY 1998 that will be available to the MAG region is yet to be determined. Mr. Ward commented that in anticipation that we will be provided a final amount of funding for FY 1998, a preliminary funding estimate and options for programming the funds have been developed. It is important to note that the Obligation Authority to spend the FY 1998 funds must be committed by September 30, 1998 and the projects for the funds must have completed federal procedures. Mr. Ward stated that we currently have not received any requests to carry forward MAG federal funds to FY 1999, so no action is required for carry forward projects. On June 23, 1998, the Transportation Review Committee recommended the following prioritized list for uncommitted FY 1998 funding: 1) Accelerate transit vehicles from FY 1999 - \$3,592,800 (CMAQ); 2) Accelerate the design of pedestrian projects - \$150,000 (CMAQ); 3) MAG Air Quality/Transportation Studies - \$500,000 (STP-MAG); 4) Accelerate Tempe Downtown Special Event Traffic Control system from FY 2001 - \$1,600,000 (CMAQ); 5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 - \$75,000 (CMAQ); 6) Accelerate design of Gilbert traffic signal project from FY 2002 - \$95,000 (CMAQ); 7) Accelerate MAG/RPTA Telecommuting/ Telecommunications project from FY 2001 - \$1,320,000 (CMAQ); 8) Accelerate transit vehicles from FY 2000 - \$5,392,500 (CMAQ); 9) Accelerate transit vehicles from FY 2001 - \$5,625,000 (CMAQ); 10) Increase federal share on Phoenix/Maricopa County Bell Road project - \$479,000 (STP-MAG). Mr. Ward stated that four of the recommended projects, items 4, 5, 6, and 7, require a minor amendment to the FY 1998-2002 MAG Transportation Improvement Program, and three projects, items 2, 3, and 7, require an amendment to the FY 1999 Unified Planning Work Program and Annual Budget.

The Management Committee concurred with the Transportation Review Committee with the exception of the Phoenix/Maricopa County Bell Road project be advanced from number ten to number seven in the priority rankings.

Mr. Ward informed the Council that during this closeout, and in order to accomplish the MAG policy of utilizing up to 70 percent of MAG Federal funds on the Regional Freeway System, an exchange of Congestion Mitigation and Air Quality funds with other State funds, specifically for use on the Freeway Management System portion of the I-17 Design Build project, may be necessary. Mr. Ward pointed out that priority number seven represents a telecommunications and teleconferencing project that was identified as a priority for implementation at the Regional Council retreat in January.

Chairman Giuliano asked if there was any discussion.

Mayor Joan Shafer stated that by looking at the project list, it seems as if the West side has been forgotten. She noted that none of the projects are on the West side, such as Grand Avenue improvements. She commented that bike paths and lights are wonderful and she would like them in her community.

Mr. Ward replied that the process identifies what projects will be available. The funding available is not known until well into the fiscal year. Mr. Ward explained that since there was delayed legislation this year, we still do not know what funding is available. This explains why there is such a large list. If and when federal funds become available, the funds will apply to these projects.

Mr. Bourey stated that these priority projects were already in the program. Mr. Bourey explained that we are not in a position to obligate funds for Grand Avenue. The requested projects are mostly regional in nature.

Mayor Rimsza moved, Mayor Cynthia Dunham seconded to approve the following ranked priorities for uncommitted FY 1998 funds: 1) Accelerate transit vehicles from FY 1999 -\$3,592,800 (CMAQ); 2) Accelerate the design of pedestrian projects - \$150,000 (CMAQ); 3) MAG Air Quality/Transportation Studies - \$500,000 (STP-MAG); 4) Accelerate Tempe Downtown Special Event Traffic Control system from FY 2001 - \$1,600,000 (CMAQ); 5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 - \$75,000 (CMAQ); 6) Accelerate design of Gilbert traffic signal project from FY 2002 - \$95,000 (CMAQ); 7) Increase federal share on Phoenix/Maricopa County Bell Road project - \$479,000 (STP-MAG) 8) Accelerate MAG/RPTA Telecommuting/ Telecommunications project from FY 2001 - \$1,320,000 (CMAQ); 9) Accelerate transit vehicles from FY 2000 - \$5,392,500 (CMAQ); 10) Accelerate transit vehicles from FY 2001 - \$5,625,000 (CMAQ); also that items 4, 5, 6, and 8, require a minor amendment to the FY 1998-2002 MAG Transportation Improvement Program, and three projects, items 2, 3, and 8, require an amendment to the FY 1999 Unified Planning Work Program and Annual Budget.

Before a vote was taken, Mayor Thomas Morales referred to the TRC recommendation list that was slightly amended at the Management Committee meeting on July 15, 1998. Mayor Morales stated that the motion passed with a mixed vote, which conveys to him that a lot of discussion must have taken place. Mayor Morales stated that the MAG/RPTA Telecommuting/Teleconferencing project was decided as a priority at the Regional Council Retreat. Mayor Morales stated that we need to obligate funds for design work on this project now.

Mayor Scruggs questioned why the MAG Air Quality/Transportation Studies project was not reviewed by the Street Committee and now needed an amendment. Mr. Ward replied that the Street Committee are only generally involved in the process for street projects. Mayor Scruggs asked why no street projects are recommended. She stated that studies are great, but we need projects done. Mayor Scruggs asked if no street projects are available. Mr. Ward replied that no regular street projects were submitted for consideration.

Chairman Giuliano recognized public comment from Blue Crowley, who stated that the Bell Road project is the closest on the list to a west side project. He stated that the teleconferencing project has been studied to death. Mr. Crowley said he would like to know what the state is doing to expand roadway improvement situations. Mr. Crowley mentioned that the ADOT member did not vote on this agenda item at the Management Committee meeting.

Chairman Giuliano asked if there were any questions. Hearing none, the motion carried by a vote of 16 yes, with Mayor Barleycorn, Vice Mayor Diaz, Mayor Kosanovich, and Mayor Shafer voting no, and Mayor Scruggs not voting.

13. Update of the Transportation Equity Act for the 21st Century

John Farry stated that the Transportation Equity Act for the 21st Century (TEA 21) was passed and the President signed the bill on June 9, 1998. Mr. Farry noted that a technical corrections bill was passed and will be signed by President Clinton in the near future. Final funding levels for TEA 21 are being determined by the Federal Highway Administration and by the Arizona Department of Transportation. Initial estimates from FHWA indicate that Arizona's annual average of highway spending would increase from \$256 million to \$403 million. This would account for a 57 percent increase in transportation funding

to Arizona over the next six years. Mr. Farry reported that preliminary estimates from FHWA show an increase in the suballocations to Phoenix and Tucson of only 9 percent.

Mr. Farry noted that two efforts at more cooperation between the state and the region will be forthcoming. One effort is to ensure the fair share concept within the state. The second effort will be to work cooperatively to develop an estimate of federal and state funds coming to the region for development of the long range transportation plan and the TIP.

Mr. Farry stated that the Federal Certification for Transportation Planning Process requires ADOT to provide reasonable and timely funding estimates for this region.

Chairman Giuliano asked if there was any discussion.

Chairman Giuliano recognized public comment from Blue Crowley, who referred to the September 1994 MAG Process for Public Involvement in Transportation Planning document. Mr. Crowley stated that he wanted to comment on this agenda item at the last Regional Council meeting, but was disallowed and also noted that the public input section of the summary transmittal for this item did not note this. Chairman Giuliano noted that it was not an action item at the last meeting. Chairman Giuliano also noted that comments should be directed to the agenda item being considered.

Mayor Keegan moved, Mayor Tom Augheron seconded, and it was unanimously carried to approve that MAG should work with ADOT to ensure that suballocations of increased federal funds to the region are equitable and that the "donor/donee" fair share concept be applied to this metropolitan area.

14. Update of Process for Programming MAG Federal Funds

Terry Johnson updated the Council on the process for programming MAG federal funds with a flow chart diagram. Mr. Johnson stated that a special subcommittee of the Transportation Review Committee (TRC) has held four meetings regarding improving the programming process for MAG federal funds. Mr. Johnson reported that on June 23, 1998, the TRC reviewed a report from the subcommittee and the following policy and process enhancements are being recommended: 1) More proactive community outreach; 2) Early guidelines for selection of projects; 3) Favor selection of projects with higher local match rates; 4) Update the MAG Congestion Management System; 5) Favor selection of projects which are multi-modal, and 6) Undertake a more proactive approach in securing new transportation funding. Mr. Johnson stated that the Management Committee concurred with the recommendations of the TRC with the exception that recommendations three and five be deferred to when the guidelines for selections of projects are considered.

Chairman Giuliano asked if there were any questions. Chairman Giuliano recognized public comment from Blue Crowley, who referred to a letter he received from the ADOT regarding his complaint of insufficient public involvement processes and posting notices of public hearings on busses. Mr. Crowley stated that he requested the outreach statement in writing from MAG staff. Mr. Crowley stated that Final Phase II is coming up and it is not posted on the busses, which is required by law 15-30 days prior.

Mayor Cynthia Dunham moved, Mayor Hugh Stevens seconded, and it was unanimously carried to approve the following policy and process for programming MAG federal funds: 1) Develop a more

proactive public outreach process; 2) Include early guidelines in the project selection process; 3) Update the MAG Congestion Management System; and, 4) Undertake a more proactive approach in securing new transportation funding.

15. Expansion of Southwest Passage Corridor for Federal Funding Under TEA 21

Harry Wolfe stated that the passage of the North American Free Trade Agreement (NAFTA) prompted interest in making improvements in impacted transportation corridors. In Arizona, that interest has focused on the north/south Canamex Corridor. This is the corridor extending from Mexico through Arizona at Nogales, north to Las Vegas, through Utah, Idaho, and Montana to western Canada.

Mr. Wolfe noted that representatives of the states of California, Arizona, New Mexico and Texas and the Councils of Governments within those states have been conferring for the past year and a half to develop an integrated and comprehensive trade/transportation strategy for the East-West trade corridor, named the Southwest Passage. Mr. Wolfe added that the Southwest Passage is a multi-modal transportation corridor following the routes of Interstate 8 and 10 and the Union Pacific Sunset route from east to west for a length of approximately 1,600 miles from the deepwater port facilities along the Texas coastline to the deepwater port facilities in Southern California. He said that the objective of the Southwest Passage is to connect the east-west trade routes along the U.S./Mexico border with a freight transportation system extending from Los Angeles to Houston, Texas and to take advantage of increased trade opportunities and address potential needs and issues. Mr. Wolfe noted that there are currently about 85 million tons of freight moving over the corridor, forecast to increase to 130 million tons by 2010.

Mr. Wolfe stated that In September 1997, the Southwest Passage Corridor proposal was presented to the Management Committee and the Regional Council. He noted that the Regional Council was requested to endorse the Southwest Passage for inclusion in the reauthorization of ISTEA to make it eligible for federal planning and construction funds. Mr. Wolfe commented that although the Regional Council expressed support for the Southwest Passage concept, it stopped short of endorsing its designation as a high-priority corridor because of concerns over competing for funding with transportation needs during the reauthorization process.

Mr. Wolfe said that TEA 21 was signed into law on June 9, 1998 and amends the list of high priority multi-state trade corridors designated for federal funding. One of the corridors designated in the bill was the California portion of the Southwest Passage extending from Los Angeles and San Diego to the Arizona border.

Mr. Wolfe noted that this has prompted us to look again at the issue of the Southwest Corridor designation and whether we should take a position on expanding the designation through Arizona. He said that at a meeting on June 10, 1998 in Tucson, convened by the Southern California Council of Governments participants were asked to go back to our respective policy boards and determine whether there is support for designation of the entire corridor through Arizona to Houston. Mr. Wolfe stated that some people perceived competition between the Southwest Passage Corridor and other high priority corridors for funding. However, he commented the east/west corridor and north/south corridor actually complement each other.

Mr. Wolfe stated that on June 23, 1998, the Transportation Review Committee recommended that the Management Committee support the expansion of the Southwest Passage corridor to include the portion running through Arizona to Houston, Texas for funding as a high priority corridor in TEA 21.

Mr. Wolfe stated that issues of particular interest to MAG include I-10 congestion, Grand Avenue congestion, access to Burlington Northern Santa Fe rail yards, and improvements to I-17 and SR-85 connecting I-8 to I-10.

Mr. Wolfe said that if there is support, MAG would basically be submitting a request to the Department of Transportation to request the designation and requesting funding for a study of the corridor. Mr. Wolfe explained that the work program for the study would be spelled out in a Memorandum of Understanding.

Mr. Wolfe stated that the Pima Association of Governments has come out in support of the Southwest Passage Corridor. Mr. Wolfe said that Tom Swanson, Executive Director of PAG, informed Mr. Wolfe that PAG and its member agencies believe that both the Canamex and Southwest Passage Corridors are crucial to taking advantage of opportunities that arise from NAFTA. Mr. Wolfe said he spoke with Bob Vaughn of the Yuma Metropolitan Planning Organization, who indicated support for the Southwest Passage because of its tie in with I-8. Mr. Wolfe informed the Council that Wayne Collins of ADOT mentioned at the Transportation Review Committee meeting that ADOT had expressed reservations about the Southwest Passage Corridor because of its possible funding impact on Canamex, which is their top priority, but ADOT would not oppose looking at the Southwest Passage Corridor. Mr. Wolfe stated that Tom Schmitt indicated to him that ADOT was neutral.

Chairman Giuliano asked if there were any questions. Mayor Elaine Scruggs asked if there were a time frame or deadline for the request submission. Mr. Wolfe replied that requests should be submitted to the Department of Transportation this fall.

Mayor Scruggs referred to previous high priority projects that have gone unaddressed, notably Grand Avenue improvements. Mayor Scruggs noted that, in 1985, voters approved a sales tax to fund one-third of the project, with two-thirds of the project funded by ADOT. Mayor Scruggs commented that the project was not completed due to lack of funds. Mayor Scruggs commented that the Grand Avenue problems affect one-half of the population of the Valley. Mayor Scruggs urged the Council not to add another high priority project before previous incomplete high priority projects have been finished.

Mayor Kosanovich said he agreed with Mayor Scruggs. He asked what benefit there would be to Arizona to designate the Southwest Passage Corridor as another high priority corridor when Arizona has so many other problems to deal with.

Mr. Bourey agreed that Mayor Scruggs and Mayor Kosanovich expressed valid concerns. However, he said that this is an opportunity to obtain added federal funds that would benefit Grand Avenue and SR 85 improvements that would not be available otherwise. Mr. Bourey stated Grand Avenue is a major freight corridor and is not competing with the Canamex corridor.

Mayor Joan Shafer stated that she agrees with Mayor Scruggs. She commented that Grand Avenue is the window to the Valley, but it is a crowded, uninviting road. Mayor Shafer stated that it is time to prioritize Grand Avenue improvements.

Roc Arnett stated that ADOT has a problem with creating the Southwest Passage Corridor as a high priority corridor over the Canamex Corridor. He said the Governor has stated support for the Canamex Corridor.

Mr. Arnett moved to approve support of the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a corridor for federal funding under TEA-21, provided the Southwest Passage Corridor is not placed as a higher priority corridor over the Canamex Corridor. Boyd Dunn seconded.

Before a vote was taken, Mayor Giuliano asked if there were any comments. Vice Mayor John Hawley referred to the landfill and prison between Gila Bend and Buckeye, which is a great concern for the far west valley. He said the problems are not new, but extend back more than 15 years and have not been resolved.

Mayor John Keegan stated that SR 85 is a part of Canamex Corridor.

Mr. Arnett stated that Canamex could add to the Grand Avenue Corridor, and he had been informed by the ADOT staff that the Southwest Passage Corridor does not.

Supervisor Brewer commented that MAG is perceived as indecisive on issues. Projects are put on the back burner with nothing done to prioritize items. She stated she is not in support.

Mayor Scruggs stated that she sees the designation of the Southwest Passage Corridor not as an additional request for funding, but a competing request. Mayor Scruggs stated she supports not designating the Southwest Passage Corridor as a high priority corridor.

Mr. Bourey stated this is a policy matter. He said he would not object to Mr. Arnett's motion to designate the Southwest Passage Corridor as a corridor, not higher in priority than the Canamex Corridor. Mr. Bourey stated that this region has not sought federal transportation discretionary funding. At present, there is only one transit project using federal discretionary funding. Mr. Bourey commented that the region has not pursued federal money, which is a very important issue.

Mayor Keegan asked Mr. Bourey if this agenda item does not pass, what other projects will receive high priority? Mr. Bourey replied that TEA 21 provides for corridors. If the corridors are not designated through Arizona, federal funding would not be received that could benefit Grand Avenue and SR 85. Mr. Bourey stated that he does not agree with ADOT that Grand Avenue would not be a part of the Southwest Passage Corridor.

Mayor Keegan asked if other corridors are designated? Chairman Giuliano suggested that Mary Peters, ADOT, clarify the situation.

Ms. Peters stated that there are many undecided issues on the funding for high priority corridors and border infrastructure. She stated that \$140 million is available. Ms. Peters noted that the Canamex Corridor is already established as a high priority corridor and the Southwest Passage Corridor could be designated as an additional corridor. The US Secretary of Transportation will make the decision. Ms. Peters expressed concern that if we submit multiple proposals for funding, ADOT fears we may dilute our

plea for funds. Ms. Peters stated that the Canamex Corridor runs from I-19 to I-10 to US 60 to 93, over the Hoover Dam where a bridge will be built.

Chairman Giuliano asked if there were any questions.

Mayor Scruggs made a substitute motion to not support the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21. Mr. Arnett withdrew his motion to approve support of the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a corridor for federal funding under TEA 21, provided the Southwest Passage Corridor is not placed as a higher priority corridor over the Canamex Corridor. Mayor Keegan seconded.

Before a vote was taken, Chairman Giuliano asked if there were any discussion. Chairman Giuliano recognized public comment from Blue Crowley, who stated that he would appreciate it if the Council would reconsider this motion. He said that at the Management Committee meeting, there was no public input. Mr. Crowley asked why we cannot establish our own deepwater port in the Southwest Passage Corridor, as is designated in the Canamex Corridor. He stated that the 303 also needs to be addressed. He also suggested corridor routes to Salt Lake City and Denver through Arizona Indian reservations. In 1985, 231 miles of improvements to Grand Avenue by 2003 were promised. At present, only 100+ miles have been completed. He said, that if you are going to do it, do it right. Mr. Crowley stated that Grand Avenue should be multi-modal.

Chairman Giuliano thanked Mr. Crowley for his comments. He commented that it is very complex dealing with many agencies.

Mayor Scruggs commented that Mary Peters made a very clear presentation of ADOT's position. Mayor Scruggs withdrew her motion to not support the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21. Mayor Keegan withdrew his second. Mayor Scruggs moved to support no action on endorsing the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21. Mayor Keegan seconded.

Chairman Giuliano asked if there was any discussion. Vice Mayor Hawley suggested that we could go on record that we are concerned with Maricopa County infrastructure. Vice Mayor Hawley noted that this is a state issue.

Mayor Kosanovich stated that we should take action one way or another and that supporting no action will be ineffective.

Supervisor Brewer commented that since she is a recent Regional Council member, she does not understand COG politics. She urged MAG to be strong willed and direct with their goals for the region. She said MAG needs to send a strong message and take a stand.

Mayor Scruggs moved to not support the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21. Mayor Colin Barleycorn seconded, Boyd Dunn voted no, and it was carried to not support the expansion of the Southwest Passage

Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21.

16. Status Report on Census 2000

Harry Wolfe stated that a number of programs essential to the success of Census 2000 will be forthcoming in the coming months. With each housing unit counted in the census estimated to be worth about \$10,000 in federal and state funds to local governments in the decade following the census, it is crucial that member agencies commit the resources necessary to participate in these census programs. MAG staff is working with members of its Population Technical Advisory Committee to facilitate preparations for the census.

Mr. Wolfe noted that the Census Bureau sent out address lists this week to local governments to update the address lists that will be used to distribute census questionnaires, recommend changes to the units of geography by which the results of the census will be reported, and establish complete count committees to encourage that all residents respond to the census questionnaire. Mr. Wolfe stated that it is important for staffs to be aware of this; however, he said he could not give exact dates of receipt for the information.

6. Executive Director's Report

This agenda item was taken out of order.

James M. Bourey stated that Valley Vision 2025 recently received a \$50,000 grant from the EPA. Mr. Bourey reported that he met with the Deputy EPA Administrator and the Region Nine Administrator on July 16, 1998, to discuss sustainable communities and EPA's role.

Mr. Bourey informed the Committee that MAG has received Federal Certification for our Transportation Planning Process. He stated that the certification noted that ADOT is required to provide funding estimates for this region.

Mr. Bourey noted that MAG staff is working with the Census Bureau to ensure an accurate 2000 census. MAG will be addressing concerns with the Advisory Census Committee.

Mr. Bourey introduced two new MAG employees. DeDe Gaisthea, who works in our Copy Center, formerly attended Colorado State University. He also introduced Suzanne Quigley, who replaced Barbara Carpenter in Human Services. Ms. Quigley was formerly with United Way in Mesa, and is highly qualified. Ms. Quigley holds a Master's degree in Law and Social Policy, an MA in Social Service from Bryn Mawr College, and a Bachelor's degree from Villanova University. Mr. Bourey stated that he is very glad to have both of them at MAG.

Mr. Bourey noted that there will be no Regional Council meeting in August and that a memo would be sent out.

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

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 6:50 p.m.

Chairman

Secretary