

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

January 24, 2001  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Skip Rimsza, Phoenix, Chairman  
Mayor Ron Drake, Avondale  
\* Mayor Dusty Hull, Buckeye  
\* Mayor Edward Morgan, Carefree  
\* Mayor Vincent Francia, Cave Creek  
Mayor Jay Tibshraeny, Chandler  
Mayor Roy Delgado, El Mirage  
\* Mayor Sharon Morgan, Fountain Hills  
\* Mayor Chuck Turner, Gila Bend  
\* Governor Donald Antone, Gila River Indian  
Community  
Mayor Cynthia Dunham, Gilbert  
Mayor Elaine Scruggs, Glendale  
Mayor Bill Arnold, Goodyear  
Councilmember Margarita Garcia, Guadalupe  
Mayor J. Woodfin Thomas, Litchfield Park  
Supervisor Andy Kunasek, Maricopa County  
Mayor Keno Hawker, Mesa

Mayor Edward Lowry, Paradise Valley  
Vice Mayor Ken Forgia for Mayor John  
Keegan, Peoria  
Vice Mayor Toni Valenzuela for Mayor Wendy  
Feldman-Kerr, Queen Creek  
\* President Ivan Makil, Salt River Pima-Maricopa  
Indian Community  
Mayor Mary Manross, Scottsdale  
Mayor Joan Shafer, Surprise  
\* Mayor Neil Giuliano, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
Vice Mayor Lon McDermott for Mayor Larry  
Roberts, Wickenburg  
Mayor Eugene Russell, Youngtown  
F. Rockne Arnett, ADOT  
Dallas Gant, ADOT  
Bill Beyer, Citizens Transportation Oversight  
Committee

\*Those members neither present nor represented by proxy.

Chairman Rimsza stated that agenda items not requiring Council action would be considered until a quorum was met.

4. **Call to the Audience**

This agenda item was taken out of order.

Chairman Rimsza recognized public comment from Bob McKnight, who stated that the public voted for a plan approving \$5 billion, and now more money is wanted. If everybody wants it, just put a bucket down there. MAG is not an upright organization. You're stealing money. The plan was on the ballot, now there is an airport in it. There's no more money for any more plans, you should take it back to the people.

Chairman Rimsza recognized public comment from DD Barker, stated that she had copies of comments written by Joseph Ryan that light rail is insufficient. Mr. Ryan sent this communique to the Representative

Pastor, *The Arizona Republic* and to the FHWA. Ms. Barker stated that light rail travels at a speed of 18-20 miles per hour. Ms. Barker commented on a bill introduced by Representative Cooley that two cities can form an intergovernmental agreement for transportation operations. She stated that unity is needed. Chairman Rimsza thanked Ms. Barker for her comments.

1. Call to Order

Chairman Rimsza announced that a quorum was present.

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

2. Pledge of Allegiance

Supervisor Andy Kunasek led the Pledge of Allegiance.

Chairman Rimsza introduced Mayor Roy Delgado, the new mayor for El Mirage, and presented him with his membership plaque.

Chairman Rimsza recognized proxies Vice Mayor Toni Valenzuela for Mayor Wendy Feldman-Kerr, Queen Creek, Vice Mayor Ken Forgia for Mayor John Keegan, Peoria, and Vice Mayor Lon McDermott for Mayor Larry Roberts, Wickenburg.

Chairman Rimsza stated that transit tickets were available following the meeting from Ken Driggs from the RPTA.

3. Approval of December 13, 2000 Meeting Minutes

Chairman Rimsza asked if there were any corrections to the minutes of the December 13, 2000 meeting. Hearing none, he asked for a motion to approve.

Mayor J. Woodfin Thomas moved to approve the minutes of the December 13, 2000 meeting. Mayor Jay Tibshraeny seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey stated that a flyer announcing the five forums for the Regional Transportation Plan was at each place. All of the forums have been scheduled for 8:30 a.m. at the Arizona Historical Society on February 23, March 2, March 9, March 23, March 30, 2001. A kickoff dinner will be held on February 22, 2001 at the Phoenix Airport Marriott. Mr. Bourey stated that a speaker's list will be forthcoming. He encouraged participation by Council members and staff.

Mr. Bourey stated that the Homeless Planning Process kickoff luncheon is scheduled for January 25, 2001 at the Buttes. He said that MAG was successful in receiving more than \$18 million from a grant application submittal to HUD to assist services for homeless persons. This amount exceeds the 1999 award of \$15.5 million, and is the highest amount ever received in the region.

Mr. Bourey stated that a decision point is approaching on whether to proceed with a 2005 Special Census. He indicated that he will attend a meeting with the Census Bureau in Washington in March to discuss their plans for the program.

Mr. Bourey stated that training for Domestic Violence Coordinating Councils will take place on February 6 and 7, 2001. He stated that the local Coordinating Councils were formed to increase awareness and coordination of efforts to better assist domestic violence victims.

Mr. Bourey stated that the US Environmental Protection Agency notice to the Governor indicated a recommendation that Maricopa and Pinal Counties both be included for the new 8-hour ozone nonattainment boundary. There is still an opportunity for the Governor to recommend a smaller area. Chairman Rimsza thanked Mr. Bourey for his report.

6. Approval of Consent Agenda

Chairman Rimsza requested that Blue Crowley address all of his comments together. Mr. Crowley stated that he would address each action item separately. He commented that he was not given the opportunity to comment at the Call to the Audience because the meeting began before five o'clock. Chairman Rimsza noted that the reason Mr. Crowley was not given three minutes at the Call to the Audience because he had filled out a yellow card instead of a blue card. Mr. Crowley stated that he could address his comments on the consent agenda in three minutes total. Chairman Rimsza stated that Mr. Crowley would be given time later to comment on action items.

Chairman Rimsza stated that agenda items #7 through #17 were on the consent agenda.

Chairman Rimsza recognized public comment from Blue Crowley, who commented on the Regional Council retreat. He commented on the lack of professionalism shown in assaults on the County because they were not present. Mr. Crowley stated that the Planning and Zoning Department goes out of its way to accommodate cities. He stated that the blinders come on when growth is addressed. Mr. Crowley commented on continuing access to parks located within the Gila Bend National Monument. Mr. Crowley stated he does not want government workers driving to work in single occupant vehicles. He stated that a five to seven member elected body is needed for transportation planning. Mr. Crowley stated that MAG is parochial. He mentioned giving rail service to all communities. Mr. Crowley said to get the job done. For agenda item #11, Park and Ride Site Selection, Mr. Crowley stated that because of a funding shortfall, the express terminal on I-10 will not be completed. Mr. Crowley stated that the transit plan document stated that when construction is being done on a freeway, park and ride needs to be done at the same time. He requested that the express terminal be finished. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza asked for a motion to approve the consent agenda. Mayor Jay Tibshraeny moved to approve consent agenda items #7, #8, #9, #10, #11, #12, #13, #14, #15, #16, and #17. Mayor Joan Shafer seconded, and the motion carried unanimously.

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

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

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

The Regional Council, by consent, approved the on-call consultants recommended by the MAG Pedestrian Working Group to provide pedestrian design assistance and to select the following projects to receive the pedestrian design assistance: 1) The City of Glendale – \$50,000, Creating a More Walkable City One Mile at a Time; 2) City of Avondale – \$30,000, Western Avenue Pedestrian Friendly Design Project; and 3) City of Phoenix – \$50,000, South Mountain to River Multi-Use Trail System. Also, to use \$5,000 of FY 2001 STP funds to allow for funding of the City of Phoenix Design Assistance Project. On November 17, 2000, the MAG Pedestrian Working Group recommended that eight consultants be included on the on-call list. The Working Group also recommended that the following receive design assistance: 1) The City of Glendale – \$50,000, Creating a More Walkable City One Mile at a Time; 2) City of Avondale – \$30,000, Western Avenue Pedestrian Friendly Design Project; and 3) City of Phoenix – \$50,000, South Mountain to River Multi-Use Trail System. The Working Group requested that staff investigate how to fully fund the top three proposals, since FY 2001 funds are presently limited to \$125,000. Staff is proposing that \$5,000 of FY 2001 STP funds be allocated to allow for full funding of the City of Phoenix Design Assistance Project. The Management Committee concurred with these recommendations.

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

The Regional Council, by consent, approved the Tentative Freeway Life Cycle Program for the MAG Freeway System for public review and comment. Each year, the Arizona Department of Transportation prepares the Tentative Life Cycle Program for the MAG Regional Freeway System and releases it for public review and comment. The Program provides the detailed plan for the design and construction of the MAG Freeway Plan for the period FY 2001 through FY 2007 given available resources. The Tentative Life Cycle Program incorporates updated revenue projections and cost estimates to reflect the latest information available. The sequence of projects reflects the adopted priorities and the accelerated schedule to complete the Regional Freeway Program in 2007. The Management Committee recommended the Program for public review and comment.

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

The Regional Council, by consent, approved the following: (1) Amendment to the FY 2001 MAG Unified Planning Work Program and Annual Budget to accept \$30,000 from the Arizona Department of Transportation to support development of Phase 1 of the Regional Transportation Plan and (2) amend the consultant contract with the URS Corporation for Phase 1 of the Regional Transportation Plan from \$510,000 to \$540,000. In November, the Regional Council approved having URS Corporation develop the MAG Regional Transportation Plan. As part of this project, expert forums are planned to be conducted in February/March, 2001. To assist in this effort, the Arizona Department of Transportation (ADOT) has agreed to provide \$30,000 to support a series of five half-day expert panel forums. The change in project scope requires a change in the project budget from \$510,000 to \$540,000 and an amendment to the MAG Unified Planning Work Program and Annual Budget. The Management Committee concurred with these amendments.

11. Park and Ride Site Selection

The Regional Council, by consent, approved the following: 1) The draft final project report and recommendations for twenty new park and ride lots for addition to the next update of MAG Long Range Transportation Plan; and 2) The draft program for ten lots with the understanding that the programming for the lot in Tempe, listed as Priority #11 in the draft consultant report, be advanced and programmed seventh, with lots in Phoenix, Mesa and Goodyear programmed eighth, ninth and tenth, respectively, with the final programming for all lots to be done as part of the annual MAG programming process for all projects. Also, notwithstanding the above recommendation, that a lot in target area 12/13 not be added to the MAG Plan and that the funds recommended for programming for that area be held for further consideration at a future meeting. On December 12, 2000, the Transportation Review Committee reviewed and recommended sites for twenty new park and ride lots across the region. The recommendations for programming of ten near term lots are expected to be carried forward into the annual MAG programming process. The draft final report and its recommendations are on the agenda for addition to the MAG Long Range Transportation Plan. The Management Committee concurred with the recommendations of the TRC with the exception that the lot in target area 12/13 not be added to the MAG Plan and that the funds recommended for that area be held for further consideration at a future meeting.

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

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

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

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the City of Goodyear South Planning and Service Area. The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include the Lum Basin Water Reclamation Facility, an expanded capacity for the Waterman Basin Facility, and the expansion of the existing Corgett Basin Facility. Unincorporated Maricopa County is within three miles of the project and does not object to the proposed facilities. The MAG Water Quality Advisory Committee and the Management Committee have recommended approval of the Draft 208 Plan Amendment.

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

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

15. Consultant Selection for MAG Web Update and Enhancement Project

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

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

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

17. Consultant Assistance for the MAG Growing Smarter Implementation Project

The Regional Council, by consent, amended the contract with Applied Economics to add \$60,000, (increasing the contract from \$97,483 to \$157,483), to provide additional socioeconomic database development, fiscal modeling, school facility impact modeling, and sales tax base modeling for the MAG Growing Smarter Implementation Project. MAG received FHWA Transportation and Community and System Preservation Program grant funds to conduct a regional Growing Smarter Implementation Project. As an element of this grant, staff is requesting that \$60,000 be added to the contract with Applied Economics to provide additional socioeconomic database development, fiscal modeling, school facility impact modeling, and sales tax base modeling. The Management Committee concurred with this recommendation.

18. Loop 303 Preferred Alignment

Eric Anderson gave a presentation on the Loop 303 connection. The Loop 303 Corridor was first identified in a 1985 study. A study of five routes to connect the 303 with I-17 was undertaken by MAG and ADOT with the cooperation of Maricopa County and member agencies. He stated that the objective of the study was to identify a preferred corridor for Loop 303 from Lake Pleasant Road to I-17. Mr. Anderson stated that the option would serve the mobility needs of the northwest Valley, be compatible with the general plans for the area, and would take into consideration environmental and other impacts. Mr. Anderson displayed a map of the study area. He explained that the different options all had similar traffic volumes.

Mr. Anderson showed a map of the routes studied: New River Road, Dixileta Drive, Carefree Highway, and Lone Mountain Road. Mr. Anderson stated that Carefree and the Lone Mountain routes provide good east/west mobility. He noted that the New River option does not provide an east/west mobility to the north east valley. Dixileta, which most closely parallels the option identified in the 1985 study, does not connect east of I-17, so traffic must enter I-17, causing significant impacts. He mentioned topographical considerations on Dixileta are also concerns. Mr. Anderson noted the next steps in the process, including whether to follow a federal or non-federal process. A federal process requires a logical termini from Grand Avenue to I-17 and may be a longer and more difficult process. He noted, however, that this would allow federal money to be used for the facility. Mr. Anderson stated that the non-federal process is usually a simpler, faster process; however, federal money could not be used. Mr. Anderson stated the corridor would be added to the regional freeway system and funding strategies for right of way protection and construction need to be identified. Mr. Anderson noted that the Transportation Review Committee, the Management Committee, and the Regional Council Transportation Subcommittee had recommended the Lone Mountain as the preferred option.

Chairman Rimsza thanked Mr. Anderson for his presentation and asked if there were any questions. Mayor Shafer commented on the many studies that have already been done. She asked when the actual project would be done. Mr. Anderson stated that an environmental assessment is needed and a funding source identified.

Mayor Manross stated that she did not object to the Lone Mountain option west of I-17, but was concerned with the route extending eastward from I-17. She explained about the 500-acre McDowell Sonora Preserve that the road would pass through. Mayor Manross stated that Lone Mountain is shown as a parkway in Scottsdale's old general plan, which is currently being updated. She requested that no freeway extend

eastward past I-17. Mayor Manross indicated that would be a fatal flaw. Mayor Manross stated that if a motion was made for approval, she would make an amendment to recognize that there would be no east/west connection east of I-17, the traffic circulation impacts as part of the EA, and be in the Regional Transportation Plan.

Mayor Scruggs stated that the route was located on Lone Mountain because ADOT had indicated that an east/west route was needed. Mr. Anderson stated that there were two issues. Lone Mountain Road east of I-17 angles down and combines with Dove Valley Road to form a single arterial through the Sonoran Preserve and connects to Dynamite Boulevard at Tatum. Chairman Rimsza noted that the Phoenix General Plan shows this as a parkway and not a freeway. Mr. Anderson pointed out the water treatment plant and a mountain prevents Dixileta from extending east of I-17. He stated that significant impact to I-17 would occur because of the lack of a through street.

Mayor Scruggs indicated that she was comfortable with the Lone Mountain option. She stated that the purpose of the study was to identify a connection to I-17. Mayor Scruggs stated that if language is included in the motion to not go east of I-17, Dixileta could be the option, as well as Lone Mountain. She stated that New River Road would not serve for east/west mobility.

Mayor Manross commented on concerns for future issues that could arise if the designation were made. She indicated that she wanted to ensure that another battle would not need to be fought when ADOT says the route needs to continue eastward. Mayor Manross stated that the City of Scottsdale will not allow a freeway through the Preserve.

Chairman Rimsza stated that the City of Phoenix has no interest in a direct freeway connection east of I-17. Chairman Rimsza noted that residents in the area would not want a high speed route in the area. He requested that ADOT address the perception that a connection onto the roadway might be indicated. Chuck Eaton, ADOT staff, stated that the focus was dealing with a connection west of I-17, because of the growing congestion north of Loop 101. He stated that a hammerhead interchange could put more pressure onto I-17. Mr. Eaton stated that the study indicated that traffic wants to go east/west. The current options are Happy Valley Road or SR 74. Mr. Eaton stated that there would be no problem for Lone Mountain to remain a parkway.

Mayor Shafer stated that the 1985 vote included an outer freeway loop around the metro area. The west side needs an alternative beside Bell Road, and a connection is needed at I-17 to get across.

Mayor Manross stated that it will be impossible for a freeway to continue east. The resulting pressure would be unimaginable. Mayor Manross stated that her community is buying McDowell Preserve land. Other alternatives to go east of I-17 need to be examined. Mayor Manross stated that when the vote was taken in 1985, the amount of growth occurring could not be envisioned.

Mayor Scruggs stated that even before the Preserve and development, the people west of I-17 have been trapped. She expressed her surprise that concerns are now being raised, because the study has been ongoing for one year. Mayor Manross replied that statements of concern have previously been made for the record.

Mr. Bourey suggested modified language to the recommended motion that the option would not include any controlled access facility east of I-17, that the traffic east of I-17 be studied as a part of the Regional Transportation Plan. Mayor Scruggs asked for clarification that this would not rule out all controlled access east of I-17. Mr. Bourey replied that was correct. Mayor Scruggs asked for clarification that the controlled access facility west of I-17 would be possible. Mr. Eaton stated that a controlled access facility would be built. The intention is to develop Loop 303 in phases, with limited controlled access, and a possibility to develop a fully controlled access facility in the future. He indicated that a fully controlled access facility east of I-17 has not been discussed.

Mayor Scruggs stated that the motion could include the possibility of a future controlled access facility west of I-17 not be excluded. Chairman Rimsza stated that the intention would be for an east/west parkway. Mayor Scruggs commented on including language with the provision that the parkway could be developed into a fully controlled access facility. Mr. Eaton brought up the importance of protecting right of way.

Chairman Rimsza asked Mr. Eaton if the intention is to build a parkway east and west of I-17 on Lone Mountain Road in the center of the 300-foot right of way that will be acquired. In the future, a freeway could be built west of I-17. Mr. Eaton replied that was correct, and noted that there are no plans for a controlled access facility to the east of I-17. Chairman Rimsza asked for clarification that no freeway access roads are planned in the near term. Mr. Eaton stated that was correct and that the intent of making a designation is to protect the corridor.

Mayor Manross asked if any discussion had taken place about Loop 303 east of I-17. Roc Arnett stated that he served as Chair of the Transportation Subcommittee of Valley Vision 2025. He stated that a presentation was done in Valley Vision report about the corridor, which was loosely defined as I-10 up past Grand Avenue and around, possibly extending as far as Apache Junction. Mr. Arnett stated that the problems of passing over valuable land were recognized in the report, but that is where the corridor was suggested. He noted that the corridor was not defined as a fully controlled access facility. Mr. Arnett expressed concern that action taken could stop progress in the next generation. Mayor Manross asked if any assumptions had been made about the road extending to Tatum. Mr. Arnett stated that corridor is a broad term, and not much more than that. It could be Dixie to New River and across. Mr. Arnett commented that caution needs to be used in stopping a roadway east of I-17, which could create bigger problems than are being faced today. Mayor Manross commented on having a large preserve. Mayor Manross commented on the boundaries of the preserve.

Mayor Hawker stated that he did not see a comprehensive plan being considered. He stated that the planning efforts could be considered in the new Regional Transportation Plan, which is in the process of being developed. He stated that we are boxing ourselves in by stopping at I-17. Mayor Hawker stated that it was his understanding that the roadway would continue eastward. He stated that so much has changed since the 1985 plan, and when the new Regional Transportation Plan is completed, this corridor may not even be a priority. Mayor Hawker stated that money and time might be better spent on a plan that reflects up to date criteria and priorities. Chairman Rimsza asked for clarification from Mayor Hawker if he felt that the designation should be delayed and re-examined. Mayor Hawker replied that it would be shortsighted just to do a short segment.

Vice Mayor Ken Forgia stated that Dave Moody, City Engineer for Peoria, has indicated that modeling has been done only to I-17 and stopped at that point. He indicated that there are no plans otherwise. Vice Mayor Forgia brought up the fact that Phoenix does not want Dixileta because of the water treatment plan, and it could not continue across I-17.

Bill Beyer stated that CTOC supported the recommendation for approval with the amendments. He stated that west Valley input has indicated that people want the project to proceed. Mr. Beyer stated that he understood Mayor Manross's concerns, but the compromises represent a good solution. He urged members not to delay taking action.

Mayor Manross clarified that she does not oppose Loop 303, but wanted to ensure the understanding that there will never be a parkway or freeway through the preserve, according to the rules in place. She indicated that planning can take place accordingly in the future. Mayor Manross commented that since the RTP is being drafted, why are singular plans being done? Mr. Anderson stated that this is the last corridor from the 1985 ballot whose alignment has not yet been determined. Mr. Anderson stated that west Valley residents expect the project to proceed. Mr. Bourey stated that the determination of the alignment is needed to protect the area from development and to identify and preserve right of way. He mentioned that right of way costs have escalated tremendously. Mr. Beyer noted his agreement that it is important to identify the corridor.

Mayor Scruggs asked Mr. Eaton for clarification that additional work on I-17 will not continue until this is completed. Mr. Eaton explained that federal approval is required. They are reluctant to approve until a decision on access is made. Mayor Scruggs noted that the lessons learned from the Paradise Freeway project taught us that traffic cannot be moved with a 16-mile stretch in between freeways. She noted the negative results from traffic congestion, including air pollution and road rage.

Mayor Scruggs moved to approve the Lone Mountain Alignment as the preferred option for the Loop 303 connection with Interstate 17 in the next update of the Long Range Transportation Plan, to be constructed as a limited access parkway up to I-17 on the west side, with access only at major arterial intersections and for sufficient right-of-way to be purchased for a fully controlled access facility west of I-17 sometime in the future. In addition, the New River Alignment would be designated for further study in the Regional Transportation Plan. Supervisor Kunasek seconded.

Chairman Rimsza noted that this would secure for the west Valley a fully controlled access facility, and keeps the option open in the east Valley. It allows flexibility for the opportunity for further study east of I-17 and does not deny those options east of I-17.

Mayor Manross requested an amendment to the motion that further study be given east of I-17 on possible ways to create a traffic circulation pattern and mitigate impacts east of I-17. Chairman Rimsza stated that the amendment was out of order because the motion focuses west of I-17. Mayor Manross requested that the record reflect her concern with a freeway east of I-17. She stated that fatal flaws could still be identified. She wanted the record to reflect that this could be a fatal flaw.

Chairman Rimsza requested that Mayor Scruggs repeat her motion. Mayor Scruggs stated that her motion was to approve the Lone Mountain Alignment as the preferred option for the Loop 303 connection with Interstate 17 in the next update of the Long Range Transportation Plan, to be constructed as a limited access

parkway up to I-17 on the west side, with access only at major arterial intersections and for sufficient right-of-way to be purchased for a fully controlled access facility west of I-17 sometime in the future. In addition, the New River Alignment would be designated for further study in the Regional Transportation Plan.

Before a vote was taken, Chairman Rimsza recognized public comment from Blue Crowley, who commented on the federal process or non-federal process. He questioned the funding amounts. Mr. Crowley commented on serving the citizens with an interchange at Anthem. Mr. Crowley mentioned environmental concerns. Mr. Crowley stated that 25 people spoke at the CTOC meeting, but the comments were not reflected in the public input section of the summary transmittal. Mr. Crowley stated that studies have shown that underpasses are dangerous and only overpasses should be built to accommodate pedestrians and bicyclists. He questioned why an underpass is being constructed on 51st Avenue. Chairman Rimsza thanked Mr. Crowley for his comments. He asked for a vote on the motion.

The motion passed, with Mayor Manross and Mayor Hawker voting no.

19A. Recommendation of Projects for CMAQ Funding in FY 2006 of the FY 2002-2006 MAG Transportation Improvement Program

Paul Ward gave a presentation on the projects recommended for Congestion Mitigation Air Quality (CMAQ) funding. He reviewed the timeline for programming projects. These projects were evaluated and received Congestion Management System and Air Quality Emission Reduction scores. MAG Modal Committees ranked these projects. The Transportation Review Committee (TRC) recommended projects to receive these funds. The Management Committee reviewed the projects and substantially concurred with the TRC recommendation, except for two projects which were recommended for Surface Transportation Program funds. It is currently estimated that \$35 million will be available in CMAQ funds for programming projects in FY 2006. Mr. Ward displayed a pie chart of the FY 2006 MAG federally funded program, by mode, and explained the funding appropriated to each. Mr. Ward stated that the requested motion was to approve the projects recommended by the Management Committee for MAG Federal funding in FY 2006 and to include those projects in the Draft FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Chairman Rimsza thanked Mr. Ward for his presentation and asked if there were any questions.

Hearing none, he asked for a motion. Mayor J. Woodfin Thomas moved to approve the projects recommended by the Management Committee for MAG Federal funding in FY 2006 and to include those projects in the Draft FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Mayor Ron Drake seconded, and the motion carried unanimously.

19B. ADOT Cooperatively Developed FY 2002-2006 Highway Construction Program

Mr. Anderson stated that MAG, ADOT and RPTA staff jointly developed a prioritized list of projects for FY 2001 through 2006. He highlighted some of the projects on the list, including a US 60 design build, auxiliary lanes on I-17 from Peoria to Greenway, design improvements to I-10 from 59th Avenue to 83rd Avenue to correct a bottleneck, Phase I of the Collector Distributor system on I-10, design of a segment for HOV from Val Vista to Power Road, widening of SR 85, and the Wickenburg Bypass. Chairman Rimsza thanked Mr. Anderson for his report and asked if there were any questions.

Vice Mayor Forgia asked for clarification of the US 60 improvements. Mr. Anderson replied the improvements would be HOV lanes between Val Vista and Power Road.

Mayor Thomas asked for clarification if the park and ride project was not a part of the process because it was not included in the previous program. Mr. Anderson stated that it was included in last year's program, but had inadvertently been left off the list.

Hearing no further questions, Chairman Rimsza asked for a motion. Mayor Shafer moved to approve the cooperatively developed ADOT funded projects for the FY 2002-2006 MAG Transportation Improvement Program for public review and comment. Bill Beyer seconded, and the motion carried unanimously.

Mr. Bourey expressed his thanks to Mary Peters and ADOT staff for the cooperative effort.

Chairman Rimsza recognized public comment from DD Barker on agenda item #19B, ADOT Cooperatively Developed FY 2002-2006 Highway Construction Program. She expressed support that Stephen Cleveland, Goodyear City Manager, now serves on the Transportation Review Committee. She indicated the importance of including the public in the process. For agenda item #7, Amendment of MAG Transportation Model Enhancements Consultant Contract for Station Demand Forecasting, Ms. Barker mentioned that she read the Request for Proposals. She commented that the consultant that was awarded the project mentioned light rail in their proposal 20 times. Ms. Barker stated that she opposed the study because it appears to segregate society. Express would carry all.

20. Acceptance of MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2000

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

Mayor Thomas moved to accept the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2000. Mayor Roy Delgado seconded, and the motion carried unanimously.

21. Follow-up on January 12, 2001 MAG Regional Council Retreat

Mr. Bourey updated members on conclusions reached at the Regional Council Retreat. The action items that will be studied in the upcoming year include a regional review of local plans, broadening of public and private sector participation in MAG, investigating local government revenue sharing, and exploring a name change for MAG. Chairman Rimsza thanked Mr. Bourey for his report.

There being no further business, the meeting was adjourned at 6:45 p.m.

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Chairman

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Secretary