

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
January 11, 2012  
MAG Office - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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|--|--|
| Chad Heinrich for Charlie Meyer,<br>Tempe          | Paul Luizzi for John Fischbach,<br>Goodyear                  |
| David Cavazos, Phoenix, Vice Chair                 | * Bill Hernandez, Guadalupe                                  |
| # George Hoffman, Apache Junction                  | Darryl Crossman, Litchfield Park                             |
| Charlie McClendon, Avondale                        | Kari Kent for Christopher Brady, Mesa                        |
| * Stephen Cleveland, Buckeye                       | Jim Bacon, Paradise Valley                                   |
| Gary Neiss, Carefree                               | Carl Swenson, Peoria   |
| Wayne Anderson for Usama Abujbarah,<br>Cave Creek  | # Patrick Flynn for John Kross, Queen Creek                  |
| Patrice Kraus for Rich Dlugas, Chandler            | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| Dr. Spencer Isom, El Mirage                        | David Richert, Scottsdale                                    |
| * Phil Dorchester, Fort McDowell Yavapai<br>Nation | Chris Hillman, Surprise                                      |
| Julie Ghetti, Fountain Hills                       | Chris Hagen for Reyes Medrano, Tolleson                      |
| * Rick Buss, Gila Bend                             | Joshua Wright, Wickenburg                                    |
| * David White, Gila River Indian Community         | * Lloyce Robinson, Youngtown                                 |
| Leah Hubbard for Patrick Banger, Gilbert           | Floyd Roehrich for John Halikowski, ADOT                     |
| Horatio Skeete for Ed Beasley, Glendale            | John Hauskins for David Smith, Maricopa Co.                  |
|  | Bryan Jungwirth for Valley Metro/RPTA                        |

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.      + Participated by videoconference call.

1.     Call to Order

The meeting was called to order by Vice Chair David Cavazos at 12:00 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Cavazos noted that George Hoffman and Patrick Flynn were participating in the meeting via teleconference.

Vice Chair Cavazos introduced a new member of the Management Committee: Joshua Wright, the new Wickenburg Town Manager.

Vice Chair Cavazos noted that the memorandum from ADOT regarding the deadline for federal fiscal year 2012 projects for agenda item #7 was at each place.

Vice Chair Cavazos announced that public comment cards were available to members of the public who wish to comment. Vice Chair Cavazos noted that parking validation was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Vice Chair Cavazos stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Cavazos noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

No requests for public comment were received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith first reported on the biennial Desert Peaks Awards, which recognize regional excellence, innovation and cooperation. He said that a letter has been sent to Regional Council members requesting them to submit the names of community leaders with a solid understanding of regional issues to serve on the judging panel. Mr. Smith stated that sponsorship letters have been sent out and the call for entries will be issued in late January with a March 14 entry deadline.

Mr. Smith displayed newly revised regional foreclosure maps as of December 2011 that showed foreclosed residential properties totaled 9,178 and pending residential foreclosures totaled 17,873, for a total of 27,051 distressed residential properties. He said that this is a significant improvement over the March 2010 total of 63,182 distressed residential properties. Mr. Smith added that the maps are available on the MAG website for anyone to download and use in their presentations.

Mr. Smith reported on the "Planning for the Next 100 Years" workshop that will be held February 5, 2012, at the Phoenix Convention Center. He said that the all-day event, which is sponsored by the Virginia G. Piper Charitable Trust, will assist agencies in preparing for services that will be needed by their residents aged 65 years and older. Mr. Smith stated that an expert from the Atlanta Regional Commission will be one of the presenters. He stated that the workshop is a culmination of focus group findings and registrations are requested by February 8, 2012.

Vice Chair Cavazos thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair Cavazos stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L were on the Consent Agenda. No requests for public comment were received.

Mr. Swenson moved to recommend approval of #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L. Mr. Richert seconded. Vice Chair Cavazos asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of November 9, 2011, Meeting Minutes

The MAG Management Committee, by consent, approved the November 9, 2011, meeting minutes.

5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2011, to June 30, 2011. Of the 84 notices received, none had an impact to the State Highway System.

5C. Consultant Selection for the MAG Gila Bend Small Area Transportation Study

The MAG Management Committee, by consent, recommended approval of the selection of Kimley-Horn and Associates to conduct the Gila Bend Small Area Transportation Study for an amount not to exceed \$95,000. The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$70,000 to conduct the Gila Bend Small Area Transportation Study, which will accept and incorporate formally the recommended transportation framework identified in the MAG Interstates 8/10 Hidden Valley Transportation Framework Study as part of the Town of Gila Bend's transportation network. The Town of Gila Bend is going to contribute \$5,000 toward the project and Maricopa County Department of Transportation is going to contribute \$20,000, bringing the total cost of the project to \$95,000. The Request for Proposals was advertised on September 13, 2011. Five proposals were received and reviewed by a multi-agency proposal evaluation team. On November 14, 2011, the proposal evaluation team recommended to MAG the selection of Kimley-Horn and Associates to conduct the project for an amount not to exceed \$95,000.

5D. Consultant Selection to Conduct the MAG Bicycle Count Project

The MAG Management Committee, by consent, recommended approval of the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000. The Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data for the bicycle count, which will be incorporated into the MAG Performance Measures, MAG Safety and MAG modeling programs. A Request for Proposals was issued on

September 16, 2011. MAG received proposals from four firms on October 26, 2011. A multi-agency proposal evaluation team reviewed the proposals and on November 9, 2011, recommended to MAG the selection of Fehrs & Peers to conduct the MAG Bicycle Count Project. On November 15, 2011, the MAG Bicycle and Pedestrian Committee recommended approval of Fehrs & Peers to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000.

5E. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011. Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee recommended approval of the project changes. The material listed all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information. The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

5F. Recommendation of Projects for FY 2012 Traffic Signal Optimization Program

The MAG Management Committee, by consent, recommended approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000. On July 19, 2010, the list of consultants for the Intelligent Transportation System (ITS) and Transportation Safety on-call services was approved by the MAG Regional Council Executive Committee. The FY 2012 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$430,000 for the Fiscal Year (FY) 2012 Traffic Signal Optimization Program (TSOP), including an estimated balance of \$30,000 carried over from FY 2011. On October 17, 2011, a request for new projects for the FY 2012 TSOP was announced. A total of seven project applications was received that would lead to improved traffic operations at 127 traffic signals in seven affected jurisdictions. A new feature of the program will be the performance of before-and-after evaluations of projects. The estimated cost of these projects and the evaluations is \$230,740. All TSOP projects will be carried out using the approved qualified on-call consultants. The applications also identified the need for training 15 individuals on SYNCHRO, a traffic signal timing software used by local agencies. The estimated cost of the SYNCHRO training is \$10,000. The total cost for these

projects including training is estimated at \$240,740. A second call for projects may be needed to utilize all available TSOP funds under contract with MAG. On November 27, 2011, the MAG ITS Committee recommended approval. On December 8, 2011, the Transportation Review Committee recommended approval.

5G. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

5H. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

The MAG Management Committee, by consent, recommended approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended. On September 21, 2011, the MAG Regional Council approved a Draft Fiscal Year 2012 Arterial Life Cycle Program amendment for several projects to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update, as appropriate, contingent on a new Finding of Conformity. Since that time, MAG staff has completed a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On December 2, 2011, a 30-day public review period began on the conformity assessment and amendment.

5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by January 20, 2012.

5J. Update on the MAG Five Percent Plan for PM-10 and EPA Proposed Ozone Nonattainment Area Boundary

The Arizona Department of Environmental Quality (ADEQ) is continuing to prepare the documentation for the 21 days of exceptional events in 2011 with technical assistance from

Maricopa County and MAG staff. On November 22, 2011, positive comments and suggestions were received from the Environmental Protection Agency (EPA) informally on the first group of exceptional events for July 2-8, 2011. The documentation will be revised and submitted officially at the end of December. Following the November Regional Council Executive Committee meeting, a letter was sent to EPA to discuss a concept for streamlining the exceptional events process by enabling the states and tribes to make the exceptional events determinations, after consultation with EPA. Regarding the plan, ADEQ needs to provide the final Dust Action General Permit, a commitment to assess the effectiveness of the voluntary and emerging control measure (Dust Action General Permit), Agricultural Best Management Practices Program Rule Revision, and a commitment to submit the technical support documentation for the Agricultural Best Management Practices Rule Revision. Regarding ozone, EPA sent a letter to the Governor on December 9, 2011 that proposed the nonattainment area boundary for the 2008 eight-hour ozone standard (0.075 parts per million) based upon a recent recommendation from ADEQ. The proposed boundary would expand the current nonattainment area to the west and southwest where new power plants are located.

5K. Mesa Fire Department Request for a Public Safety Answering Point

The MAG Management Committee, by consent, recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. The City of Mesa Fire Department is requesting to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. Mesa Fire recently has expanded its facilities and has expressed interest in developing and implementing a new PSAP in addition to the existing Mesa Police PSAP, which will continue its activities and representation on the MAG PSAP Managers Group. On October 13, 2011, the MAG PSAP Managers Group recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. On December 7, 2011, the MAG 9-1-1 Oversight Team recommended approval of Mesa Fire's request.

5L. Status Update on the June 30, 2011 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2011

The MAG Management Committee, by consent, recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011. The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2011. An unqualified audit opinion was issued on November 16, 2011, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. 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 CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2011 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2011 CAFR, this would be the agency's 14th consecutive award.

6. Results of the Proposition 400 Performance Audit

Monique De Los Rios Urban, MAG Transportation Performance Program Manager, provided a report on the results of the Proposition 400 Audit. Ms. De Los Rios Urban stated that an audit of the Regional Transportation Plan is required to be conducted every five years, beginning in 2010, and every five years thereafter. She said that the Performance Audit produced recommendations to improve the oversight and management of the program and the recommendations would be presented today. Ms. De Los Rios Urban explained that the recommendations were grouped into three categories: Green, proposed recommendation is already in practice; Yellow, proposed recommendation implemented with modifications; Red, proposed recommendation not implemented.

Ms. De Los Rios Urban stated that the packets provided to members included detailed information on the 25 recommendations in the audit report as well as MAG's official response letter to the Auditor General and a link to the original audit report. Ms. De los Rios' slide presentation included all twenty five recommendations and focused on those that were coded yellow and red. For example, recommendation #5 is to publish a dashboard-format summary of performance data on a regular basis on MAG's website showing targets, budget and schedule by corridor and by project. She noted that MAG has this information on its website but it is not as interactive as the auditors wanted, so it is being redesigned.

Ms. De Los Rios Urban stated that recommendation #7 is to continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary. She stated that it is proposed that MAG continue to implement this recommendation as has been the practice.

Ms. De Los Rios Urban stated that recommendation #8 is to develop a "report card" type feature to provide project snapshots summarizing project performance, budget schedule and percent completion. She noted that MAG agrees with this recommendation and proposes implementation.

Ms. De Los Rios Urban stated that recommendation #9 is to ensure consistency in reporting and to facilitate the tracking of totals and data between the Annual Proposition 400 Reports, Regional Transportation Plan Updates and life cycle program reports. She explained that the proposal is to improve the process to create consistency in the reporting timelines.

Ms. De Los Rios Urban stated that recommendation #12 is to have MAG require the use of the Congestion Management Program tool among local cities and counties to identify and prioritize projects. She stated that the recommendation is agreed to and a proposed different method of dealing with the finding is recommended for implementation. Ms. De Los Rios Urban stated that

the Congestion Management Program tool may not be the best vehicle for transit, and MAG will be exploring different analytic tools that could enhance transit programming.

Ms. De Los Rios Urban stated that recommendations #18 and #19 were similar because they address the Memorandum of Understanding (MOU): To develop detailed provisions for the MOU agreements among the four Regional Transportation Plan Partners, and possibly the City of Phoenix; strengthen the existing transit planning MOU to describe the mechanics and specificity of process. She advised that there may be ways to establish new functions, but staff feel the existing MOU in place is adequate.

Ms. De Los Rios Urban stated that recommendation #22 is to adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives. She said that MAG has included transit representation on the TPC since the beginning of the committee and stated that this recommendation is not proposed for implementation.

Ms. De Los Rios Urban stated that recommendation #23 is to reaffirm the role of CTOC and increase effectiveness by implementing several changes; among them, to be staffed by MAG. She said that staff looked at this recommendation and proposes that some of the recommendations could be implemented, but legislative action would be required for final implementation.

Ms. De Los Rios Urban stated that next steps include a public hearing at MAG on January 18, 2012. She said that per the Arizona Statutes action is required from RPTA, Valley Metro Rail, the Board of Supervisors, the State Transportation Board, and CTOC. Ms. De Los Rios Urban stated that implementation items will be proposed for recommendation and action at upcoming meetings of the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council.

Vice Chair Cavazos thanked Ms. De Los Rios for her report. No questions from the Committee were noted.

#### 7. Implementation of MAG Federal Fund Projects Development Status Report

Eileen Yazzie, MAG Transportation Program Manager, provided an informational report on the MAG Federal Fund Programming Guidelines and Procedures. She said that the Management Committee decided that a working group should reexamine the Federal Fund Programming Guidelines and Procedures, because this region historically had difficulty spending all of its federal funds, in particular, Congestion Mitigation and Air Quality (CMAQ) funds. Ms. Yazzie stated that the Federal Fund Programming Guidelines and Procedures that were revised by the working group were approved by the Regional Council on October 26, 2011.

Ms. Yazzie said that the Guidelines and Procedures outline the requirements for local agencies to submit project status information on the development of their federal funded projects. She noted that CMAQ projects could take a couple of years for project development alone. Ms. Yazzie reviewed the timeline. She said that the Project Development Status Workbook for 2012 and 2013 was sent to member agencies on October 25, 2011, and it required the completion of a project development schedule; affirmation of the project's work phases, scope, and schedule; and allowed

agencies to request project changes, as necessary. Ms. Yazzie noted that reminders were sent to member agencies, on November 8 and November 16, 2011.

Ms. Yazzie stated that the due date for turning in the workbooks was November 22, 2011, and the Guidelines state that if not turned in on time, a project would be deleted. She noted that last year, the MAG region carried over \$40 million of federal funds. Ms. Yazzie noted that in receiving the workbooks back from local agencies, MAG staff encountered problems, including project information not provided in a timely manner, incomplete project information, project timelines that are unreasonable, source of local funding not identified or not committed, confirming project changes with schedules and costs, etc. She advised that without good project information, an accurate assessment of the status of projects cannot be made, and the region potentially could lose up to \$50 million in unobligated federal funds for the current fiscal year.

Ms. Yazzie stated that this topic was discussed at the Transportation Review Committee meeting on December 8, 2011. She said that since the meeting, MAG staff have been working with member agency staff and they feel confident that issues with the status report have been resolved and they will be able to give a report next month.

Ms. Yazzie then referenced the letter sent by the Arizona Department of Transportation that was emailed to Management Committee members. She said that ADOT has set a very strict deadline of June 30, 2012, for 2012 projects to complete their project development process. Ms. Yazzie stated that an accurate status report is needed in order to inform decision makers if there is money that needs to be programmed.

Ms. Yazzie stated that the Transportation Review Committee recommended that a task force develop a project development timeline with member agency input that will be used as a standard when evaluating project schedules and making decisions.

Vice Chair Cavazos thanked Ms. Yazzie for her report and asked if there were questions.

Mr. Smith clarified that the goal is to develop a tracking report so each agency knows the status of a project. He stated that when MAG received back the work books, some projects had not even started. Mr. Smith stated that MAG will not have the flexibility in the future to loan money to ADOT as it had before. He said that there is still a provision for a one year extension, but if a project is not ready, an agency will lose that project. That will be the headline in the news, and the mayor will ask staff if they knew the project would be lost. Mr. Smith stated that knowing the status of a project is very important, and MAG will only know the status if it receives good information.

8. Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

Eric Anderson, MAG Transportation Director, stated that this item is a request by the City of Glendale to include direct High Occupancy Vehicle (HOV) lane ramps at Loop 101 and Maryland Avenue. Mr. Anderson noted that this is a major regional project that would provide access to the

Westgate/Jobing.com Arena and the University of Phoenix stadium complex. He displayed a map of the location of the project.

Mr. Anderson stated that the Loop 101 Freeway in the vicinity of the Maryland Avenue overpass is in place and was widened to accommodate the future construction of ramps that would provide direct access to the Loop 101 HOV lanes from Maryland Avenue. He remarked that direct HOV ramps is the one element of the freeway system that could be improved. He said that improvements to the HOV lanes encourage carpooling and provide better access for transit and for general traffic during special events such as the upcoming 2015 Super Bowl. Mr. Anderson added that access would be provided, not only to the two arterial streets, but also to the HOV ramps. Mr. Anderson noted that staff feels that because of these elements, this is a very good regional project.

Mr. Anderson stated that ADOT estimated the cost of this project to be \$14.5 million in 2009, but because ADOT has proposed that the project be built as a design-build project, the final cost may be lower. He stated that the City of Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region. Mr. Anderson explained that the STAN funding was established by the Legislature in 2006, and subsequently swept to balance the State budget in 2009. He noted that the swept funds were replaced with ARRA stimulus funds to keep the STAN projects moving forward. Mr. Anderson stated that the City of Glendale found approximately \$10 million in the account this summer and ADOT agreed that \$8-\$8.5 million would be available after the existing obligations were paid.

Mr. Anderson stated that in order to use the STAN funds, a project must be on the state highway system and approved by the State Transportation Board. He said that the concern is to commit these funds quickly. Mr. Anderson added that approximately \$16 million in STAN funds was identified for non-urban counties.

Mr. Anderson stated that it is proposed that the balance of the project cost of \$6.5 million and \$1 million in contingency would be from program funds. He noted that he thought the project cost would be less than \$14.5 million, which would reduce the amount of regional funds. Mr. Anderson stated that project savings of approximately \$36 million is available from the Loop 101 HOV lanes project that could be applied toward this project. He said that he was asked if there were other projects in the region that could use these funds, and he communicated that when it comes to freeway projects, there is not much that can be done with \$8 million of STAN funds. He indicated that most freeway projects have a higher cost than this project and they feel this ramp project is a good fit for the funds.

Vice Chair Cavazos thanked Mr. Anderson for his report and asked if there were any questions.

Mr. McClendon stated his support for this project and offered a comment that this project points out the problem with the HOV system. He said that the freeway to freeway connections are finished everywhere in the Valley except the ramp at Loop 101 and I-10, which was cut due to funding issues, forcing HOV traffic back into the general traffic lanes. Mr. McClendon stated that the lack of this connection will lessen the positive effects the Maryland ramp project could have.

With no further questions, Vice Chair Cavazos called for a motion. Mr. Crossman moved to recommend approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity. Ms. Hagen seconded, and the motion passed unanimously.

9. MAG Interactive Mapping and Reporting Tool

Anubhav Bagley, MAG Information Services Manager, provided a report on the MAG enhanced mapping and analysis tool, which was developed with the guidance of the MAG Population Technical Advisory Committee, with past chair Jim Bacon and current chair Charlie McClendon. He said that two viewers have been implemented that include information and analysis on population and employment datasets. Mr. Bagley stated that the viewers were developed to allow member agencies and the general public to utilize MAG's data.

Mr. Bagley stated that one of the viewers is a demographic viewer based on census data. He said that the census data have become convoluted with the various decennial census and American Community Survey data, and their idea was to put together an application that looks and feels like Google or Bing maps. Mr. Bagley displayed the website and pointed out the datasets available: population, age, ethnicity, household income, etc. He then demonstrated the application and how maps can be produced. Mr. Bagley stated that reports can be produced by county or by jurisdiction, and with a click of the mouse the data can be downloaded as a spreadsheet report.

Mr. Bagley stated that the second viewer they developed is the employment viewer, which includes data on employers with five or more employees in the region. He stated that this data include the number of employees and type of employment. As he provided a demonstration of this viewer, Mr. Bagley noted that the user can customize the area of interest down to the neighborhood.

Mr. Bagley stated that staff worked with the member agencies on these viewers, and in the process, visited 18 jurisdictions and received input from their staff. He added that suggestions on ways to improve the site are welcome. Mr. Bagley expressed appreciation to MAG staff members who worked on this: Jason Howard, Scott Bridwell and Russell Miles.

Vice Chair Cavazos thanked Mr. Bagley for his report and asked if there were any questions.

Ms. Kraus asked how often the data would be updated. Mr. Bagley replied that the data would be updated as often as new information is received. He noted that the American Community Survey data by block group, which was released in December, will be available this month.

Mr. Bacon expressed appreciation for the presentation. He said that he had the privilege of working with staff as Chair of the POPTAC for two years and he was impressed with their efforts

to get the data to user friendly forms. Mr. Bacon encouraged the Management Committee members to reach out to MAG technical staff and find out how they could further assist member agencies.

Vice Chair Cavazos asked the staff contact. Mr. Bagley replied that members could contact him.

Mr. Smith stated that the real target is jobs, and instead of going to a large agency, this application was developed so a jurisdiction has an easy to use tool that can be customized for its own analysis. He commended staff and remarked that he thought this was a great tool for the region.

10. Discussion of the Development of the FY 2013 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, provided a report on the development of the FY 2013 MAG Unified Planning Work Program and Annual Budget. Because of the continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2013 be maintained at the 50 percent reduced rate. She noted that the economic situation would need to improve markedly for the dues and assessments to increase to the regular level.

Ms. Kimbrough stated that the most recently approved population estimates for 2011 are used to calculate the draft Dues and Assessments. She noted that the draft Dues and Assessments for some agencies may have changed slightly from last year due to population shifts. Ms. Kimbrough added that the footnotes offer additional explanation of the calculations.

Ms. Kimbrough stated that a draft budget timeline was included in the agenda packet. She explained that each year, new projects are presented to members in February, a draft budget (80 percent complete) in March and April and is updated as changes occur, and the final draft budget is presented in May when approval is requested.

Vice Chair Cavazos asked for clarification of the reduced assessments and what would trigger an increase. Mr. Smith replied that staff considered increasing the dues and assessments to 75 percent this year, but held off. He indicated that MAG could probably go one more year using its reserve funds, but next year would probably need to go to 75 percent. Mr. Smith stated that the programs hurting the most, such as Human Services, do not have transportation related projects.

Vice Chair Cavazos stated that the City of Phoenix has achieved a situation where revenue equals its expenses. He said that going forward there has been some cautious optimism, but at some point an organization needs to be funded at an adequate level and not through reserve funds. Vice Chair Cavazos stated that he felt that conversation would be needed next year.

11. Legislative Update

Nathan Pryor, MAG Intergovernmental Policy Coordinator, provided an update on legislative issues of interest. He said that the focus of his presentation would be federal surface transportation

reauthorization. Mr. Pryor noted that SAFETEA-LU expired in September 2009 and has been extended eight times, with the current iteration set to expire in March 2012.

Mr. Pryor stated that a couple of months ago, the Senate Environmental and Public Works Committee passed a bipartisan bill called Moving Ahead for Progress in the 21<sup>st</sup> Century, called MAP-21. He said that a freight component was added in December by the Commerce, Science, and Technology Committee that is pending discussion of its transit provisions by the Senate Banking, Housing, and Urban Development Affairs Committee early in 2012.

Mr. Pryor reported that the House Transportation and Infrastructure Committee may introduce its bill as early as February 2012 in response to the March 2012 deadline. He said that working time is short: There are only five working days in January for the House and a backlog of issues.

Mr. Pryor stated that the big question is whether the bill can get done in 2012 because of the presidential election and the budget process. He noted that there are conflicting reports from organizations in Washington, D. C., that it might get pushed to 2013.

Mr. Pryor stated that there are concerns with this bill in its current form. He stated that we have been living with the provisions in ISTEA for some 20 years, but we are now seeing a lot of language on rulemaking from the U.S. DOT in regard to how they will work with the MPOs.

Mr. Pryor gave three examples of concern with MAP-21: 1) The CMAQ restructuring gives more priority to PM-2.5, which is not an issue in the MAG region; 2) A tiered MPO structure. MAG would be a tier one MPO due to population size, but there are no additional responsibilities and there is uncertainty what is meant by a tier one MPO; 3) The Surface Transportation Program would be revamped as the Transportation Mobility Program. Mr. Pryor stated that it appears there are lower obligation limits based on population, and this is a concern to metro areas. Defining obligation for the rest of a state appears to be more subject to the U.S. Department of Transportation and state departments of transportation.

Mr. Pryor stated that MAG has been working with the National Association of Regional Councils, observing the Association of Metropolitan Planning Organizations, and reaching out to Brookings Institution. He said that Rob Puentes from the Brookings Institution wrote an article on what was learned from 20 years of ISTEA and there could be an opportunity to segue this article to a discussion on reauthorization.

Vice Chair Cavazos thanked Mr. Pryor for his report and asked if there were questions.

Mr. Smith stated that people are driving on freeways in this region today because of the great partnership between MAG and ADOT and because the citizens approved a sales tax for transportation that began in 1985. Mr. Smith expressed that he thought the new legislation missed the mark: If a tier one MPO is raising a tax that significantly contributes to transportation, why would it not be given more authority? He said that MAP-21 is going backward and this was a golden opportunity for Congress to say if you raise funds and have a partnership with the state, you should have an advantage. Mr. Smith remarked that it looked like the bill would not be going forward and he added that one idea might be waiving the match requirement if a region raises an amount through its own tax that exceeds the federal transportation funds it receives.

12. Arizona Centennial Celebration

The Honorable John Driggs, former mayor of the City of Phoenix and member of the Arizona Historical Advisory Commission, addressed the Management Committee on the project to restore the historic Arizona State Capitol in celebration of the Arizona Centennial.

Mayor Driggs recollected that he began his term of office 42 years ago, in February 1974, working with a great city manager, Charlie Esser. He stated that he appreciated the importance of the Management Committee. Mayor Driggs stated that this project to restore the Arizona State Capitol is a unique and unprecedented project. Mayor Driggs stated that according to Wikipedia, a capitol typically contains the meeting place for its state's legislature and offices for the state's governor, though the Arizona State Capitol is now a museum, and the legislature and the governor's office are in nearby buildings. Mayor Driggs stated that the majority of people do not know that Arizona does not have a working state capitol and it has not served a legislative function for 52 years.

Mayor Driggs stated that he would be in touch with each city, town, county, and tribe to ensure that everyone could be involved in this project to bring government back together. He referenced the material he distributed regarding the project. Mayor Driggs stated that he also had given a presentation on the project to the state's Councils of Governments in December.

Mayor Driggs stated that he expected to meet with the Legislative Council that authorized this project 18 months ago. In addition, he would be meeting with the chairs of two appropriations committees to suggest that they do a bill to return the \$450,000 appropriated for the design of the state capitol. He noted that the \$450,000 was the last item that had been swept in the process to balance the budget. Mayor Driggs stated that two citizens stepped up and pledged \$100,000 each to do the master plan after the funds were swept.

Mayor Driggs stated that construction is expected to begin sometime this year and it will be done with non-state funds. He said that a national campaign and a United Way campaign will be launched so all have an opportunity to participate.

Vice Chair Cavazos thanked Mayor Driggs for his report and asked if there were questions.

Mr. Smith noted that Mayor Driggs is the father of state shared revenue for the cities and counties. He stated that when there were not enough signatures, Mayor Driggs was the person who went out and got them.

Vice Chair Cavazos stated that the contributions of Mayor Driggs, not only to the City of Phoenix, but also to the state, have been tremendous. Mayor Driggs received a round of applause.

Mayor Driggs thanked the Committee and stated that this meeting would effectively serve as the official kickoff of the effort to restore the state capitol.

Vice Chair Cavazos stated that there is a picture and biography of Charlie Esser in City Hall. He remarked that Mr. Esser was a wonderful City Manager.

13. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests from the Committee were noted.

14. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Skeete stated that he would be remiss if he did not compliment MAG staff for the flexibility in responding to the request by the City of Glendale for the HOV lane ramps at Loop 101 and Maryland Avenue. He said that many times there are comments that large organizations are too slow to make things happen, but this demonstrates the ability to react quickly when the time was right. Mr. Skeete commented that this project truly is important to the City of Glendale and to the region and it is important to recognize MAG staff for their efforts in making this happen.

Mr. Smith thanked Mr. Skeete for the comments, and added that the real thanks should go to Glendale staff. He noted that Jenna Goad from the City of Glendale did the research with the Joint Legislative Budget Committee and found the funds.

Dr. Isom observed that he has been coming to MAG meetings since 2007, and previously, he had never been able to leave El Mirage at 11:30 a.m. and still be on time to the noon Management Committee meeting. He said that improvements made to Grand Avenue, Loop 101, and I-10 have resulted in is more safe and timely travel and he is now able to travel to MAG in a half hour. Dr. Isom introduced the City's new Assistant to the City Manager, Andi Welsh, and thanked the other agency staff and MAG staff for making her feel welcome. He wished everyone a Happy New Year.

Adjournment

There being no further business, Ms. Kraus moved, Mr. Crossman seconded, and the meeting was adjourned at 1:00 p.m.

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Chair

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Secretary