

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

September 17, 1997
MAG Office
302 North 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Elaine Scruggs, Glendale, Chairman	Councilmember Sara Moya, Paradise Valley
Councilmember Al Carroll for Mayor Tom Morales, Avondale	*Mayor John Keegan, Peoria
Mayor Mike Baker, Buckeye	Councilmember Doug Lingner for Mayor Skip Rimsza, Phoenix
Mayor Hugh Stevens, Carefree	Mayor Mark Schnepf, Queen Creek
Mayor Tom Augherston, Cave Creek	*President Ivan Makil, Salt River Pima-Maricopa Indian Community
Mayor Jay Tibshraeny, Chandler	Mayor Sam Campana, Scottsdale
*Mayor Maggie Reese, El Mirage	*Mayor Joan Shafer, Surprise
*Mayor Jerold Miles, Fountain Hills	Mayor Neil Giuliano, Tempe
Mayor Chuck Turner, Gila Bend	*Mayor Adolfo Gamez, Tolleson
*Governor Mary Thomas, Gila River Indian Community	*Mayor Dallas Gant, Wickenburg
Mayor Cynthia Dunham, Gilbert	Mayor William Kosanovich, Youngtown
Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
*Mayor Frances Osuna, Guadalupe	Chuck Coughlin, Citizens Transportation Oversight Committee
Mayor Richard Vasiloff, Litchfield Park	
Supervisor Don Stapley, Maricopa County	
Mayor Wayne Brown, Mesa	

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Elaine Scruggs at 5:07 p.m.

Chairman Scruggs introduced Councilmember Doug Lingner as proxy for Mayor Skip Rimsza from the City of Phoenix.

Chairman Scruggs announced that if you have used the Norwest Bank garage, parking validation is available following the meeting from the MAG staff. Chairman Scruggs indicated that RPTA has generously agreed to provide transit tickets for individuals who used the bus to get to the Regional Council meeting. She stated that tickets are available following the meeting from Ken Driggs from the RPTA.

2. Pledge of Allegiance

3. Approval of July 30, 1997 Meeting Minutes

Mayor Jay Tibshraeny moved, Councilmember Sara Moya seconded, and it was unanimously carried to approve the minutes of the July 30, 1997 Regional Council meeting.

4. Call to the Audience

Mr. Blue Crowley called attention to an article in Sunday's Arizona Republic Business section. The article on air quality stressed the need to clean Arizona's air. Mr. Crowley stated that he feels that MAG has not addressed these issues.

5. Showcase Agency

Chairman Scruggs stated that the showcase tonight will be Maricopa County. Chairman Scruggs introduced Supervisor Don Stapley to share with the Regional Council information about Maricopa County. Supervisor Don Stapley thanked Chairman Scruggs and the members of Regional Council for the opportunity to showcase the many interesting and vital services Maricopa County government provides to all the citizens.

Supervisor Stapley stated that there are over 2.7 million people to whom Maricopa County provides services. By 2020, over 4.5 million people are expected to live here, and they will want, and expect, the same level of high quality service the county now delivers in all its many roles.

Supervisor Stapley indicated that every one of us are affected almost daily by our county government. He stated that he would like to update the Regional Council on ongoing initiatives by Maricopa County to address the critical issues that transcend local boundaries; issue of air quality, traffic congestion and regional growth.

Supervisor Stapley stated that when your children are born, their birth certificate is recorded by the county. When they get married, we record their marriage certificate. When you need a passport for a vital international business trip or that special overseas vacation, you come to us for the application. He noted that when you buy that dream house, the county records the deed. Supervisor Stapley indicated that Maricopa County not only shares the good times, but serves you in more challenging times as well. The medical examiner is there when an autopsy needs to be performed. And for those souls who have no where else to turn, the public fiduciary makes sure they are interred with dignity and respect.

Supervisor Stapley noted that the Environmental Services Department helps provide a healthy and safe environment throughout the county. By enforcing environmental laws and regulations, Maricopa County ensures residents clean air, safe drinking water, sanitary food service and approved waste disposal. Supervisor Stapley indicated that Environmental Services provides air pollution monitoring and prevention programs, trip reduction planning, inspections of restaurants, public swimming pools and other public accommodations, insect-borne disease control and food borne illness investigation.

Supervisor Stapley stated that the Maricopa County Public Health Department provides services to ensure the continued good health of all the citizens in the county. He noted that programs include prevention of epidemics, health education, prevention of communicable diseases, nutrition services,

outreach programs for the homeless, parenting education, family counseling, teenage pregnancy prevention, foreign travel immunizations, programs for people with HIV/AIDS, childhood immunization programs and drug treatment programs.

Supervisor Stapley noted that even in as prosperous a county as ours, there are those people who slip through the cracks of our medical and social systems. He indicated that for them, Maricopa County provides a safety net, so that no one is denied care or service. Our system provides services and treats more than 384,000 people every year, regardless of their ability to pay.

Supervisor Stapley noted that the Maricopa County Sheriff's Office (MCSO) provides patrol response and investigates crime reported in unincorporated areas of the county and cities that contract for this service. In addition, the Sheriff maintains the only full scale jail operation in the county. Supervisor Stapley indicated that the entire local criminal justice system depends on the efficiency and reliability of MCSO for court security and prisoner transport services.

Supervisor Stapley stated that the Maricopa County Attorney's Office is responsible for the prosecution of all felony offenses and juvenile delinquency throughout the county.

Supervisor Stapley noted that because Maricopa County services are provided on a regional basis, our perspective is regional. He stated that in the past year, he has personally supported initiatives that address regional challenges and require a regional response. Supervisor Stapley noted that in the arena of air quality, he advocated the Vehicle Retro-Fit and recycling bill in the state legislature.

Supervisor Stapley stated that as evidence by the creation of this council, transportation is an issue that demands a regional response. He indicated that the Transportation Department has been directed to work on solutions to the Grand Avenue Corridor, to lead the way in traffic light synchronization, and to coordinate the county wide efforts to develop an Intelligent Traffic System.

Supervisor Stapley stated that the Maricopa County's Comprehensive Plan requires the highest level of regional vision and the closest regional cooperation. This plan will shape the way our region accommodates the nearly two million new residents we will welcome here over the next twenty years. Supervisor Stapley noted that it will help determine where we live, influence our daily travel patterns, affect the air we breathe and the type of jobs we will have. He also noted that Maricopa County has worked closely with the people of the county, the planning and transportation staffs from cities and towns, and the Indian communities. The Maricopa County Comprehensive Plan, Eye to the Future 2020, once adopted, will be the first plan developed for the region that has included all the jurisdictions, communities, industries, and interests in the planning process. Supervisor Stapley stated that ultimately this will result in a plan that encompasses a vision of where we would like to go, and blueprint for how, by regional cooperation, we can get there together.

Supervisor Stapley stated that Maricopa County is proud of this plan, and appreciates the time and effort of everyone in the region who has participated in this process. A short video was shown to explain the plan and to emphasize its importance to the region.

6. Executive Director's Report

James M. Bourey updated the Regional Council on the gathering he recently attended in Flagstaff. He noted that there was discussion on the reauthorization of ISTEA, but no definitive direction by Congress to report at this time. Mr. Bourey informed the Regional Council that he will keep them updated on any new information.

Mr. Bourey informed the Regional Council that ADOT has moved forward with a 20 year transportation plan. He also noted that the results of the audit for the MAG Freeway System suggested that the working relationship with MAG and ADOT is good.

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

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

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

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

Mr. Bourey noted that an amendment of the MAG Regional PM-10 Modeling is on the agenda tonight. He stated that MAG has been working closely with the Department of Environmental Quality (DEQ) and the Environmental Protection Agency (EPA). Mr. Bourey indicated that this region faces significant challenges with measures to show conformity.

Mr. Bourey briefed the Regional Council on the ICMA Conference. He noted that it was a useful session, and was pleased with the focus on regionalism throughout the country and throughout the world.

Mr. Bourey introduced new MAG staff members. Mr. Bourey stated that he would like to welcome Ms. Rita Walton, Policy and Information Manager, back with the MAG staff. Ms. Walton will help provide information to the public. She will also work on the expansion of MAG's Home Page. Mr. Bourey indicated that MAG would like to make the minutes and agendas available on the home page. He stated that MAG's home page would also include a link to other cities' home page. Mr. Bourey stated that MAG's goal is to enhance communication with the public.

Chairman Scruggs thanked Mr. Bourey and asked if members had any questions.

7. Approval of Consent Agenda

Chairman Scruggs stated that agenda items number 8, 9, 10, 11, 12, 13, 14 and 15 are listed on the consent agenda. Chairman Scruggs asked if any member wished to remove any consent item. No member responded.

Chairman Scruggs called for public comments on any consent agenda item.

Mr. Blue Crowley stated that he would first like to thank Ms. Carol Kratz on her effort to incorporate public comments and feelings on Human Services issues. He then commented on the coordination of Census 2000. Mr. Crowley stated that he has not been counted in the past, and asked that the job be done correctly.

Mayor Richard Vasiloff moved, Mayor Turner seconded, and it was unanimously carried to approve items 8, 9, 10, 11, 12, 13, 14 and 15 on the consent agenda.

8. Red Letter Notifications

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

9. Consultant Selection for the MAG Special Transportation Needs Study

The Regional Council approved, by consent, to select Transit Plus Inc. to conduct the Special Transportation Needs Study for an amount not to exceed \$79,973. In May 1997, the Regional Council approved the FY 1998 MAG Unified Planning Work Program which included a Special Transportation Needs Study. The purpose of the study is to develop a plan to meet the transportation needs of low income workers and people with functional limitations that normally prevent them from driving or taking

the bus. The focus of the study will be on welfare recipients and low income workers, as well as people who are elderly or who have disabilities. A Request for Proposals was advertised and one proposal was received. A multi agency group reviewed the proposal and interviewed the consultant. The review group recommended to MAG that Transit Plus, Inc. be selected to conduct the Special Transportation Needs Study for an amount not to exceed \$79,973. The Management Committee concurred with this recommendation.

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

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

11. Acceptance of Federal Aviation Administration Continuous Aviation System Planning Grant

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

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

The Regional Council ratified, by consent, the Regional Council Executive Committee action to approve amending the consultant contract with Harding Lawson Associates for an additional amount of \$60,000.

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

Management Committee concurred with amending the HLA contract. Due to the immediacy of initiating this work, on September 11, 1997, the Executive Committee approved amending the HLA contract.

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

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

14. N11 Service Codes for Non-Emergency Service

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

15. Coordination of Census 2000

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

16. Proposed Revised MAG Freeway Program Loan Policy and Guidelines

Mr. Anderson stated that on May 28, 1997, the MAG Regional Council adopted revised guidelines for the reimbursement of funds advanced by local jurisdictions to accelerate projects in the MAG Regional Freeway Program. Mr. Anderson stated that the Chairman of the Citizens Transportation Oversight Committee suggested changing a provision in the guidelines so the discount factor used to calculate the amount of reimbursement would be the rate set within 12 months of the initiation of construction. Mr. Anderson stated that staff recommends the discount factor for the project be set by ADOT for the program year in which the project is scheduled to begin. Additionally, staff is recommending that the discount factor be the one applicable to the type of project being accelerated, i.e., right-of-way, construction or design. Mr. Anderson indicated that the Management Committee concurred with these recommendations.

Mr. Coughlin recognized everyone's hard work. He indicated that this shows good government and wise management.

Mayor Giuliano moved, Supervisor Stapley seconded, and it was unanimously carried to approve the revised Loan Reimbursement Guidelines for the MAG Regional Freeway System.

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

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

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

Chairman Scruggs asked the Regional Council if they had any questions. Mayor Vasiloff asked if there are any potential impacts to programs that are already on the books. Mr. Anderson noted that this proposal has provisions to guard against impacts on any other programs.

Mayor Giuliano moved, Mr. Coughlin seconded, and it was unanimously carried to approve the Chandler proposal to advance the completion of the Warner to Frye Road section of the Price Freeway from December 2001 to December 2000 contingent upon the required air quality conformity actions being completed.

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

Eric Anderson stated that the City of Mesa proposes to advance the completion of the Country Club to Gilbert Road segment of the Red Mountain Freeway to January 2002 from December 2003. Mr. Anderson explained that under this proposal, Mesa would lend the Program \$24.0 million to advance design and right-of-way acquisition. He noted that the funds would be borrowed from the State Infrastructure Bank (SIB). Mr. Anderson stated that Mesa would be reimbursed a portion of the interest expense of this loan based on one-half of the right-of-way discount factor used by ADOT or 2.275 percent, whichever is greater. The right-of-way discount factor will be set by ADOT in the preparation of the FY 1999 to FY 2006 Tentative Life Cycle Program that is due to be released in January 1998. Mr. Anderson stated that the right-of-way loan would be repaid by ADOT along with the eligible interest payment according to the schedule set forth in the Life Cycle Program. Mr. Anderson stated that Mesa will also provide a loan to the Program for construction of the project. He noted that the estimated construction cost is \$34.0 million. Mr. Anderson indicated that the Management Committee concurred with these recommendations.

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

Mr. Coughlin moved, Mr. Arnett seconded, and it was unanimously carried to approve the Mesa proposal to advance the completion of the Red Mountain Freeway from Country Club Road to Gilbert Road from December 2003 to January 2002 contingent upon the required air quality conformity actions being completed.

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

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

Mr. Anderson stated that the MAG Fiscal Analysis Unit reviewed the proposal and found it in compliance with the reimbursement policy guidelines. He indicated that the Management Committee recommended approval of the Scottsdale proposal.

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

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

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

Chairman Scruggs indicated that a member of the public requested to speak on this agenda item.

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

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

Mr. Arnett moved, Mayor Turner seconded, and it was unanimously carried to approve the July 31, 1997 Certification of Costs and Revenues for the MAG Regional Freeway System.

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

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

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

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

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

Mayor Giuliano asked what can people expect to see after endorsement of this strategy. Mr. Bourey indicated that he asked for legislation that would reauthorize ISTEA to include the definition of corridor and funds. He stated that the congressional delegation will support this strategy, but may not lead it.

Councilmember Moya asked if receiving these funds has any effect on eligible funds in the future. Mr. Bourey explained that these funds are over and above funds already received.

Mr. Coughlin asked if MAG has had any contact with congressional staff. Mr. Bourey indicated that he felt it was improper to speak with the congressional staff before discussing this item with Regional Council.

Mr. Coughlin indicated that he is reluctant to support this strategy. He indicated that Arizona is one of the smaller states, and would like to focus efforts collectively on Congress.

Mayor Giuliano asked the effect of Regional Council's endorsement of this strategy. Chairman Scruggs then asked if the Regional Council endorses this strategy, when will it be submitted. Mr. Bourey indicated that Regional Council would need to endorse a strategy at this meeting because reauthorization will be further debated in the next few weeks.

Mr. Arnett indicated that ADOT is not against the strategy and feels that it is a good idea to pursue. However, ADOT's number one priority is the bridge on U.S. 93 by Hoover Dam.

Mr. Coughlin suggested that the Regional Council should table this agenda item to allow more time to work with MAG.

Chairman Scruggs suggested a letter stating this strategy is not top priority to the region, however, MAG is in support of the Southwest Passage Strategy.

Mayor Giuliano suggested a good way to deal with this issue is to support strategy and hold off on reauthorization.

Mayor Campana moved, Mayor Turner seconded, and it was carried to endorse the concept of the Southwest Passage Strategy, with Chuck Coughlin opposed, and Mayor Brown and Mayor Kosanovich not voting.

Chairman Scruggs indicated that a member of the public requested to speak on this agenda item.

Mr. Blue Crowley stated that MAG should address the Gulf to Yuma passage also. He indicated that trade goes both ways in the state of Arizona.

23. Local Measures Needed to Address Existing Unpaved Roads, Road Shoulders and Access Points, Parking Lots, Vacant Lots and Weed Abatement

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

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

Chairman Scruggs asked if the Regional Council had any questions, upon which none were received.

24. Update on Arizona Works Pilot Program

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

Ms. Kratz stated that a draft letter expressing our cities' interest in participating in the development of the pilot program, which was requested by the Regional Council at the last meeting, had been distributed to the managers. Ms. Kratz reviewed suggestions to be included in the RFP such as vendor history, vendor accountability, time and process for clients, communications with local governments, office location and hours of operation, support services, sanctions, what kind of appeals process, incentives for clients and employers and evaluations. Ms. Kratz informed the Regional Council that time on the Procurement Board agenda has been granted.

Mayor Vasiloff declared a conflict of interest and removed himself from voting on this agenda item.

Mayor Giuliano thanked Ms.Kratz for her extreme hard work on this issue.

Chairman Scruggs indicated that there were not enough members present to vote on this issue. She stated that the Management Committee recommended approval of the recommendations, and it is the consensus of the members present to move forward with these recommendations.

Chairman Scruggs announced that a progressive dinner would be held for the members of the Regional Council and their staff who have confirmed their dinner reservations. She stated that this dinner will be held in Suite 300. A floor plan was distributed describing the different food stations that have been set up.

Chairman Scruggs indicated that an open house for the public has been scheduled for Friday, September 19, 1997 from 1:00 p.m. to 4:00 p.m. She stated that all members of the public interested in touring the MAG offices are invited to attend.

The meeting was adjourned at 6:45 p.m.

Chairman

Secretary