

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

November 23, 1999

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room,
Phoenix, Arizona

MEMBERS ATTENDING

Gary Brown, Tempe, Chairman
Wickenburg: Tom Candelaria for Fred
Carpenter, Vice-Chair
Avondale: Debbie Kohn for William Bates
Buckeye: Joe Blanton
Chandler: Bryan Patterson
Gilbert: Tami Ryall
Glendale: Jim Book
Goodyear: Larry Martinez for Jerene
Watson

Litchfield Park: Mike Cartsonis
Maricopa County: Tom Buick
Mesa: Jeff Martin
Paradise Valley: Tom Martinsen
Peoria: David Moody
Phoenix: Tom Callow
RPTA: Ken Driggs
Scottsdale: Steve Hogan
Surprise: Ellis Perl

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Patrick
McDermott, Chandler
*Street Committee: Grant Anderson, Gilbert
ITS Committee: Steve Hogan

Pedestrian Advisory Group: Maureen
Mageau-DeCindis for Mike Branham,
Surprise
Telecommunications Advisory Group:
Debbie Kohn, Avondale

* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT
Bill Hayden, ADOT
Steve Jimenez, ADOT
Kwi-Sung Kang, ADOT
Dan Lance, ADOT
Mary Lynn Tischer, ADOT
Carl Stephani, Gila Bend
Dennis Mittelstedt, FHWA
Cari Anderson, MAG
Eric Anderson, MAG
Lindy Bauer, MAG
Dawn Coomer, MAG
Dean Giles, MAG
Terry Johnson, MAG
Sarath Joshua, MAG
Suzanne Quigley, MAG
Dennis Smith, MAG

Kelly Taft, MAG
Stephen Tate, MAG
Chris Voigt, MAG
Paul Ward, MAG
Rich Marshall, Maricopa County
Chris Plumb, Maricopa County
Phyllis Smith, Maricopa County Human
Services
Helena Whitney, Maricopa County Human
Services
Don Herp, Phoenix
Lisa Takata, Phoenix
Bob Antila, RPTA
Bryan Jungwirth, RPTA
Matt Ortega, RPTA
Glenn Kephart, Tempe

1. Call to Order

Gary Brown, Chairman, called the meeting to order at 10:05 a.m.

2. Approval of the November 2, 1999 Meeting Minutes

Debbie Kohn requested to change the draft minutes as follows: (a) On the list of Members attending, to note her attendance, (b) On the list of Ex-Officio members attending, to change the name of the “Telecommunication Working Group” to “Telecommunications Advisory Group,” (c) In Item 14b, to change the speakers name noted in the first sentence (the speaker was Paul Ward), (d) In Item 14c, second paragraph, after the first sentence, to add the sentence that “Chuck Eaton responded that the funding is for personnel to move incapacitated vehicles off of the freeway system,” and to remove the sentence “Mr.Hogan provided background information,” and (e) In Item 14c, fourth paragraph, change the second sentence by adding the words “in excess of that required” so that it reads “Debbie Kohn responded that jurisdictions without funding in excess of that required for local match should not suffer.”

Jeff Martin moved and Steve Hogan seconded approval of the minutes with the noted changes. The minutes were approved unanimously with the noted changes.

3. Call to the Audience

No comments were received.

4. Transportation Manager’s Report

In the interest of saving time to cover as much as possible of the extensive agenda for today’s meeting, the Transportation Manager provided only a brief overview of the upcoming process to approve agenda items under consideration by the Committee.

5. Approval of Consent Agenda

Jeff Martin moved and Steve Hogan seconded approval of the consent agenda, which passed unanimously.

6. Status Report on Interchange Improvements for Existing Freeways (Consent Agenda Item)

7. CMAQ Projects on the State Highway System (Consent Agenda Item)

Action: For information and recommendation that projects on the State Highway System be listed in the MAG Transportation Improvement Program (TIP) as ADOT projects.

8. Report on the MAG Freeway Program

Eric Anderson briefed the Committee on the MAG Freeway program, referring to the table included with the agenda package “Proposed Additional Elements to be added to the Regional Freeway Program.”

Tom Callow asked if the noise walls were needed to comply with existing ADOT policy. Eric

Anderson confirmed that point.

Jim Book asked if jersey barriers were being considered. Dan Lance indicated that the general consultant for the project considered that possibility but found that its costs were significantly higher than the median cable barrier option.

Ken Driggs asked if all necessary monies for these improvements had been secured by MAG in their negotiations with ADOT over the past year. Eric Anderson indicated that he believed so but, noting that ADOT is currently updating the cost estimates, stated that the item will be brought back to this Committee if additional funds are required.

Jeff Martin thanked staff for their work on this item, noting the identified improvements were important for completing the regional freeway system properly. Jeff Martin then moved to recommend that proposed new projects be incorporated into a draft tentative life cycle program of freeway projects. Jim Book seconded the motion, which passed unanimously.

9. Grand Avenue Major Investment Study (MIS)

Steve Jimenez, ADOT, provided an overview of the Grand Avenue MIS, which covered Grand Avenue from I-17 to Loop 101. He identified the study objectives, including the elimination of six-legged intersections and the elimination of railroad crossings. The Steering Committee for the project included the Arizona Department of Transportation, MAG, Maricopa County Department of Transportation, the cities of Phoenix, Peoria and Glendale, the Regional Public Transportation Authority, the Burlington Northern Railroad and Westmarc. He noted additional funding was needed for the completion of the eight traffic interchanges over that already included in the MAG Transportation Improvement Program.

Mike Cartsonis asked what the plans were for transit along Grand Avenue. Steve Jimenez indicated that the MIS refers to Light and Rapid Transit (LRT) design concepts that could be incorporated into the corridor. Terry Johnson noted the preceding MAG Corridor Study had reviewed transit options. Mike Cartsonis asked if the planned improvements allowed for transit. Steve Jimenez responded that the right of way issues that remain would have to be resolved in order for transit improvements to be made.

Ken Driggs added that the railroad has been opposed to use of the existing rail line for transit purposes. He commented that the study was practical in its focus on intersection improvements. He also noted that the RPTA is interested in express bus service along this corridor.

Jim Book stated that the consultant established the goal early in the project of moving traffic. He noted traffic both along Grand Avenue and on the adjacent street network were considered, and that the recommended improvements were a great compromise solution that addressed traffic congestion in both areas. He agreed with Ken Driggs that Grand Avenue should have express buses.

Jeff Martin moved to recommend including the Grand Avenue Major Investment Study (MIS) in the draft MAG Long Range Transportation Plan: 2000 Update for a conformity analysis. The MIS concept is for completion by 2006 and the Long Range Transportation Plan concept will continue to be a controlled access expressway. He also noted that cost increases are to

be expected over the life of this project, as happens on all other major projects. Jim Book seconded the motion, which passed unanimously.

10. Available Regional Funding: 2001 - 2005

Paul Ward summarized the available funding, referring to the table “Modal Allocations for Uncommitted CMAQ Funding” included with the attachment for Item #14 on the agenda. He noted that the total CMAQ funds available were now \$82.6 million, up from the \$57 million estimate considered at the last Committee meeting, with most of the increase attributable to recent (as late as November 15, 1999) federal actions to provide funds under the “Revenue Aligned Budget Authority (RABA).” Additionally, \$3.6 million in air quality contingency funds are now being included.

Ken Driggs asked if the Management Committee had committed the RABA funds already. Gary Brown responded that they had considered the funding but had not made any commitments, as they recognized the urgency of the need for the funds to address air quality problems.

11. Air Quality Update

Lindy Bauer, MAG staff, provided an overview of the comments received from the US Environmental Protection Agency (EPA) regarding the approvability problem with the 1999 Serious Area Particulate Plan for PM-10 (particulate matter under 10 microns in diameter) submitted by MAG, referring to a handout distributed at the meeting.

Ms. Bauer stated that MAG received a disturbing phone call from EPA on November 9, 1999, in which EPA indicated that they had a problem with approving the MAG Plan until some changes were made. Further, if the MAG PM-10 Plan is not corrected and approved by EPA by March 2, 2000, the first sanction of two to one offsets for industrial sources would be applied to the region. Additionally, if the Plan is still not approved by EPA by September 2, 2000, then sanctions to highway funding would also be applied.

Ms. Bauer then summarized the key approvability issues. The MAG PM-10 Plan assumes a 90% compliance rate for the County fugitive dust control rule (Rule 310). She noted that the 90% rate was established during deliberations of the Governor’s Air Quality Strategies Task Force PM-10 Subcommittee. EPA believes that the 90% rate is optimistic, based on their more recent review of data submitted by the County. EPA also indicated that dust from paved roads is barely addressed and there is no strategy to address private unpaved roads. EPA sent a letter to Governor Hull in this regard, in which it was also noted that approximately \$40 million in CMAQ funds appeared to be available to address these issues.

Ms. Bauer then reviewed the development of the PM-10 Plan, noting key milestones. On August 29, 1997, the modeling indicated that the Plan measures would not result in attainment of the national air quality standards by the federal deadline of December 31, 2001. A request to EPA for an extension of the attainment date would be needed. After discussions with MAG, EPA advised on October 23, 1997 that MAG should not submit the Plan until all the work was completed. EPA advised MAG to submit, by December 10, 1997, committed air quality measures received thus far from state and local governments. On October 29, 1997, the MAG Regional Council directed staff to prepare the needed extension request and,

on December 3, 1997, the Council approved the submittal of the committed measures to EPA.

On February 17, 1999, the Maricopa County Board of Supervisors approved the County commitments package and, on June 16, 1999, they approved the revised Fugitive Dust Rule 310. On June 23, 1999, the MAG Regional Council adopted the Serious Area PM-10 Plan, which was subsequently submitted by ADEQ to EPA on July 9, 1999. Early in this process MAG shared the technical support document, which includes the modeling data and assumptions, with EPA, who wrote a letter of acknowledgment.

Committed measures in the submitted Plan included strengthening and better enforcement of fugitive dust control rules (credited with an approximate 37% reduction in average day emissions); reducing particulate emissions from unpaved roads and alleys (4.6%); PM-10 Efficient street sweepers (0.6%), curbing, paving and stabilizing shoulders on paved roads (0.6%); paving, vegetating and chemically stabilizing unpaved access roads (0.2%), and five other measures each contributing less than 0.1% in reductions to average day emissions.

Ms. Bauer summarized the staff recommendation for the application of CMAQ funds for unpaved roads and PM-10 efficient street sweepers as follows: \$5.4 million for paving principal dirt roads in the County; \$5.4 million for paving remaining dirt roads in the County with 130 ADT or greater; \$3.4 million for paving dirt roads in Goodyear, Apache Junction, Avondale and Tempe; and \$5.7 million for the purchase of approximately 48 PM-10 Efficient Street Sweepers. She noted that MAG will take the commitments received from cities out of Rule 310 and show these separately in the corrected Plan, in order to show the greater balance among the various control measures that EPA requested. The city commitments for parking lots and vacant lots were included in support of Rule 310, since the rule also covers these sources. She indicated that matching funds would be required of the County and the match would be used for the paving of dirt roads.

Ms. Bauer stated that EPA has indicated that the Plan referred only to a study for PM-10 Efficient street sweepers, so the added funding for the sweepers is to demonstrate to EPA that resources are also being committed for implementation of this measure. She noted that MAG has \$70,000 set aside for a pilot tests for the PM-10 sweepers, to test parameters such as the percentage pickup of the sweepers for which data from the South Coast Air Quality Management District are currently unavailable or unclear.

The EPA time line was then reviewed by Ms. Bauer. The EPA letter on approvability problem was noted as received on November 9, 1999. She said that EPA has advised that they need a minimum of four months to approve the corrected Plan once it is received. She noted that, however, to avoid the March 2, 2000 sanctions, EPA would have needed to have received the corrected Plan already, by November 2, 1999. She indicated that MAG's goal is to have no sanctions imposed. MAG is not accepting the EPA statement that a four month time period is needed for the review. She stated that MAG has already started modeling the control measures because of the extremely short time line. Finally, she noted that representatives from the local office of the Federal Highway Administration had expressed concern regarding the use of CMAQ funding for some of the bikeways with overpasses, on the basis that these facilities were relatively expensive for minimal air quality benefit.

Jeff Martin commented that the City of Mesa has been involved with Rule 310, and has not been satisfied with the County enforcement of the rule. He stated that he was uncomfortable with committing funds for unpaved roads until there is a clear indication of how the County will improve enforcement.

Steve Hogan recommended that something be done to address the EPA concerns. He commented that the issue of PM-10 is not well understood technically by anyone, and that, given desert conditions, the federal ambient air quality standard may never be met even if every road were paved and the PM-10 Efficient street sweepers purchased and implemented. He suggested that it would be more useful to start talks with other desert communities, such as Las Vegas, New Mexico, and Southern California, in order to create a coalition to look at the PM-10 issue and deal as a group with EPA. He said he believed that PM-10 exceedances of the current federal ambient air quality standard probably occurred even before people moved to the region, given the desert climate.

Mr. Hogan said that, as far as mobile sources contributed to the PM-10 problem, trip reduction programs were more effective than paving roads that are in low use, so funding trip reduction is the better long term strategy. In the short term, EPA's concerns will have to be addressed.

Terry Johnson commented that carbon monoxide and ozone problems have been successfully addressed, and that the same can be done with PM-10. Ms. Bauer added that if the PM-10 problem is not addressed, the region will be forced to get 5% reductions in emissions every year until the region attains the standard. She noted that approximately \$2.8 billion in funding was at risk. Gary Brown asked if the 5% reductions referred to funding or something else. Ms. Bauer replied that it referred to emissions. Mr. Brown asked over what period was the \$2.8 billion in funding assumed. Ms. Bauer responded that it was the figure quoted earlier this year at the time the Legislature was reviewing the vehicle emission inspection and maintenance program. Mr. Brown asked if the funds at risk were federal or local construction funds. Ms. Bauer answered that both federal and local funds were at risk, since a conformity lapse would be imposed at the same time as the highway sanctions. Mr. Brown asked if the funds would be lost forever or if they would merely be put aside until the air quality requirements were met. Ms. Bauer responded that they would be lost until the region was in compliance, noting also that obligation authority could be lost.

Debbie Kohn stated that she respectively disagreed with Mr. Martin and Mr. Hogan, saying that in the short term the region needed to comply with EPA requirements. She indicated that she supported the staff recommendations.

Tom Callow asked if the letter sent by EPA to the Governor referred to private roads, why are the recommendations addressing County roads. Ms. Bauer responded that the Federal Implementation Plan imposed by EPA on the region addressed all roads with 250 ADT or greater. She noted that Rule 310 then reduced the limit to 150 ADT.

Dave Moody commented that some cities did not submit projects to pave dirt roads as they felt they may not be eligible for funding. He stated that Peoria had a couple of dirt roads that had ADTs over 250 which should be considered for funding.

Ken Driggs moved to block fund the paving of dirt roads and have a subcommittee meet with jurisdictions as needed to come up with a recommended funding of projects by December 7 for adoption by the full Committee. There was no second. Ms. Bauer emphasized that the Committee needed to understand that MAG has already started modeling.

Mike Cartsonis commented that land use should be addressed as about half the trips in the region were under three miles in length. He noted use by off-road vehicles on the Agua Fria riverbed created dust levels that required nearby drivers to turn on their headlights, and asked if this was being addressed. Ms. Bauer responded that it appeared similar to dust from vacant lots, which was addressed in the Plan. She noted vacant parcels were considered a major source of fugitive emissions, contributing approximately 14.9% of total regional emissions, compared to 2.3% for motor vehicle exhaust, 12.9% for road dust from unpaved roads, and 17.7% for road dust from paved roads.

Tom Buick noted that the County has been paving roads. He stated that he supported the staff recommendation, noting that it would lead to attainment and avoidance of funding sanctions. He commented that Al Brown of the County had addressed the MAG Management Committee recently regarding enforcement of Rule 310, and had indicated to them that the preference of the County is to issue notices of violation and rely on voluntary compliance, as the alternative of going through the courts has not proven to be effective. Mr. Buick noted that the County recently increased staff by a factor of four, going from two to eight, and would be adding to this. He stated that the County would be hiring a lawyer to lead the enforcement actions.

Joe Blanton stated that MAG should not be blaming EPA for the problem. He suggested that a schedule for complying with EPA requirements could probably be worked out. He echoed the previous comment that if he had known that all requests for CMAQ funding would be accepted, he would have proposed more projects.

Tom Callow asked the County what effect did measures to comply with the Federal Implementation Plan have. Chris Plumb discussed this issue. Tom Callow asked if paving was specifically required, or just dust-proofing. Ms. Bauer replied that only dust-proofing was needed.

Dave Moody stated that he agreed with the comments by Joe Blanton. He said also that other municipalities may wish to submit additional projects. Terry Johnson noted that it was necessary to proceed with the County projects in a timely fashion.

Larry Martinez of Goodyear asked where would the new PM-10 Efficient street sweepers be used. Ms. Bauer responded that remained to be determined. Money would just be set aside for the sweepers at this time.

Jeff Martin moved approval of the staff recommendation as follows: \$5.4 million for paving principal dirt roads in the County; and \$5.4 million for paving remaining dirt roads in the County with 130 ADT or greater. Legislative authority for enforcement should be sought by the County. He specifically did not move approval of the \$3.4 million for paving additional dirt roads, or funds for sweepers. Tom Martinsen seconded the motion. No vote was held.

Steve Hogan said the region was between a rock and a hard place. He said he would support

the majority recommendation, with the addition of a review of options for desert communities to address EPA. Mr. Brown noted that the MAG Executive Director talked to other desert communities about such an approach last year, but little interest was displayed by those communities. Ms. Bauer added that staff from Arizona, California, New Mexico, and Nevada already meet to discuss control measures, and that they probably address the concerns expressed by Mr. Hogan.

Dan Lance stated that he was concerned with any action or lack thereof that could lead to the imposition of sanctions. He stated that the region needed to work with other agencies and with EPA to resolve the problem. He noted that the effectiveness of PM-10 sweepers was questionable.

Tom Martinsen said he supported the motion by Jeff Martin. He noted that trip reduction programs for rural dirt roads to control PM-10 emissions were not realistic. He suggested that legislation for an Air Quality Improvement District might be needed. He commented that it was not good practice to pave private roads and then later to come back and purchase those same roads from the private entity at a higher price because of the publicly-financed improvement. Tom Callow noted his agreement with this point.

Jim Book asked for clarification of the motion. Jeff Martin explained it and noted that sweepers could be added. Mr. Martin said he would also add the recommendation for \$3.4 million for paving additional dirt roads if other municipalities were to be allowed to submit projects at this time. He moved that funding be approved as follows: \$5.4 million for paving principal dirt roads in the County; \$5.4 million for paving remaining dirt roads in the County with 130 ADT or greater; \$3.4 million for paving additional dirt roads, with MAG members to submit project proposals and MAG staff to investigate options for additional funding of this category; and \$5.7 million for the purchase of 48 PM-10 Efficient Street Sweepers. Tom Martinsen seconded this motion.

Bryan Patterson questions the use of sweepers as an effective use of funds. He also noted that he had bad experiences trying to pave private roads, as the owners often do not want them paved. He suggested the County do a feasibility study on paving private roads to see if it is practical. He also commented that projects in other cities should be considered for funding.

Pat McDermott, representing the Bicycle Task Force, indicated his concern with the motion to have MAG staff look for other funds. He said other projects would suffer especially as the other modal groups would not have the chance to discuss any re-allocations. Terry Johnson said the recommendations would be brought back to the Committee on December 7 for review and discussion. Jeff Martin stated that he thought there were a couple of mistakes in funding that if corrected would provide the desired added funding.

Ms. Bauer commented that the modeling that has already been started assumes the paving of roads as staff has already recommended. It was necessary to begin the modeling since we have an air quality crisis. Mr. Brown asked if it would make a difference to the modeling if a dirt road, for example in Chandler, were substituted for another dirt road, for example in Goodyear. Ms. Bauer said that it could make a difference. She also noted that the existing Plan demonstrated or modeled attainment by a very narrow margin. Mr. Brown asked if sweepers were needed for attainment. Ms. Bauer replied that they were included in the

modeling since the cities provided written commitments to obtain and implement the sweepers if feasible. Since EPA said on the phone that the Plan refers to just a study, the new funding for sweepers was to demonstrate that resources were being committed. Mr. Brown asked if new requests for paving roads could be accommodated if made by December 1, 1999. Ms. Bauer indicated there was some flexibility to do this. Mr. Brown asked if Jeff Martin's motion to treat the \$3.4 million as a block fund for paving roads was ok, as opposed to earmarking for specific roads. Ms. Bauer responded that was ok.

Jim Book commented that it should be possible to issue a revised Plan now and amend it later. Mr. Brown said we could then do the Plan based on the recommendation and revise it later. Ms. Bauer said it was more complicated than that.

Dave Moody asked what standards were to be applied for roads, i.e. include curb and gutter, sidewalks, or not. He suggested that criteria be established for this purpose to guide new submissions. Terry Johnson noted that submissions must note cost and project length; additions such as sidewalks would add to costs and reduce the likelihood that the project would be selected for funding by the Committee. Chris Plumb said the submissions should also specify ADT.

Debbie Kohn commented that cities who already submitted by the previously established deadline will be penalized in effect by the new deadline for new submissions. Jim Book said he agreed with funding for paving roads, but was not clear about the sweepers. He asked why not use the funds recommended for sweepers for dirt roads instead.

Ms. Bauer said that the Plan demonstrated attainment by a very narrow margin and included taking credit for the sweepers. She noted that EPA in their comments questioned the credit for sweepers, saying it was just a study. She said that therefore funds were being recommended by staff to protect the emission reduction credit already assumed in the Plan. Mr. Book asked if it was just 48 sweepers that were needed. Ms. Bauer confirmed the number, saying it represented about half of the fleet. Mr. Book said that he thought that in the Plan they would only be implemented on a replacement basis. Ms. Bauer confirmed that point, noting that were assumed in place by 2006. She said that Terry Johnson could address the phase-in.

Jeff Martin said the region was between a rock and a hard place, and that he was not comfortable going against staff recommendations in times of crisis. He clarified his previous motion as follows: \$5.4 million for paving principal dirt roads in the County; \$5.4 million for paving remaining dirt roads in the County with 130 ADT or greater; \$3.4 million for paving additional dirt roads, with MAG members to submit project proposals to MAG by December 2, 1999 and MAG staff to investigate options for additional funding of this category; and \$5.7 million for the purchase of 48 PM-10 Efficient Street Sweepers. The motion was approved with Tom Callow and Bryan Patterson opposing.

12. Cooperatively Developed MAG/ADOT Project Rankings for State Transportation Projects

Chuck Eaton, ADOT, provided an overview of the project rankings developed jointly by MAG and ADOT for state funds in FY 2005, referring to table entitled "State Transportation Projects Proposed for Addition to the 2001-2005 Program" that was included with the agenda package. He noted that of the estimated \$207 million to be allocated to the MAG

region by the Resource Allocation Advisory Committee (RAAC), set asides of \$50 million for the acceleration of the regional freeway system and \$34 million for lump sum projects such as bridge repair and safety reduced the amount available for programming in the MAG region to approximately \$123 million. He reviewed the first eleven projects listed on the table (ending with the park and ride lot), which together totaled the approximately \$123 million in funds that were available for programming for FY 2005.

Jeff Martin moved to recommend that the proposed FY 2005 major projects for ADOT discretionary funds be incorporated into a draft five year program of projects, in the order as listed in the attachment. Dan Lance noted the list was preliminary, and that design projects would need to be included in the future. Tom Martinsen seconded the motion, which passed unanimously.

13. Cooperatively Developed MAG/ADOT Rankings for Regional Transit Projects

Ken Driggs addressed this item and moved to recommend that proposed new transit projects for 5307, 5309 and STP flex funding be incorporated into a draft five year program of projects. Jim Book seconded the motion, which was approved unanimously.

14. CMAQ Funding: FY 2003-2005

Terry Johnson provided an overview of CMAQ funding allocations, with reference to the table “Modal Allocations for Uncommitted CMAQ Funding” that was included with the agenda package. He noted that approximately \$2 million in funds could be freed up for application to new projects, such as paving roads, from the full cost of a few bicycle projects that was inadvertently included in the previous accounting.

Patrick McDermott stated that he was opposed to any changes to the \$10 million total allocation for bike facilities. Terry Johnson noted the \$2 million could be applied to bike projects or to other projects, as the Committee wished. The discussion favored reducing the cost of some bicycle projects and using these funds for additional projects with the initial \$10 million allocation.

Dave Moody asked how the telecommunications allocation had been increased from \$1.4 million as established by the Committee in its last meeting to \$3.2 million in the staff recommendation in the table distributed for review today. Terry Johnson responded that staff had distributed the \$8 million allocation by the Committee at the last meeting to the category of “Other” projects to telecommunications, human services and air quality projects.

Steve Hogan introduced a revised list of ITS projects with the \$9.0 million balance. The discussion favored incorporating these new priorities into the CMAQ program.

Ken Driggs thanked Terry Johnson and Bob Antila for the job they did in putting together the transit program. He moved that the staff recommendation be accepted, with the exception that \$2 million of the available balance be applied to streets for paving projects, bring the street allocation to \$36.5 million and reducing the available balance to \$1.1 million. Any additional obligation authority that becomes available will be allocated to transit. Debbie Kohn seconded the motion. The motion was approved unanimously.

15. Next Meeting Date

The next meeting will be held on December 7, 1999 at 10:00 a.m. in the Saguaro Room, 2nd floor, MAG offices.

The meeting adjourned at 12:30 p.m.