

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

MEMBERS ATTENDING

- |                                                                        |                                                              |
|------------------------------------------------------------------------|--------------------------------------------------------------|
| David Cavazos, Phoenix, Chair                                          | # Romina Khananisho for Brian Dalke,<br>Goodyear             |
| Dr. Spencer Isom, El Mirage, Vice Chair                                | * Bill Hernandez, Guadalupe                                  |
| # Matt Busby for George Hoffman, Apache<br>Junction                    | * Darryl Crossman, Litchfield Park                           |
| Rogene Hill for Charlie McClendon,<br>Avondale                         | Kari Kent for Christopher Brady, Mesa                        |
| David Johnson for Stephen Cleveland,<br>Buckeye                        | * Jim Bacon, Paradise Valley                                 |
| * Gary Neiss, Carefree                                                 | Carl Swenson, Peoria                                         |
| Wayne Anderson for Usama Abujbarah,<br>Cave Creek                      | # John Kross, Queen Creek                                    |
| Rich Dlugas, Chandler                                                  | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| Alfonso Rodriguez for Phil Dorchester, Fort<br>McDowell Yavapai Nation | Chief Alan Rodbell, Scottsdale                               |
| Ken Buchanan, Fountain Hills                                           | Michael Celaya for Chris Hillman, Surprise                   |
| Rick Buss, Gila Bend                                                   | Charlie Meyer, Tempe                                         |
| * David White, Gila River Indian Community                             | * Reyes Medrano, Tolleson                                    |
| Patrick Banger, Gilbert                                                | Joshua Wright, Wickenburg                                    |
| Horatio Skeete, Glendale                                               | Lloyce Robinson, Youngtown                                   |
|                                                                        | * John Halikowski, ADOT                                      |
|                                                                        | Tom Manos, Maricopa County                                   |
|                                                                        | Steve Banta, 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 Chair David Cavazos at 12:02 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavazos noted that Matt Busby from Apache Junction, Romina Khananisho from Goodyear, and John Kross from Queen Creek were participating by teleconference.

Chair Cavazos welcomed Interim City Manager for Glendale, Horatio Skeete, and Acting City Manager for Scottsdale, Chief Alan Rodbell.

Chair Cavazos noted that at each place were revised materials for agenda items #5B and #5D.

Chair Cavazos announced that public comment cards were available to members of the public who wish to comment. Chair Cavazos noted that parking validation for those who parked in the MAG parking garage 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

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. 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.

Chair Cavazos recognized public comment from Dianne Barker, who said there were many hydration stations in the Valley. She then held up a copy of the MAG bicycle map and said there are many places to ride a bicycle in the Valley. Ms. Barker commented that she received a copy of the letter of support for transportation sent by MAG to Congress. She added that she was happy that multimodal was a part of the letter and she said that multimodalism should be considered when Interstate 11 or Canamex is being discussed. Ms. Barker commented on organizations validating parking but not reimbursement of transit tickets. She also mentioned a citizen who came to a MAG meeting with his concerns about pollution because he thought MAG was the organization that would get something done. Ms. Barker stated that \$60 million of Transit 2000 funds were taken from buses and given to light rail, and she wondered how this would be repaid because the sales tax revenue is lower than projections. She stated that she reviewed the public finance management paper from Valley Metro and the money for operations is not there. Ms. Barker stated that it is time to regroup. Chair Cavazos thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith reported on items of interest in the MAG region. Mr. Smith played the new international video that has been posted on the [www.greaterphoenixrising.com](http://www.greaterphoenixrising.com) website. He stated that approximately half of the member agencies have linked to the website from their websites. Mr. Smith encouraged all member agencies and other organizations to link to greaterphoenixrising.com because the more links there are to a website, the more often the website will show up in search engine results. Mr. Smith thanked Kelly Taft, Jason Stephens, and Gary Stafford for their efforts in producing the video.

Mr. Smith stated that a copy of the 2012 overall ranking of states in different measures of competitiveness was at each place. He noted that Arizona is 22<sup>nd</sup> overall and ninth in infrastructure and transportation, but has a lot of work to do in some other areas.

Mr. Smith noted that the Sun Corridor in the 21<sup>st</sup> Century Global Network event held on June 13, 2012, was attended by 198 people. He said that the event generated six news articles and was featured on the *Horizon* television show. Mr. Smith noted that key messages from the event included: The world is changing and it doesn't wait for people to react. New patterns are taking shape and the Sun Corridor must seize the opportunities or risk being left behind. Capturing opportunities is largely driven by the vision that the region has of itself. There are two types of visions: Big picture visions or growth-state visions. The first can be transformative, while the second leads to incremental improvements. The Sun Corridor has built a remarkable foundation for the future. The region has a lot of advantages, assets and initiatives. The challenge is to prioritize, align and link these assets and initiatives together to generate greater synergies. By putting the pieces together, they can form the framework for a leading-edge global region.

Mr. Smith stated that conclusions from the Sun Corridor event were the focus at the July 10 Economic Development Committee meeting. Mr. Smith stated that the issue is whether the Sun Corridor wants to compete as a 'big picture' global region or as a more limited regional center. Achieving a global vision will require a more integrated approach and regional alignment and cooperation. It will require thinking of the region as a product in the global marketplace, competing on a worldwide basis. Create a process and structure to build a more comprehensive and integrated regional vision and framework for long-term growth with a strategy for implementation.

Mr. Smith stated that MAG is more in line with the second conclusion. He indicated that accomplishing this will not be an easy process and he thought it would be accomplished by organizations other than MAG, for example, the Arizona Commerce Authority needs to be involved. Mr. Smith stated that we are getting to a decision point and if the big organizations are not interested in doing this, MAG is wasting its time. Mr. Smith said that there appeared to be interest on the part of Arizona Commerce Authority. He stated that it goes beyond the infrastructure element. Mr. Smith stated that MAG does not have the magic answer, but something needs to happen if the state wants to be more competitive with Texas and increase its ranking on the list that was handed out.

Mr. Smith spoke of upcoming events. He stated that MAG's Chair, Mayor Marie Lopez Rogers of the City of Avondale, will be moderator of a panel at the League of Arizona Cities and Towns Conference in Scottsdale on August 29. In addition, Arizona State University and the Department of Commerce will be hosting a national conference September 23-25 in Tempe. Mr. Smith explained that the Assistant Secretary of the U. S. Department of Commerce will attend the conference and has agreed to stay on for one additional day for a special Arizona event. He said that it is envisioned that the event will be attended by the Assistant Secretary along with those agencies who passed the Resolution of Support for Arizona's borders. Mr. Smith stated that the event will provide an opportunity to discuss Arizona's needs with the Department of Commerce, for example, staffing at the border or infrastructure needs, to help the functionality of our border stations so Arizona can be more competitive. Mr. Smith stated that the Assistant Secretary also will stay on for the Regional Council meeting.

Mr. Smith stated that presentations on best practices have been made to the Economic Development Committee by Rick Buss and Josh Wright, and by the City of Phoenix on the Buy

Local First policy. He requested he or Denise McClafferty be contacted if anyone would like to present at the Economic Development Committee meeting.

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

5. Approval of Consent Agenda

Chair Cavazos stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

Mr. Meyer moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mr. Swenson seconded. Chair Cavazos asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

Chair Cavazos apologized to Ms. Barker for overlooking her request for public comment. Ms. Barker noted the material said, "Broad new conceptions which have gripped the imagination of the people may have more influence over the future development of the community than the completion of numerous specific projects." Ms. Barker stated that the Broadway curve has the most pollution, congestion and accidents on the Interstate 10 corridor, and creating more heat island effect by adding more traffic lanes is not needed. She spoke to someone who pointed out a room with a blue skies mural where news interviews could take place. Ms. Barker said that the mural should be of a brown cloud, because it will be that way until people take responsibility and be a part of the solution. Ms. Barker commented on the light rail extension and expressed concern for how the Transit 2000 bus funds will be repaid with Proposition 400 revenue, which is lower than expected. Ms. Barker commented that she did not support the light rail extension along Interstate 10 and encouraged looking at the whole region. Ms. Barker suggested getting the federal government interested with the TIGER program, and having elevated transportation, whether it be buses, etc., at the Broadway curve, not at-grade systems. Ms. Barker suggested that this system could even run from the Arizona-Mexico border through Tucson to Las Vegas. She stated that she thought we are at a crossroads and that neither the TIP or conformity will pass the EPA budget. Ms. Barker stated that six cities have waylaid the reimbursement for street sweepers. She said that the devil is in the details and she is not the devil, just a citizen trying to do her share. Chair Cavazos thanked Ms. Barker for her comments.

5A. Approval of June 13, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the June 13, 2012, meeting minutes.

5B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update

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 MAG 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 sixteen times with the last modification approved on June 27, 2012. Since then, there is a need to modify projects in the programs. The amendment requires a new conformity determination on the FY 2011-2015 TIP and Regional Transportation Plan 2010 Update. In addition, the administrative modification includes minor project revisions that do not require a conformity determination. The new Finding of Conformity and conformity consultation on these projects were included as separate agenda items. Table A includes all Highway and Transit Program project requests for changes and modifications to the FY 2011-15 TIP and 2010 Regional Transportation Plan. Table B includes all Highway and Transit Program project requests for changes and modifications that are outside of the TIP window. The project modifications related to the rebalancing of the Freeway Life Cycle Program, approved by the MAG Regional Council on May 23, 2012, are also included in Table A and Table B. In 2008, the light rail Northwest Phase 1 Extension Project, originally planned for 2012, was put on hold until 2023 due to economy driven reductions in Transit 2000 tax revenues. METRO is proposing accelerating this extension project to be completed in 2016, consistent with the sequence of project implementation in the original RTP. The majority of the design was completed in fall of 2009. The City of Phoenix has completed most of the land acquisition. The project line items for the Northwest Phase 1 Extension are included in Table A. METRO requested line item changes to the Central Mesa light rail extension to reflect budget changes that meet the updated schedules and the grant agreement. Items are included in Table A. The projects listed in Table C are requested modifications to Arterial Life Cycle Program (ALCP) projects in the FY 2011 - 2015 TIP. The City of Mesa and the Town of Gilbert are requesting to change the lead agency responsibilities on the Power Road: Santan Freeway to Pecos Road project from the Town of Gilbert to the City of Mesa. At the request of Maricopa County, the reimbursement years listed for the County's projects in the Arterial Life Cycle Program have been changed to "TBD." The projects listed in Table D are ALCP projects outside the current TIP window. The changes in Table C will be incorporated into the TIP pending approval, but will not be included in the approved ALCP until the program is rebalanced. It is anticipated that the rebalanced ALCP will be presented for approval through the Committee process in October 2012. At that time, the schedule changes in Tables C and D will be incorporated into the ALCP.

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

A status report is being 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. At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example. In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in

tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests. The purchase of PM-10 certified street sweeper projects supports the measure “PM-10 Efficient Street Sweepers” in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

5D. 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 July 28, 2010, the MAG Regional Council approved a Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update. Since that time, an amendment has been proposed that includes project modifications resulting from the MAG Regional Freeway and Highway Life Cycle Program 2012 rebalancing, the Arterial Life Cycle Program, the advancement of the Northwest Light Rail Extension transit project, and other various projects. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, 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 June 8, 2012, a 30-day public review period began on the conformity assessment and amendment.

5E. 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 new Arizona Department of Transportation projects and changes to Arterial Life Cycle Program 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 July 20, 2012.

5F. 2012 Heat Relief Network

The Maricopa Association of Governments has developed two maps of resources to help make water and refuge available to vulnerable populations during the hot summer months. This activity supports the regional heat relief activities. The water hydration and refuge map shows the locations of places people can go for water, refuge, and other resources. The collection and donation map shows locations throughout the region where people can donate water and resources to the heat relief network. Many heat relief efforts have been implemented over the past seven years to help prevent heat related death.

6. Phoenix West Extension Locally Preferred Alternative Report Recommendations

Chair Cavazos recognized public comment from Ms. Barker, who stated that elevated rail disrupts neighborhoods but at-grade rail has accidents. Ms. Barker suggested using express bus along the proposed route, and once their usage is proven, then fixed rail could be constructed. Chair Cavazos thanked Ms. Barker for her comments.

Eileen Yazzie, MAG staff, provided a report on the Phoenix West Extension Locally Preferred Alternative Report Recommendations. She stated that METRO, in partnership with the City of Phoenix and the Federal Transit Administration (FTA), initiated a study in May 2007 to analyze potential high-capacity transit (HCT) improvements in the west Phoenix area. As part of the process to request funding from the FTA, the project underwent an Alternatives Analysis (AA) where several modes and alignments were evaluated to address the project's purpose and need and to define the Locally Preferred Alternative (LPA).

Ms. Yazzie noted that the requested motion was a three part process. She said that this is not uncommon; in the past, the Tempe LPA for the modern streetcar was a five-part process and the Mesa Light Rail extension was a three-part process. She explained that this is the final step in the approval process for the Phoenix West extension. Ms. Yazzie displayed a map of the study area and noted that it was broken down into two different areas: mainline and downtown.

Ms. Yazzie stated that the Alternatives Analysis process for the Phoenix West extension started five years ago. Ms. Yazzie stated that the study documents are available on the MAG Transit Committee web page if people would like to download the materials.

Ms. Yazzie reviewed approvals to date: Recommendations for high capacity transit improvements in the Interstate 10 right-of-way west of Interstate 17: Phoenix City Council, April 2008; METRO Board, June 2008; MAG Regional Council, July 2008. Recommendations for acceptance for the Alternatives Analysis Locally Preferred Alternative: Phoenix City Council, May 15, 2012, and the METRO Board, May 17, 2012.

Ms. Yazzie then described the Phoenix West extension study area, which is bounded on the north by Thomas Road, on the south by Buckeye Road, on the west by Loop 101, and on the east by 7<sup>th</sup> Street. For the purposes of alternatives development and analysis, the corridor was divided into two sections: the mainline and downtown alignments. Ms. Yazzie noted that there was extensive community involvement and input in the development of the recommended route, especially by the St. Matthew's neighborhood. She stated that hundreds of people attended City of Phoenix, METRO and Valley Metro stakeholder meetings. Ms. Yazzie stated that community leaders spoke at the METRO Board meeting when the alignment was approved, and indicated they were pleased with the alignment. Ms. Yazzie then noted that the recommended alignment will utilize the western frontage road of Interstate 17. She stated that the light rail passes the state capitol complex and continues past Central Avenue for a turnaround.

Ms. Yazzie stated that light rail transit and bus rapid transit technologies were studied. She advised that over the duration, light rail has lower costs. Ms. Yazzie stated that the projected 2030 daily boardings for light rail is almost 33,000, for bus rapid transit it is 9,200; hourly capacity one-

way of light rail is 5,000 and bus rapid transit is 1,000; the travel time for light rail is 19 minutes and for bus rapid transit is 26 minutes.

Ms. Yazzie reviewed the funding sources for capital costs, which include the Public Transportation Fund, the City of Phoenix Transit 2000 tax, Congestion Mitigation and Air Quality Improvement funds, and FTA Section 5309 New Starts funds.

Ms. Yazzie stated that the opening year (2023) annual operating cost for the Phoenix West extension LRT project from 79<sup>th</sup> Avenue to Downtown Phoenix is \$17 million and from 79<sup>th</sup> Avenue to 19<sup>th</sup> Avenue/Dunlap is \$29.3 million.

Ms. Yazzie stated that four elements along this corridor, called corridor advanced transit opportunities, will be built as a part of this light rail project. She noted that the elements include adding HOV ramps, expanding the 79<sup>th</sup> Avenue park and ride lot, adding a park and ride lot at 59<sup>th</sup> Avenue, and building a direct access ramp to the Interstate 17 southbound frontage road. Ms. Yazzie noted that these improvements will provide better transit times for bus riders in the West Valley.

Ms. Yazzie concluded her presentation by displaying the three-part motion on screen. She advised that Tom Callow, who works with METRO, was present to assist with technical questions.

Chair Cavazos thanked Ms. Yazzie for her report. He asked Mr. Banta for his input on this project.

Mr. Banta stated that this project is valuable to the Valley. He said that it serves the Capitol, which is a destination area for many. Mr. Banta stated that METRO hopes the project is advanced by the Management Committee and approved by the Regional Council.

Kari Kent moved to recommend acceptance of the Phoenix West Alternatives Analysis for (1) A Locally Preferred Alternative (LPA) for the Phoenix West project, including a light rail alignment along I-10 from 79<sup>th</sup> Avenue to I-17; southbound along I-17 southbound frontage road; east along Van Buren Street to 18<sup>th</sup> Avenue; southbound along 18<sup>th</sup> Avenue to Jefferson Street and then east to downtown Phoenix along Jefferson Street; (2) Inclusion of the Corridor Advanced Transit Opportunities (CATO) Program that consists of near term improvements and investments to improve existing mobility, enhance transit service and lay the groundwork for future high capacity transit (HCT) service within the study area. The set of proposed projects includes: construction of a direct HCT access ramp from I-10 to I-17, expansion of the 79<sup>th</sup> Avenue Park-and-Ride, identification and development of new park and ride stations, and construction of direct connection I-10 HOV ramps on the west side of 79<sup>th</sup> Avenue; and (3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process. Mr. Skeete seconded, and the motion passed unanimously.

8. Report on the City of Phoenix “Buy Local First” Ordinance

This agenda item was taken out of order.

James Scarboro, from the City of Phoenix Finance Department, provided a report on the “Buy Local First” policy. He said that this program is of interest to the Mayor and City Council who brought it to staff as a policy objective. Mr. Scarboro stated that the program creates jobs, reduces unemployment, increases state and local sales and income tax revenue, encourages economic development, and has support from local business community. He noted that the business community has been a champion of the program during implementation.

Mr. Scarboro stated that the City of Phoenix has maintained a small business entity program with an extensive certification process to identify companies for certain classes of programs. He then described the program and the online vendor registration. Mr. Scarboro stated that the local small business set aside program expands the existing small business entity program and limit set aside to contracts under \$50,000. Mr. Scarboro stated that the Phoenix vendor management system went live in April 2012.

Kimber Lanning, Director of Local First Arizona, a statewide organization working with locally owned businesses with a goal of strengthening Arizona’s economy, continued the presentation. Ms. Lanning noted that Local First Arizona includes members from each of MAG’s communities.

Ms. Lanning stated that Local First Arizona works in several different areas, including the Buy Local First campaign to drive consumers to support locally owned business, business to business support (such as supply chains), and advocacy to create an environment where local businesses can survive and thrive. Ms. Lanning noted that the Local First Arizona effort has been ongoing for six years.

Ms. Lanning said that Arizona is one of three states that do not acknowledge that local business does more for the local economy than a non-local business. Ms. Lanning stated that they had done studies to explore the advantages of locally owned business. She reported two \$5 million state contracts for office supplies – one using a non-local business and one using a local business – were compared. Ms. Lanning stated that with the local business, 100 percent of the jobs were full-time jobs with benefits; with the non-local business, 62 percent of the jobs were part-time with no benefits. She said that the local business gave \$35,000 to local charities and the non-local business gave nothing. Ms. Lanning also noted that there are secondary and tertiary jobs with local businesses: local designers, attorneys, accountants, etc., and this ends up with their dollars staying and recirculating in the area creating additional jobs. She said that not one non-local businesses did business with a local company and the money spent at the non-local business left the area instead.

Ms. Lanning noted that the City of Phoenix policy is not a preference but a competitive process and supportive of free markets. She said they are not “Local Always Arizona” or “Local Only Arizona,” just “Local First Arizona.” Ms. Lanning stated that any time the opportunity arises to award contracts under the amount of \$50,000 is a boon to the local economy.

Ms. Lanning stated that it is important to acknowledge that the office supply story illustrates that the cheapest price is not always the cheapest price. She said that this is provable, and when investing in a company that is not invested in our community, it is actually not a cost savings

when measured over the life of the contract. Ms. Lanning stated that is why 47 other states have taken steps on the way they evaluate bids.

Ms. Lanning stated that she works in the field with businesses in every community in the region, and she would be more than happy to increase the number of local businesses registered in the database. She expressed her appreciation to Phoenix Mayor Greg Stanton and David Cavazos for their regional thinking and support. Ms. Lanning stated there are two parts that will make this program successful: 1) Registering a significant number of businesses in the database; 2) Getting finance and procurement staff to understand and utilize the system. Ms. Lanning stated that she and Mr. Scarboro have been meeting with municipal officials and staff and chambers of commerce in the region.

Mr. Scarboro added that when they are seeking a business they will look first a company's certification status. If they do not find a sufficient number of companies, they will open it up to all registered companies. Mr. Scarboro stated that this process is not for the exclusion or preference of companies, or adding points. When most local governments issue solicitations for informal contracts at the \$50,000 level, they limit the number of offers, and this is just one additional criteria.

Chair Cavazos thanked Ms. Lanning and Mr. Scarboro for their reports. He encouraged members to do this in their own communities because it benefits the entire region.

#### 7. MAG Federally Funded Locally Sponsored Projects Development Status Report

Teri Kennedy, MAG staff, provided a report on the MAG Federally Funded Locally Sponsored Projects Development Status Report. She stated that the MAG Federal Fund Programming Guidelines & Procedures was approved by the MAG Regional Council on October 26, 2011, and outlines the requirements for local agencies to submit status information on the development of their federal funded projects. Ms. Kennedy noted that this Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2012, 2013, and 2014.

Ms. Kennedy then described the process for submitting the project development status workbook to member agencies that began in April. Ms. Kennedy stated that the project development report is a tool in the Dynamic Transportation Improvement Program (TIP) process, which allows MAG to fully program federal funds. She noted that the TIP is required to be fiscally constrained. Ms. Kennedy stated that the process includes three decision levels for each reporting cycle: Tier One, current year priorities are determined and approved; Tier Two, future year projects may advance if funding is available; and Tier Three, multiple options available to add new projects, increase funding, etc.

Ms. Kennedy stated that federal transportation authorization was extended by the Moving Ahead for Progress in the 21st Century (MAP-21) bill signed by President Obama on July 6, 2012. She noted that the final funding amounts for FFY 2012 have not yet been published but will be

evaluated and integrated into future reports after they are released. She reported that MAG will use all of its CMAQ Obligation Authority for 2012.

Ms. Kennedy stated that MAG coordinates with the ADOT Local Governments section on this process. She noted that the ADOT Local Governments section is reviewing project submittals and will continue to move projects through to federal authorization. Ms. Kennedy stated that the June estimate based on FFY 2012 project submittals shows an availability for the FFY 2013 of an estimated \$11-14 million.

Ms. Kennedy pointed out that the June 2012 status report shows the projects that are on time: 28 projects in FFY 2012, 31 projects in FFY 2013, and 32 projects in FFY 2014. She stated that it is important to note that the process is working; in the January 2012 report, 64 percent of projects were on time and in June 2012, 93 percent of the projects were on time.

Ms. Kennedy stated that all agencies have returned their commitment letters for their FFY 2013 projects. She noted that commitment letters for FFY 2014 projects are due from agencies to MAG in December 2012. Ms. Kennedy advised that staff sends out notification reminders in July and again with the workbooks in November.

Ms. Kennedy explained the Tier One process for FFY 2013 projects, which includes the review, comment and recommendation of projects. Upon completion of Tier One, the Tier Two process begins. She said that the agency is required to submit a letter signed by the agency engineer affirming that the requirements of the schedule (design, environmental, right-of-way, construction/procurement) can be met and that the agency has all resources readily available to complete the project based on the advanced schedule. Ms. Kennedy advised that the letters need to be submitted by August 1, 2012, in order to be considered at the August Transportation Review Committee (TRC) meeting.

Ms. Kennedy stated that the TRC will discuss available funding and project milestone information and make a recommendation on moving Tier Two projects (FFY 2014) into the upcoming federal fiscal year (FFY 2013) of the TIP. She noted that the recommended projects will move forward to the Management Committee, Transportation Policy Committee, and Regional Council in September.

Chair Cavazos thanked Ms. Kennedy for her report and asked members if they had questions. Hearing none and noting no requests for public comment, he called for a motion.

Mr. Swenson moved to recommend approval of federal fund projects to be deferred, deleted, and changed and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. Mr. Skeete seconded, and the motion passed unanimously.

Chair Cavazos stated that the meeting was running behind schedule and no informational items would be presented.

9. Update on the Economic Development Committee - Survey Results and Charter

This agenda item was not heard.

10. Legislative Update

This agenda item was not heard.

11. Request for Future Agenda Items

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.

No requests for future agenda items were noted.

11. Comments from the Committee

An opportunity will be 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.

No comments from the committee were noted.

Adjournment

There being no further business, Mr. Buss moved, Mr. Wright seconded, and the meeting was adjourned at 1:10 p.m.

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Chair

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Secretary