

March 4, 2014

TO: Members of the MAG Management Committee

FROM: Dr. Spencer Isom, City of El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 12, 2014 - 12:00 noon  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those who purchased a transit ticket to attend the meeting, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE  
TENTATIVE AGENDA  
March 12, 2014**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided 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. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (\*).

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the February 12, 2014, Meeting Minutes

5A. Review and approval of the February 12, 2014, meeting minutes.

**TRANSPORTATION ITEMS****\*5B. ADOT Red Letter Process**

In June 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 July 1, 2013 to December 13, 2013. None of the 144 notices received had an impact to the state highway system. Please refer to the enclosed material.

**\*5C. Job Access and Reverse Commute Programming Goals and Objectives**

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a suballocation of Federal Transit Administration funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for review and input. MAG staff was requested to host additional working group discussions to review the draft recommendations. The draft programming goals and objectives for the JARC program were recommended for approval on February 13, 2014, by the MAG Transit Committee and on February 27, 2014, by the MAG Transportation Review Committee. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines. Please refer to the enclosed material.

5B. Information and discussion.

5C. Recommend approval of the Job Access and Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Administration funding.

\*5D. Approval of Transit Planning Agreement

The current Transit Planning Agreement was approved by the MAG Regional Council in March 2010 and signed by all parties in April 2010. Since then, a new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in July 2012, which has changed requirements for regional transportation planning. Valley Metro, MAG, and the City of Phoenix have been working on revising the Transit Planning Agreement to meet the new federal requirements since August 2013. The revisions include clarifications regarding transit representation on MAG committees, regional transit planning coordination roles, inclusion of the Regional Programming Guidelines for Federal Transit Formula Funds in the programming process, acknowledgment of new funding sources, inclusion of the public hearing requirements, and new sections on performance measurement, safety plans, asset management, and Title VI. Please refer to the enclosed material.

5D. Recommend approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2015 MAG Unified Planning Work Program and Annual Budget.

**AIR QUALITY ITEMS**

\*5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of 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. Please refer to the enclosed material.

5E. Consultation.

## ITEMS PROPOSED TO BE HEARD

6. Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale

In October 2011, the Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures. Section 600 of the Guidelines and Procedures addresses project deferrals and deletions. This section specifies that a project may be deferred once without justification. A second project deferral requires the project sponsor justify the request before MAG committees with final approval considered by the Regional Council. The City of Scottsdale is requesting to defer the construction phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project from 2014 into 2015. The request for a second deferral was recommended for approval on February 11, 2014, by the MAG Bicycle and Pedestrian Committee and on February 27, 2014, by the MAG Transportation Review Committee. Please refer to the enclosed material.

7. Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

In anticipation of balancing the suballocation of Federal Highway Administration (FHWA) funding to the MAG region, a mid year analysis was completed and two options was prepared to utilize expected available Congestion Mitigation and Air Quality (CMAQ) funding for FFY2014 that relate to existing bicycle-pedestrian, Intelligent Transportation Systems (ITS), and paving of unpaved roads projects. Two options were presented at the February 27, 2014, Transportation Review Committee meeting and the committee recommended Option Two for approval. Conformity consultation on these projects is considered under a separate agenda item. Please refer to the enclosed material.

6. Recommend approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project.

7. Recommend approval to proceed with Option Two: FY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional Congestion Mitigation and Air Quality (CMAQ) funding for FFY 2014 in the Bicycle/Pedestrian, Intelligent Transportation System (ITS), and Air Quality programs and of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

8. Legislative Update

An update will be provided on legislative issues of interest. House Bill 2069, if enacted, would change the definition of member under statutes governing the Arizona State Retirement System to exclude political subdivision entity employees hired after the effective date. MAG is defined as a political subdivision entity. MAG, along with the League of Arizona Cities and Towns, the County Supervisors Association, the Association of Arizona Counties, the Arizona Municipal Water Users Association, and the other Arizona councils of governments and metropolitan planning organizations, requested that members of the Arizona House of Representatives vote against House Bill 2069. Our associations are responsible for important governmental functions that are required by federal law, state statute and/or are prescribed by our local governments. In addition, the issue of portability among public employees is critical for ensuring continued quality public service delivery to our member agencies. By disallowing our future employees to participate in the Arizona State Retirement System, we will lose a valuable tool in recruiting and retaining public servants. If House Bill 2069 is enacted, an actuarial assessment by the Arizona State Retirement System (ASRS) estimates an increase in contribution rates of approximately 0.03 percent for all remaining employer and employee members of ASRS. This rate increase reflects a \$23 million impact to the state retirement system. For political subdivision entities, House Bill 2069 will mean creating and maintaining a separate retirement system: one for those who have already qualified for ASRS and one for future employees. This uneven approach will mean benefit disparities for employees within the same organization. Please refer to the enclosed material.

9. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and, as Appropriate, to the 2035 Regional Transportation Plan

8. Information, discussion, and possible action.

9. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan.

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, and have been modified one time. The Arterial Life Cycle Program was approved on September 16, 2013. At this time there are no requested changes to highway projects in the ALCP. Requested changes to the highway and transit projects are displayed in Table A. Conformity consultation on these projects is considered under a separate agenda item. On February 27, 2014, the requested project changes were recommended for approval by the MAG Transportation Review Committee. Please refer to the enclosed material.

10. Resolution by the Maricopa Association of Governments Regional Council Supporting Inclusion of: MAG Adopted, Illustrative Corridors; Independent Segments for Environmental Assessment; and Further Study of the Alternative C Through Eastern Pima County as Identified as Part of the Interstate 11 and Intermountain West Corridor Study

The Arizona and Nevada Departments of Transportation have been developing the Interstate 11 (I-11) and Intermountain West Corridor Study. MAG is requesting that the Arizona Department of Transportation (ADOT) include the MAG adopted, illustrative corridors, including the Hassayampa and Hidden Valley studies, be shown on all of the relevant maps of study alternatives and as part of the I-11 studies. MAG is also requesting that the current I-11 study also identify segments of I-11 that will allow subsequent environment assessments for each segment to move forward as soon as possible. MAG also supports further study of the South Arizona Connectivity Segment's Alternative C through eastern Pima County as identified in the I-11 study. On January 23, 2014, the Pima Association of Governments (PAG) Regional Council approved a resolution of support to further study Alternative C as identified in the I-11 study. The MAG Management Committee is being requested to recommend a resolution of support

10. Recommend adoption of a resolution to support Interstate 11.

by the MAG Regional Council to include the provisions described above in the I-II studies. Please refer to the enclosed material.

11. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2015 "MAG Programs in Brief" and the FY 2015 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

12. Soft Launch of Building an International Economic Network

The reauthorization of the federal surface transportation law, named Moving Ahead for Progress in the 21st Century (MAP-21), includes a number of provisions to improve the condition and performance of the national freight network and to support investment of freight-related surface transportation projects. Provisions include establishing a national freight policy for the United States to compete in the global economy and to achieve goals related to economic competitiveness and efficiency and other transportation related goals.

The MAG Freight Transportation Framework study and several reports conducted for the MAG Economic Development Committee by the Thunderbird School of Global Management identified the importance of trade with Mexico and Canada as Arizona's numbers one and two trading partners. To increase exports and freight for the metro Phoenix area and the State of Arizona, MAG has created the Building an International Economic Network (BIEN). BIEN will assist businesses through a centralized database and

11. Information and discussion.

12. Information and discussion.

mapping tools that will allow them to search for and connect with related businesses in order to collaborate and form partnerships. MAG staff has completed the development of the online tool and implemented a soft launch by beginning to populate the database in steps by working with partners like the Arizona Commerce Authority, Greater Phoenix Chamber of Commerce, Greater Phoenix Black Chamber of Commerce, Hispanic Chamber of Commerce, and local/international economic development agencies. MAG staff will provide the committee with an update on the progress of this project and discuss the marketing and engagement plan.

13. Enhanced Online Mapping and Reporting Tools

MAG staff has developed enhanced online mapping and reporting tools (<http://ims.azmag.gov/>) and a regional data center (<http://datacenter.azmag.gov/>) with regional profiles and socioeconomic data sets and reports. Staff will provide an update along with a demonstration of the updated tools.

13. Information and discussion.

14. 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 will be requested.

14. Information.

15. 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.

15. Information.

Adjournment

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
February 12, 2014  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Amber Wakeman for Dr. Spencer Isom, El Mirage	Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa	Gregory Rose, City of Maricopa
# Matt Busby for George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Charlie McClendon, Avondale	Carl Swenson, Peoria
* Stephen Cleveland, Buckeye	Ed Zuercher, Phoenix
* Gary Neiss, Carefree	# Greg Stanley, Pinal County
Peter Jankowski, Cave Creek	John Kross, Queen Creek
Rich Dlugas, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jess Knudson for Charles Montoya, Florence	* Fritz Behring, Scottsdale
* Phil Dorchester, Fort McDowell Yavapai Nation	Chris Hillman, Surprise
Ken Buchanan, Fountain Hills	Andrew Ching, Tempe
Rick Buss, Gila Bend	Reyes Medrano, Tolleson
* David White, Gila River Indian Community	Joshua Wright, Wickenburg
Patrick Banger, Gilbert	Jeanne Blackman, Youngtown
Jenna Goad for Brenda S. Fischer, Glendale	Brent Cain for John Halikowski, ADOT
Brian Dalke, Goodyear	John Hauskins for Tom Manos, Maricopa County
Rosemary Arellano, Guadalupe	Jyme Sue McLaren for 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 of the MAG Management Committee was called to order by Acting Chair Carl Swenson, Peoria, at 12:00 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Greg Stanley and Matt Busby joined the meeting via teleconference.

Acting Chair Swenson introduced two new members, Gregory Rose, City Manager of the City of Maricopa, and Peter Jankowski, Town Manager of the Town of Cave Creek.

Acting Chair Swenson noted material at each place for the Legislative Update, agenda item #14: a copy of the letter sent by the Regional Council to Governor Brewer and State Legislators regarding Highway User Revenue Fund (HURF) sweeps, and an analysis of the impacts of additional revenue on the HURF.

Acting Chair Swenson announced that public comment cards were available to members of the public who wish to comment. 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 who purchased transit tickets to come to the meeting.

3. Call to the Audience

Acting Chair Swenson 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. 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.

Acting Chair Swenson recognized public comment from John Rusinek, who resides in Phoenix at 2930 E. Turney Avenue. He said he would be providing an update on his dust problem that has been ongoing for nine years. Mr. Rusinek stated that his Phoenix City Councilman is now Sal DiCiccio and was previously Greg Stanton. Mr. Rusinek stated that Councilman DiCiccio has not spoken to Mr. Rusinek since he has been on the Phoenix City Council. He reported that Councilman DiCiccio said that Mr. Rusinek has a vendetta against his neighbor. Mr. Rusinek stated that he has a nine-year log and a stack of photographs of dust violations that no one will look at. Mr. Rusinek said the neighbor threatened his wife and said the war has started. Mr. Rusinek reported that his dog was poisoned with rat poison on June 3, 2005, in his backyard. Mr. Rusinek commented that he has no enemies that he knows of and this dust issue is his only problem, so who is the one with the vendetta? He noted that Councilman DiCiccio has allotted one hour to meet with Mr. Rusinek, although he thinks it will take longer than this to review Mr. Rusinek's nine-year log and photographs. Mr. Rusinek stated that his neighbor was given a variance on the size of the rock he used for dust control, and he stated that this is contrary to what the Phoenix City ordinance says. He stated that he checked with Pioneer Rock Company, who told him that this size rock will never settle. This means he will continue to have dust. Acting Chair Swenson thanked Mr. Rusinek for his comments.

Acting Chair Swenson recognized public comment from Pat Vint, who requested that members speak into the microphones so he could hear their comments. He remarked that a lot of money has been spent on the sound system. Mr. Vint stated that the City of Phoenix is now broadcasting public comments made at City Council meetings on their public access channel, but the volume is so low he cannot hear it. Mr. Vint stated that he promised the two Phoenix police detectives

he would be good at the meeting. – to a point. Mr. Vint spoke of the former City of Coolidge Councilman and his wife who were found guilty of fraud in their real estate business. Mr. Vint remarked that once a crook, always a crook. He stated that he will be meeting with Phoenix Councilman DiCiccio on February 19, 2014. Mr. Vint stated that there are 20 ways to steal, like those not doing their job at the City of Phoenix. He stated that millions of dollars are wasted because they have unqualified inspectors. Mr. Vint said Phoenix never fixes anything. He once again requested that members use the microphones when they are speaking. Acting Chair Swenson thanked Mr. Vint for his comments.

Acting Chair Swenson recognized public comment from Dianne Barker, a resident of Phoenix. She brought a speaker request form from the Maricopa County Board of Supervisors that she submitted for the record. Ms. Barker stated that the Board can respond to criticism, ask staff to review an issue, or ask that an issue be placed on a future agenda. She recounted her multimodal trip to visit her 92-year-old mother in Simi Valley, California that included the bus and Metroliner. Ms. Barker stated that she is in favor of safe, efficient transportation, and she encouraged that there be more people to instruct others on how to use multimodal transportation. Acting Chair Swenson thanked Ms. Barker for her comments.

4. Resolution of Appreciation

Acting Chair Swenson noted that after almost 30 years of service to the MAG region, Charlie McClendon has accepted a new opportunity in California. He read a Resolution of Appreciation that was prepared in recognition of Mr. McClendon's numerous contributions to the MAG region. Mr. McClendon was applauded.

Mr. Darryl Crossman moved to adopt the Resolution of Appreciation for Charlie McClendon for his service to the MAG region. Mr. Reyes Medrano seconded, and the motion passed unanimously.

Acting Chair Swenson stated that Mr. McClendon had been a great colleague and mentor and would be greatly missed, not only in the region, but the state. He added that he hoped Mr. McClendon would stay in touch.

Mr. Dalke stated that the City of Avondale has been a good neighbor to the City of Goodyear for many years and a lot was due to Mr. McClendon's leadership. He stated that through ACMA and his leadership, Mr. McClendon had positively impacted many lives.

Mr. Medrano stated that he has had an incredible relationship with Mr. McClendon, who is a great ambassador. He expressed his best wishes on behalf of the City of Tolleson. Mr. Medrano stated that Mr. McClendon's influence is felt beyond city boundaries and added that Mr. McClendon would be missed.

Mr. McClendon stated that he has had a great time working for the City of Avondale and in the region. He noted that in his new position, he has the opportunity to be a part of two associations. Mr. McClendon added that he has only the fondest memories of working at the cities of Glendale and Avondale, and of MAG.

5. Executive Director's Report

Dennis Smith, MAG Executive Director, reported that the 2014 Desert Peaks Awards will be held June 25, 2014. He noted that the call for nominations has been sent to member agencies, and the deadline for submission is March 14, 2014. Mr. Smith encouraged submitting entries for the awards.

Mr. Smith reported that on January 23, 2014, at a Washington, D.C., event, Phoenix Mayor Greg Stanton was honored by the Latino Leaders Network with a significant award for his commitment to advancing diversity and issues important to the Latino community.

Mr. Smith reported that Mr. Chris Brady had been awarded the John J. DeBolske Professional Excellence Award by the Arizona City/County Management Association. He noted that the award recognizes individuals who demonstrate the highest level of professional excellence in local government.

Mr. Smith announced that the MAG region was a winner in the Generations United 2014 Best Intergenerational Community Award Competition. Mr. Smith noted that the award will be presented at an event in Washington, D. C., in March. Mr. Smith noted the contributions of MAG Human Services Manager, Amy St. Peter, who did an outstanding job on the application.

6. Approval of Consent Agenda

Acting Chair Swenson stated that agenda items #6A, #6B, #6C, #6D, #6E, #6F, #6G, #6H, and #6I were on the Consent Agenda.

Acting Chair Swenson recognized public comment from Mr. Vint, who said he felt privileged to speak to the small cities and towns around Phoenix. He stated that it was a mistake for him to settle in Phoenix when he arrived here in 1952 when he landed at Luke Air Force Base from Korea. Mr. Vint expressed that he should have settled instead in a small town, where people know you. He said that the City of Phoenix destroyed his property at 8340 N. 16<sup>th</sup> Street. Mr. Vint stated that Patrick Ravenstein threatened him with a \$2,500 per day fine and jail time. He said this never went to court, but he wished it had. Mr. Vint stated that the City of Phoenix departments cannot get along. He said that he believed Jerome Miller committed suicide because the City of Phoenix created a problem he could not handle. Mr. Vint stated that because of Frank Fairbanks the City of Phoenix departments do not know what the other ones are doing. He stated that the City of Phoenix said Mr. Vint built his shopping center in the street, but he said he built it against the property line. Mr. Vint remarked Paul Johnson has Tall Man Syndrome and thinks he is better than everyone else. Mr. Johnson said to Mr. Vint's wife that if staff says you are wrong then you are wrong and he thought his wife was going to kill Mr. Johnson. Mr. Vint encouraged everyone to watch the Phoenix City Council meetings and see how low the volume is. Acting Chair Swenson thanked Mr. Vint for his comments.

Acting Chair Swenson recognized public comment from Mr. Rusinek, who said that the City of Phoenix does not have a committee for older adults and people with disabilities to discuss their concerns with government. Mr. Rusinek stated that no one at the City of Phoenix will look at his

log book. He said that an unbiased committee is needed at all cities to deal with disagreements. Mr. Rusinek noted that there is an appeal process for violators, but not for people who report violations. He stated that people are scared away by government so they do not create waves, and there needs to be a place or organization that is unbiased where seniors and those with disabilities can discuss violations. Acting Chair Swenson thanked Mr. Rusinek for his comments.

Acting Chair Swenson recognized public comment from Ms. Barker, who noted her agreement with Mr. Rusinek's statements. She remarked that she has seen that citizens who challenge government being met with a formal activity with the AG's office or with a city protecting non-performance. Ms. Barker stated that Mr. Vint and Mr. Rusinek are at MAG to try and solve problems. She said that MAG was formed to have a reasonable way to pass through funds and plan for the Valley. Ms. Barker stated that Mr. Vint and Mr. Rusinek have not had justice with government and it is appropriate that they come to MAG because dust is a regional problem. Ms. Barker encouraged looking at transportation solutions other than at-grade, which kicks up pollution. She stated that the cities are making headway on fireplaces with enforcement; they are looking into when they go out to make a fine or ticket on a blighted area that they would also look locally what is going on with particulates, whether it is leafblowers, or other things - not all big construction companies; people are violating the law and need to be handled for the greater good. Ms. Barker acknowledged the passing of actress Shirley Temple. Acting Chair Swenson thanked Ms. Barker for her comments.

Acting Chair Swenson asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted. Acting Chair Swenson called for a motion.

Mr. McClendon moved to recommend approval of the Consent Agenda. Mr. Wright seconded, and the motion passed unanimously.

6A. Approval of the January 8, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the January 8, 2014, meeting minutes.

6B. MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014, and Project Changes

The MAG Management Committee, by consent, recommended approval of federal fund projects to be deferred, deleted, and changed; and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, 2035 Regional Transportation Plan, and to the FY 2011-2015 MAG Transportation Improvement Program as appropriate. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. This Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Alternatives program funds that are programmed in the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) as of November 2013 to authorize in federal fiscal year (FFY) 2014 and FFY 2015. The

Project Development Status Workbook for each project that was sent to member agencies requires that a project development schedule be completed and allows project changes to be requested. This item was recommended by the Street Committee on January 14, 2014, and the Transportation Review Committee on January 30, 2014.

6C. FY 2014 Road Safety Assessments and Project Assessments at Intersections and Corridors

The MAG Management Committee, by consent, recommended approval of the list of eleven (11) Road Safety Assessments and three (3) Project Assessments utilizing MAG on-call consultants at an estimated total cost of \$440,000. Each year, more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and they result in nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended the performance of Road Safety Assessments (RSAs) and Project Assessments (PAs) as a regional road safety initiative to help identify and address safety issues at locations with high crash risk. The Fiscal Year (FY) 2014 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the RSA program. An additional \$146,322 is also available from funds approved for the RSA program in the FY 2013 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2012. Since 2011, 23 RSAs have been successfully completed through the MAG RSA program. On January 7, 2014, the MAG Transportation Safety Committee recommended approval of a list of 11 RSAs and three PAs to be performed in FY 2014. The MAG Transportation Review Committee recommended approval of the list on January 30, 2014. Qualified MAG on-call consultants would conduct the RSAs and PAs.

6D. Amendment to the FY 2014 MAG Unified Planning Work Program for Additional Printing of the MAG Regional Bikeways Map and Purchase of Camera for Digital Media for the On-Line Bikeways Map

The MAG Management Committee, by consent, recommended approval to amend the FY 2014 MAG Unified Planning Work Program to include printing costs for 50,000 MAG Regional Bikeways maps and the equipment purchase of a GoProHERO3+ camera for an amount not to exceed \$10,550. In May 2012, the Regional Council approved the Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, which included printing 100,000 copies of the MAG Regional Bikeways Map. Due to the popularity of the bike map, MAG has approximately 6,250 maps left as of January 2014. It is anticipated that the next update to the printed map will not occur until 2016. In order to meet the demand for printed bike maps between now and 2016, MAG is requesting another print run of 50,000 maps at a cost not to exceed \$10,000. Additionally, MAG is requesting to purchase a GoProHERO3+ camera in an effort to enhance the MAG On-line Bikeways map. The camera will allow for photos, videos, audio recording and wayfinding instructions to be imbedded in the On-line Bikeways map. The cost for the camera equipment is approximately \$550. An amendment to the FY 2014 MAG Unified Planning Work Program was requested to include printing costs for 50,000 MAG Regional Bikeways maps and the equipment purchase of a GoProHERO3+ camera for an amount not to exceed \$10,550.

6E. Programming of PM-2.5 Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2014-2018 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of the list of Fiscal Year (FY) 2014, 2015, 2016, and 2017 PM-2.5 Congestion Mitigation and Air Quality Improvement funded Paving Unpaved Road Projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, the 2035 Regional Transportation Plan, and the FY 2014-2018 MAG Transportation Improvement Program as appropriate. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes. For air quality projects, the RTP and Moving Ahead for Progress in the 21st Century identify CMAQ allocations. Funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, ADOT apportionments, and regional distributions. The estimated total amount of PM-2.5 CMAQ funding available for programming in Federal Fiscal Year (FFY) 2014 through FFY 2017 for PM-2.5 Pave Unpaved Road Projects is \$3.36 million. A Call for Projects was issued on October 23, 2013, with applications due on November 22, 2013. The PM-2.5 Paving Unpaved Road Projects were reviewed and recommended by the Street Committee on January 14, 2014. On January 23, 2014, the Air Quality Technical Advisory Committee recommended forwarding the list of projects to the Transportation Review Committee. On January 30, 2014, the Transportation Review Committee recommended approval of the list of projects.

6F. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 MAG Transportation Improvement Program as appropriate. On January 28, 2014, the MAG Regional Council approved the MAG Transportation Alternatives program ranked order of projects (for fiscal years 2015-2017), the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, and the Regional Transportation Plan. Since then, member agencies have requested general project changes. Additionally, the detailed listing of work phases for the Transportation Alternatives program, and the detailed work phase listings of the proposed PM-2.5 Paving Unpaved Road Projects are included in Table B.

6G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ Funding

The MAG Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. The FY 2014 MAG Unified Planning Work Program and Annual Budget and the FY 2014-2018 MAG Transportation Improvement Program contain \$900,000 in FY 2014 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$330,599 in CMAQ is available from sweeper projects

that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,230,599. On January 23, 2014, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on December 10, 2013, and on January 14, 2014, in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

6H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of several new Transportation Alternatives 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.

6I. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2015 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee (HSCC) prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG HSCC conducts a service ranking exercise to determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in November 2013 and the draft results were released for public comment in December 2013. The results reflect the prioritized listing of services as determined by the service ranking exercise and a 5.3 percent funding reduction required by DES. In addition to the reduction in funding, DES indicated funding for services within the Older Adults and the Adults, Families and Children target groups be held harmless. The funding reduction was applied to services within Persons with Disabilities and the Persons with Developmental Disabilities target groups. Services within these two target groups were ranked the lowest in the service ranking exercise. No services received an increase due to the 5.3 percent funding reduction indicated by DES. The MAG Human Services Technical Committee voted to recommend approval of the draft allocations on January 9, 2014. The MAG HSCC voted to recommend approval of the draft allocations on January 22, 2014.

7. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Lindy Bauer, MAG staff, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She said that the plan includes a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and one new measure designed to reduce

PM-10 during high risk conditions, including high winds. Ms. Bauer stated there are measures on trackout, open burning, unpaved shoulders, unpaved roads, vacant lots, earthmoving, all terrain vehicles, weed abatement, leaf blowers, street sweepers, and mining operations.

Ms. Bauer reported that on January 14, 2014, the Environmental Protection Agency (EPA) signed a notice to propose full approval of the MAG 2012 Five Percent Plan for PM-10. She stated that this includes 2008 baseline emissions inventory and the 2007, 2009, 2010, 2011 and 2012 projected emission inventories, the modeled attainment demonstration, a five percent reduction in emissions demonstration, reasonable further progress, contingency measures, motor vehicle emissions budget, and very importantly, that a determination that the Maricopa County Nonattainment Area has met the PM-10 standard based upon three years of clean data for 2010-2012. Ms. Bauer add that the EPA intends to finalize its action on June 2, 2014. She added that this was published in the Federal Register on February 6, 2014.

Ms. Bauer discussed the aggressive prevention activities to achieve three years of clean monitoring data. These activities include the City of Phoenix Dust Reduction Task Force short and long term goals; the MAG-produced PM-10 prevention video for education and training; near real time monitor data provided by Maricopa County with funding provided by the MAG Regional Council; the establishment of the Maricopa County Rapid Response Program network to prevent PM-10 exceedances regionwide; coordination between Maricopa County and MAG member agencies to avoid duplication of enforcement and the investigation of sources; implementation by the MAG member agencies of customized Rapid Response Action Plans that are based on a MAG template and tool kit; conduct PM-10 Prevention Workshops with local governments, Maricopa County, and the Arizona Department of Environmental Quality; communication by the Arizona Department of Environmental Quality of the Maricopa County Dust Control Action Forecast five days in advance; and notification by business, industry, and agriculture associations to their members when high winds are forecasted.

Ms. Bauer expressed her appreciation to every member of the Management Committee and their staff for all their hard work on these prevention activities, which were absolutely critical to the success of the MAG Five Percent Plan for PM-10. She also thanked the Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department, and the Arizona Department of Transportation for their partnership. She noted that the region has never before had a determination that the standard had been met.

Ms. Bauer presented the next steps for the Plan. She discussed that EPA needs to take final approval action on the Five Percent Plan by June 2, 2014, which is the date agreed upon with Arizona Center for Law in the Public Interest. Ms. Bauer mentioned that the aggressive prevention efforts must continue because clean data at the monitors and throughout the region must be maintained forever, or this region will be in nonattainment. Once EPA finalizes an approval action, MAG will begin work on a Redesignation Request and Maintenance Plan for PM-10.

Ms. Bauer indicated that EPA's Exceptional Events Rule and process still needs to be streamlined. She noted that EPA anticipates proposing rule revisions by April 2014 with final revisions in April

2015. Ms. Bauer noted that 18 packages of exceptional events were submitted to EPA, and she added that it cost to the region \$675,000 to prove to the EPA that these were exceptional events.

Ms. Bauer the spoke about PM-2.5. She noted that the cities and towns assisted Maricopa County in getting the word out to residents on no burn days during the holiday season. Ms. Bauer reported that the highest PM-2.5 concentration ever taken – 170 micrograms per cubic meter – was recorded on January 1, 2014. Ms. Bauer noted that the region will need an annual average of 12 micrograms per cubic meter for the entire year. She indicated that the Maricopa County Air Quality Department reported that this reading occurred from bonfire smoke at a New Year’s Eve party nearby the West Phoenix monitor at 39<sup>th</sup> Avenue and Earll. Ms. Bauer urged expanding the outreach for next year’s holiday season and she added that the County will likely be re-examining its enforcement policy.

Acting Chair Swenson thanked Ms. Bauer for her report. He asked if fines were associated with violations on no-burn days. Ms. Bauer replied that according to Maricopa County, a letter is sent for the first violation, a \$50 fine for the second violation, a \$100 fine for the third violation, and \$250 for the fourth violation. She added that these fines are for violations that occur within a calendar year, and after one year, a person’s record is wiped clean. Acting Chair Swenson thanked Ms. Bauer for recognizing the work of the cities and towns, and he noted that Ms. Bauer’s expertise and hard work on air quality efforts also needed to be recognized.

Mr. Rodriguez asked if construction activity was included in the PM-10 analysis. Ms. Bauer replied that construction was a contributor to PM-10, and the construction industry has done a wonderful job in implementing Maricopa County’s Rule 310 to control dust. She remarked that something could be a very small source, but if it is next to a monitor, it can cause the entire region to be in nonattainment.

Mr. Rodriguez noted that with the slowdown in the economy, construction also slowed down, but now that the economy has picked up, construction is also picking up. He asked if air quality problems are anticipated due to increased construction activity. Ms. Bauer replied that the construction industry has done an excellent job educating its members on dust control and has improved compliance. She said that Maricopa County did a rule effectiveness study, and it showed very good compliance with construction dust control rules. Ms. Bauer indicated they hope the education process will continue as the economy improves.

8. Designing Transit Accessible Communities Study

Alice Chen, MAG staff, provided a report on the Designing Transit Accessible Communities Study that was recommended for acceptance by the MAG Transit Committee and MAG Transportation Review Committee. Ms. Chen reported that lack of affordable transportation options can reduce the mobility of Baby Boomers and seniors. She noted that the population of seniors in Arizona is projected to more than double by 2030.

Ms. Chen stated that the Millennial age group is choosing to replace driving with alternative transportation, which represents a shift in transportation options. She said the Millennials tend to

choose communities that are walkable and they highly value being nearby public transportation routes.

Ms. Chen stated that transit accessibility for the user means the additional part of the journey once they have gotten off transit, such as the walk needed to get to their destination and shade and security during wait times.

Ms. Chen stated that the study included a survey of more than 200 bus users at five locations. She noted that the top consideration was shade and 68 percent of respondents said they would ride transit more often if additional shade was provided. Ms. Chen stated that they looked at the built situation of different communities to see how additional shade could be provided by having shade from buildings to sidewalks and shelters. She added that shelters can produce a lot of heat if put in the direct sun, and they can be coordinated with landscaping to reduce heat. Ms. Chen displayed a type of shelter that provides shade throughout the day.

Ms. Chen stated that providing information was second in importance to the survey respondents. She said that users want to know destination and feature information on bus stop signs, not just route numbers.

Ms. Chen stated that bicycle access is important because it provides a way to complete a trip to a destination. She said that survey respondents indicated that they would use transit more if there were more bicycle lanes and bicycle parking. Ms. Chen referenced a recent article by the Arizona Passenger Transport Association that improving bicycle facilities would increase transit usage.

Ms. Chen stated that the concept of adjacent land use relates to all forms of transit. She said that locating buildings closer to streets helps address issues, such as lighting, safety, shade, and pedestrian access. She noted that this is something that cannot be retrofitted, and it is recommended to have this as policy.

Ms. Chen stated that the study also included a check list to help staff address elements to consider when planning public transportation.

Acting Chair Swenson thanked Ms. Chen for her report and remarked on the beneficial concepts presented in the study. No questions from the Committee were noted.

Mr. Kross moved to recommend acceptance of the Designing Transit Accessible Communities Study. Mr. McClendon seconded, and the motion passed unanimously.

9. MAG Fiscal Balance Report

Scott Wilken, MAG staff, reported that MAG recently updated the MAG Fiscal Balance Report that was originally created in 2001. He said that MAG was approached by the Town of Queen Creek to update the report. Mr. Wilken stated that Applied Economics, the firm that developed the original report, was hired for the update. He added that this report would be looked at by the Valley Benchmarking Study at Arizona State University the next day.

Sarah Murley, Applied Economics, continued the report. She said that a regional fiscal model for member agencies in Maricopa and Pinal counties was prepared to analyze impacts of different land use scenarios. She noted that the types of services provided and different types of revenue for each community can vary widely. Ms. Murley stated that budget data and tax rates and socioeconomic and land use data from each community in Maricopa and Pinal counties were collected that were used to create a set of operating and maintenance revenues and expenditures. She said that cities were grouped by size and level of service provided as part of the analysis. Ms. Murley stated that the land use data were interfaced with the budget data to estimate the fiscal impacts of different types of land use.

Ms. Murley stated that this study can be used in looking at individual developments or general plans. She noted that this study can be used in projections, because it includes 25 years of data and can help determine if a general plan is fiscally sustainable and the impacts of land use choices. Ms. Murley stated that cities can benefit in different ways by different types of developments.

Ms. Murley stated that the study looked at one acre non-residential parcels with various land uses (office, industrial, retail). She said that they then they looked at five different uses for residential densities. Ms. Murley stated that she would be presenting the results by communities grouped by size, but the results are available for individual communities. She said that without understanding the impacts of individual uses, it is difficult to understand why or why not a general plan is sustainable.

Mr. Murley addressed the ratio of revenues to expenditures. For industrial impacts, cities with no property tax do not benefit as much from industrial development. Ms. Murley stated that industrial development tends to have more capital investment. She stated that sales tax is generated from leased industrial space, but not as much as from office space. Ms. Murley stated that counties are more dependent on property tax. She clarified that this analysis is looking at operations and maintenance impacts and not infrastructure impacts.

Mr. Murley addressed the ratio of revenues to expenditures for office impacts. She said that office development is the highest density among non-residential uses, and there is more value per acre and more employment. Ms. Murley stated that real property values are about 2.5 times the level for industrial or retail development. She said that the assumption is 85 percent leased and generates property tax and sales tax on leases. Ms. Murley stated that office is a net positive for most cities.

Mr. Murley addressed the ratio of revenues to expenditures for retail impacts. She explained that due to the structure of sales taxes in Arizona, retail development generates substantial net positive impact in all cities. Ms. Murley indicated that she thought the need to generate revenue could drive land use decisions.

Ms. Murley addressed key factors in fiscal results that apply to land use fiscal impacts for individual communities: 1) Type and mix of land uses; 2) Local revenue structure (range of services provided, such as public safety); 3) Characteristics of development (density of square footage and population/employment), value of land and improvements, taxable sales or leases; level of service and range of services provided, level of government (city vs. county), and

development timing. Ms. Murley stated that the rate of sales tax varies from city to city, and some cities have property tax and others do not.

Ms. Murley then addressed the ratio of revenues to expenditures for the five different types of residential development. She said that residential generally does not generate enough revenues to offset the cost of services, nor does increasing the number of housing units per acre. Ms. Murley noted that one exception was cities that had a high property tax and did not provide services.

Ms. Murley addressed issues for further study. While the model measures the impacts of different land uses, it does not account for the market feasibility of future land use plans. The fiscal model is based on average expenditure levels for city size groups but in reality there are differences between cities of similar sizes and development stages that are not captured in a regional model. Cities in a metro area do not function in isolation from a development perspective. While retail development alone does not create a healthy economy, it is fiscally sustainable as long as there are residents and job opportunities nearby to support it.

Acting Chair Swenson called on Mr. John Kross, who had a leadership role in moving this study forward.

Mr. Kross expressed his appreciation to MAG staff, Ms. Murley, and Applied Economics for the report, which is very helpful to his community. He said that these types of studies are highly complicated, and there were challenges with some of the assumptions in the MAG study. Mr. Kross stated that despite the commonality between revenue streams and expenses, it is on the expense side in terms of how cities define programs that makes it difficult. Mr. Kross stated that this is a public policy tool that is helpful, especially for growing communities, to understanding the long term policy implications of requests to amend general plans. He said that his town receives four to six requests annually to change land use from non-residential to residential and there is the pressure to make the right decision. Mr. Kross stated that his town had a different revenue structure when the study was done in 2001 and they have improved on closing the gap. He said that this study provides a very helpful tool for them to see opportunities during the processes for amendments or updates to the general plan.

#### 10. Economic Development Data and Analysis Meetings

Anubhav Bagley, MAG staff, reported on the economic development data and analysis tools roadshows MAG staff has been showcasing with member agency economic development department staff. He said that the meetings began in November 2013, and so far, MAG staff has met with 14 jurisdictions and WESTMARC. Mr. Bagley stated that two additional meetings are scheduled for February, and he encouraged agencies to contact him if they would like to meet.

Mr. Bagley stated that MAG has extensive macro data and will be producing reports at quarterly and annual intervals. He said that MAG maintains and makes available to member agencies an employer database that lists employers with five or more employees. Mr. Bagley stated that the 2012 database included approximately 45,000 records.

Mr. Bagley stated that an analysis of employment into clusters and sub-clusters showed that retail is the largest cluster, accounting for approximately 170,000 jobs. Health care is second with approximately 142,000 jobs. Mr. Bagley stated that these clusters can be tracked over time and the results provided to members.

Mr. Bagley stated that MAG has data gathered from the Maricopa County Trip Reduction Program. He explained that surveys are conducted of employers with 50 or more employees, and provide the employers' locations, residence of their employees, and occupations. Mr. Bagley noted that this database consists of approximately 500,000 records, about one-third of the jobs in Maricopa County. He added that it is larger than the American Community Survey.

Mr. Bagley then described some of the uses of MAG's data analysis. He showed the commuting patterns of where people working in Avondale reside. He noted that the sample size is approximately 4,000 employees. Mr. Bagley showed the commuting patterns of where people working in Gilbert reside and noted that they reside mostly east of SR-51.

Mr. Bagley said that the question frequently is asked where people residing in a city are working. He stated that Surprise residents are working mostly in the City of Surprise, at the I-17 and Loop 101 financial district, and in Central Phoenix. Mr. Bagley noted that 18.5 percent of Surprise workers are in the business, financial, and professional fields and Surprise is exporting workers in these fields.

Mr. Bagley stated that El Mirage is a similar pattern as Surprise: in the City of El Mirage, at the I-17 and Loop 101 financial district, and in Central Phoenix. He said that 46 percent of El Mirage workers commute to work outside the City, but not a lot of them are commuting to the east parts of the Valley.

Mr. Bagley stated that the same type of analysis could be conducted for job centers, such as the North Goodyear job center, which represents a significant number of health care jobs. Mr. Bagley stated that they conducted an analysis of the commute sheds, age groups, etc.

Mr. Bagley stated that MAG can conduct an analysis of occupations and show occupational profiles. He displayed a comparison of Glendale to Maricopa County. He noted that the community support/teaching category is nearly twice the amount in Glendale as Maricopa County.

Mr. Bagley addressed people living and working in Tempe. He noted that Tempe is a large job generator, with 68 percent of Tempe workers living in other cities, but only 20 percent of Tempe residents working outside of Tempe.

Mr. Bagley stated that another useful analysis shows the occupations being imported and exported. The graph he displayed showed that 73 percent of business, financial and professional workers who reside in the City of Buckeye travel outside the city to work. Mr. Bagley stated that this data might be used from an economic development perspective to see if any businesses might be attracted.

Mr. Bagley stated that much of the work at MAG includes its substantial travel data. He referred to the commute shed for US-60 and Loop 101. He said that there are approximately 420,000 people and 260,000 jobs within a 15 minute travel time of this area. Mr. Bagley stated that household income, population by age, and educational attainment can all be applied, which is interesting information from an economic development perspective.

Mr. Bagley stated that MAG also maintains the Greater Phoenix Rising website, which includes all of the MAG regional data. He said MAG also maintains an online mapping and analysis tool, and he would report on it at a future meeting because it is quite detailed.

Mr. Bagley stated that three primary themes emerged from the roadshows. 1) Explore collaboration with colleges and other institutions to obtain workforce and skills data. 2) Build new online tools for commuting patterns and occupational analytics, live/work charts, and travel-shed and demographic data. 3) Schedule periodic discussion/data sharing meetings of economic development and planning staff.

Acting Chair Swenson thanked Mr. Bagley for his presentation. He stated that MAG's information is very useful to member agencies in their decision making. Acting Chair Swenson asked members if they had questions.

Mr. Bacon expressed appreciation to Mr. Smith and Mr. Bagley for showcasing this work, which has been an integral part of the work of the Population Technical Advisory Committee. He asked the level of attendees at the roadshows. Mr. Bagley replied that those attending the roadshows were principally economic development staff, but some elected officials and city managers also attended.

Mr. Banger recognized the leadership of Mr. Smith for putting the necessary resources into this effort and to Mr. Bagley and Mr. Wilken. He also expressed appreciation to Mr. McClendon for chairing the Population Technical Advisory Committee. Mr. Banger encouraged members to learn more about the tools that MAG is developing and ways to harness the information to improve decision making.

Mr. Smith referenced the mapping tool mentioned in the presentation. He said that MAG staff has given presentations to a number of community groups and they are very enthusiastic about being able to access the information. Mr. Smith explained that there is no need to contact MAG for information – users can access it through the internet and run their own reports. He added that a demonstration and report could be provided at a future Management Committee meeting.

11. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, reported that the development of the MAG Unified Planning Work Program and Annual Budget begins in January each year. She noted that the Work Program is presented thereafter at each meeting of the Management Committee, Executive Committee, and Regional Council until May, when approval is requested.

Ms. Kimbrough stated that this month, new projects were included in the agenda packet. She noted that Attachment A was the Draft Dues and Assessments. Ms. Kimbrough stated that the CPI-U average of 8.59 percent was applied to the draft FY 2015 MAG Dues and Assessments. She reported that the Executive Committee requested research into the dues of other agencies. Ms. Kimbrough stated that the Pima Association of Governments' dues are approximately \$700,000, with Pima County and Tucson paying approximately \$228,000 each. The Arizona Municipal Water Users Association dues are based on its operating budget of one million dollars per year, which is divided among its members. Ms. Kimbrough stated that Valley Metro Rail has an annual minimum dues of \$50,000 per member. She added that MAG's minimum dues is \$350 per year, and the MAG dues and assessments are based proportionally on population.

Ms. Kimbrough indicated that the agenda packet also included Attachment B, the timeline for budget development, Attachment C, the Budget Workshop invitation scheduled for February 20, 2014, and Attachment D, the proposed new projects for FY 2015. She noted that there are not a lot of new projects being proposed for FY 2015, but are mostly ongoing projects. Ms. Kimbrough stated that the project budget is approximately \$5 million less than last year's budget, due to the data collection project in FY 2014. She added that MAG has a lot of ongoing work that is flowing to FY 2015.

Acting Chair Swenson asked Ms. Kimbrough about future presentations on the budget. Ms. Kimbrough replied that the approximately 60 percent complete budget will be presented to the Management Committee in March. She noted that the annual federal Intermodal Planning Group review of the Work Program is being scheduled, probably for the end of March or beginning of April. Ms. Kimbrough stated that she would bring back to the Management Committee any recommendations made at the meeting. She said that any changes to the budget would be presented in April, and a recommendation for approval will be requested in May.

Mr. Smith added that Pima County and the City of Tucson pay huge amounts in dues to the Pima Association of Governments. He said that MAG can charge less, even though it has a much larger budget and much larger operation than the Pima Association of Governments because MAG turns to member agency intergovernmental staff to get in-kind contributions to match federal funds. Mr. Smith stated that the great efforts by member agency staff keeps down the costs for MAG member agencies.

## 12. MAG Regional Transportation Survey Results

Eileen Yazzie, MAG staff, noted that a copy of the PowerPoint presentation was included in the agenda packet. She noted that at the August 14, 2013, Transportation Policy Committee meeting, an update on transportation revenues was provided. It was noted at the meeting that the current sales tax projections reflected a 40 percent decrease compared to the 2003 projections. Ms. Yazzie stated that the TPC discussed next steps, including conducting a public opinion survey to gauge public views and sentiment regarding needs and revenue sources. Ms. Yazzie stated that a telephone survey was conducted from December 4-31, 2013. Ms. Yazzie stated that the Regional Transportation Survey focused on high efficacy voters who voted in the last three to five elections, to discover their receptiveness on taxes or fees for transportation. She noted that the high efficacy voters were not reflective of general voting registration or population.

Ms. Yazzie stated that the majority of respondents commuted to work by driving alone. Ms. Yazzie stated that the survey asked satisfaction questions. She said that respondents indicated satisfaction with freeways/highways and streets and roads, but indicated a lot of “do not know” with light rail and buses, probably because they do not have or use these modes of travel.

Ms. Yazzie stated that the survey asked the one most important transportation-related issue or problem in the greater Phoenix area today. The top responses included traffic congestion on freeways, lack of bus service/public transit, lack of light rail/access to light rail, traffic congestion on major streets, road maintenance and repair, and not enough freeways/highways.

Ms. Yazzie stated that respondents were asked to name the number one most important thing they think could be done to improve the transportation system in their local area. She noted that the most common responses related to public transportation, followed by traffic control, freeways, and streets and roads. Improvements rolled up into public transportation included light rail and expanded bus coverage. Improvements rolled up into traffic control issues included better traffic control, synchronized lights, and better law enforcement.

Ms. Yazzie stated that respondents were asked the number one priority and number two priority for the greater Phoenix area transportation system. She said that the components chosen most often by voters include completion of the regional freeway system and expanding the existing light rail system.

Ms. Yazzie stated that greater than 60 percent of respondents, when asked whether there is enough funding available to cover needed transportation improvements in the greater Phoenix area for the next 20 years, indicated there is “probably not enough” or “definitely not enough” funding.

Ms. Yazzie stated that the interviewers read a preamble to the respondents and then asked them questions: “Our transportation system primarily relies on gas taxes and dedicated sales taxes for funding. The Arizona gas tax has been 18 cents a gallon since 1991, which means that the purchasing power of the gas tax is almost 60 percent less due to inflation and increased fuel economy. The 20-year transportation sales tax for Maricopa County, which ends in 2025, is expected to generate 40 percent less than projected due to the recession. Because of lower revenue, maintenance and expansion of major parts of the regional transportation system have been delayed indefinitely.”

Ms. Yazzie said that respondents were asked, based on the previous statement, to rate their level of support for each proposed funding option to improve the transportation system in the greater Phoenix area. She listed the options from highest level of support to lowest: Extending the current County half cent sales tax for transportation beyond its expiration; Increasing developers’ fees; Increasing the gas tax; Taxing service-based businesses; Increasing vehicle registration/licensing fees; Increasing the sales tax; and Increasing the property tax. Ms. Yazzie stated that support drops when it seems the tax or fee will increase their own costs. She pointed out that those mid-range areas receiving a three rating are areas of opportunity where voters can be persuaded because the mid-range indicates respondents do not feel strongly one way or another.

Ms. Yazzie stated that respondents were asked their level of support for additional taxes or fees for different transportation improvements. She said that repairing/maintaining existing roads, repairing/maintaining existing freeways, utilizing technology to make freeways more efficient/reliable, expanding light rail, and building new freeways/lanes received the most support. Ms. Yazzie noted that by their replies, respondents showed that even though they supported expanding light rail, they realized maintaining the freeway and street systems was important.

Ms. Yazzie then summarized conclusions from the survey. Voters do not appear to support any new taxes/fees. Voters are not overwhelmingly ready to support the extension of the existing half cent sales tax. There is little interest/support for increasing the gas tax. Many “undecided” or “middle of the road” responses leaves room for education. The majority of the voters understand the link between transportation and the economy, which can be the foundation to build the case for the need for additional funds. Ms. Yazzie reported that a 60 percent approval rating is recommended for a successful election, but this survey did not reflect that high of a number.

Ms. Yazzie stated that the Transportation Review Committee, Transportation Policy Committee, and Regional Council have been briefed on the survey.

Acting Chair Swenson thanked Ms. Yazzie for her report. No questions from the Committee were noted.

### 13. Alternative Transportation Solutions for Older Adults

Amy St. Peter, MAG staff, reported that the lack of transportation can negatively impact the lives of people, particularly older adults. With resources being scarce, MAG is working with nonprofit agencies and communities to pursue other alternatives. Ms. St. Peter stated that the Regional Age-Friendly Network is assisting in providing transportation solutions. She said that every community is different, so each strategy is different.

Ms. St. Peter expressed appreciation to the City of Phoenix for its Central Village program, the City of Tempe for its Neighbors Helping Neighbors program, the City of Scottsdale for its new program just getting underway, and Sun Health and Benevilla for supporting the Northwest Valley program. Ms. St. Peter stated that the programs are data driven and workers go out into communities to determine their wants and then conduct analyses to determine what will be successful. Ms. St. Peter stated that all communities can be involved in this work.

Jennifer Drago, Vice President of Community Development for Sun Health, continued the presentation on the program in the Northwest Valley. She said that Benevilla has a 30-year legacy as a non-profit organization and Sun Health a 40-year legacy as a non-profit organization in the Valley and have worked to meet the communities’ needs, especially in health and human services. Ms. Drago stated that their work is affected daily by the lack of transportation options for older adults in the northwest area and they were very pleased to join the efforts of the Regional Age-Friendly Network.

Ms. Drago mentioned the formation of the Northwest Transportation Stakeholders Group led to the transit system study supported by MAG and ADOT and will lead to improving transportation

options in the area. Ms. Drago stated that they did research on the needs for aging in place, and found that transportation is one of those needs. Ms. Drago stated that from a survey of 20,000 households in the Northwest Valley with a household member 65 years and up, 75 to 78 percent of older adults want to age in place and live independently in their own homes. However, they might not have a vehicle to transport them to shopping or appointments. Ms. Drago displayed a map that showed the location of shopping areas, transit routes, and homes without a vehicle. She noted that there is a need for more public transit.

Michelle Dionisio, Executive Director of Benevilla, continued the presentation. She said that Benevilla started 32 years ago as a grass roots effort to help people age in place. Ms. Dionisio stated that they have a large contingency of volunteers – Benevilla has close to 1,000 volunteers who take people shopping, to doctors' appointments, etc.

Ms. Dionisio stated that creating a hub to enhance transportation, information and referral services, and socialization opportunities would help people age in place. She said that they are forming a new group of volunteer and paid drivers to supplement existing transportation options, such as the Northwest Valley Dial-A-Ride. Ms. Dionisio stated that the new group will accommodate weekend travel and travel across city borders. She said that scholarships will be available for those with low incomes. Ms. Dionisio stated that Benevilla is working toward becoming the mobility manager in the Northwest area, a need that was identified by MAG.

Acting Chair Swenson complimented the wonderful partnership of MAG, Sun Health, and Benevilla.

Mr. Smith stated that this project is on the cutting edge. He explained that it was modeled after the ITN program in Portland, Maine. Mr. Smith stated that the MAG region has large pockets of seniors without access to much transit. With this model, they could get vouchers or transportation subsidies from businesses, such as Bashas' or Safeway. Mr. Smith stated that a business plan on this model is available and would be sent out to members.

14. Legislative Update

No report due to the length of the meeting.

15. 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 were noted.

16. 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.

No announcements were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:40 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 4, 2014

**SUBJECT:**

ADOT Red Letter Process

**SUMMARY:**

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

*Notifications:*

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

*Advance acquisitions:*

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from July 1, 2013, to December 31, 2013. None of the 144 notices received had an impact to the State Highway System.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

This item was included in the February 27, 2014, Transportation Review Committee agenda.

**CONTACT PERSON:**

Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085



**ADOT**  
 Janice K. Brewer  
 Governor  
 John S. Halikowski  
 Director

**Arizona Department of Transportation  
 Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Jennifer Toth  
 State Engineer

January 21, 2014

Mr. Dennis Smith  
 Executive Director  
 Maricopa Association of Governments  
 302 North First Avenue, Suite 300  
 Phoenix, Arizona 85003

Re: Red Letter Report - Notices from July 01, 2013 to December 31, 2013

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2013 to December 31, 2013. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	05	00
City of Avondale	00	00
City of Scottsdale	10	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	03	00
City of Glendale	02	00
City of Goodyear	55	00
Maricopa County	20	00
City of Mesa	02	00
City of Peoria	00	00
City of Phoenix	18	00
City of Surprise	16	00
City of Tempe	00	00
Other	<u>12</u>	<u>00</u>
<b>Total Received</b>	<b>144</b>	<b>00</b>

**MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES**

**ARIZONA STATE LAND DEPARTMENT: No impact responses sent.**

**CITY OF AVONDALE: No impact responses sent.**

**CITY OF SCOTTSDALE: No impact responses sent.**

**TOWN OF BUCKEYE: No impact responses sent.**

**CITY OF CHANDLER: No impact responses sent.**

**TOWN OF GILBERT: No impact responses sent.**

**CITY OF GLENDALE: No impact responses sent.**

**CITY OF GOODYEAR: No impact responses sent.**

**MARICOPA COUNTY: No impact responses sent.**

**CITY OF MESA: No impact responses sent.**

**CITY OF PEORIA: No impact responses sent.**

**CITY OF PHOENIX: No impact responses sent.**

**CITY OF SURPRISE: No impact responses sent.**

**CITY OF TEMPE: No impact responses sent.**

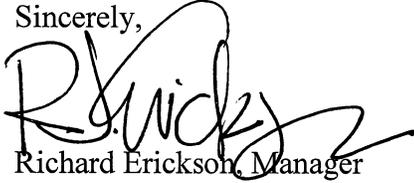
**OTHER: No impact responses sent.**

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at [rerickson@azdot.gov](mailto:rerickson@azdot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "R. Erickson", written over a white background.

Richard Erickson, Manager  
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT  
Paula Gibson, Chief Right of Way Agent  
Kwisung Kang, ADOT

# MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

**DATE:**

March 4, 2014

**SUBJECT:**

Job Access and Reverse Commute Programming Goals and Objectives

**SUMMARY:**

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a suballocation of Section 5307 formula funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for the JARC program for review and input. The draft goals were based on input from the Elderly and Persons with Disabilities Committee who coordinated the FY 2013 process and national best practices concepts. MAG staff was requested to host additional working group discussions to review the draft recommendations.

The invitation to attend the working group was extended to all members of the Transit Committee. The working group met on January 23, January 30, and February 6, 2014. The working group draft programming goals and objectives for the JARC program were presented at the February 13, 2014, MAG Transit Committee meeting for action. The Transit Committee recommended approval of all elements of the working group discussions, with exception of one item. The item requested for exclusion was the inclusion of participation in the Transportation Ambassador's program in the evaluation criteria. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines.

**PUBLIC INPUT:**

No comments were received.

**PROS & CONS:**

PROS: The JARC programming goals and objectives are intended to encourage applicants to apply for funds for programs that meet the needs of the MAG region. It also assist members of the evaluation team in funding projects that are sustainable, serve the target population and best utilize public resources.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The MAG Regional Programming Guidelines for Federal Transit Formula Funds would be updated to include guidelines for utilizing and evaluating projects submitted under the JARC program.

POLICY: This request would update the MAG Transit Programming Guidelines to incorporate funding guidelines for providing job access for low income individuals utilizing Federal Transit Administration funds.

**ACTION NEEDED:**

Recommend approval of the Job Access and Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Administration funding.

**PRIOR COMMITTEE ACTIONS:**

On February 13, 2014, the Transit Committee by voice vote, recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate. The Town of Gilbert dissented (*italics*).

MEMBERS ATTENDING

- \* ADOT: Nicole Patrick  
Avondale: Kristen Sexton
- \* Buckeye: Andrea Marquez  
Chandler: Dan Cook for RJ Zeder  
El Mirage: Jorge Gastelum  
*Gilbert: Leslie Bubke*  
Glendale: Matthew Dudley for Cathy Colbath  
Goodyear: Cato Esquivel  
Maricopa: David Maestas  
Maricopa County DOT: Mitch Wagner  
Mesa: Jeff Martin for Jodi Sorrell
- \* Paradise Valley: Jeremy Knapp  
Peoria: Maher Hazine, Vice Chair  
Phoenix: Ken Kessler for Maria Hyatt  
Queen Creek: Muhamed Youssef for Chris Anaradian
- \* Scottsdale: Madeline Clemann, Chair  
Surprise: David Kohlbeck
- # Tempe: Robert Yabes
- \* Tolleson: Chris Hagen  
Valley Metro: Ben Limmer for Wulf Grote  
Youngtown: Grant Anderson

**CONTACT PERSONS:**

Alice Chen, Transportation Planner III or DeDe Gaisthea, Human Services Transportation Planner I, (602) 254-6300.

March 4, 2014

TO: Members of the MAG Management Committee

FROM: Alice Chen, Transportation Planner III  
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE  
COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014, Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

The recommended draft set of guidelines and principles for the JARC program, upon Regional Council approval, will be incorporated into the MAG Transit Programming Guidelines. A draft set of guidelines and principles for the JARC program is outlined below.

### **Program Goals**

To improve access for low-income persons to jobs and job-related services

### **Eligibility**

The JARC eligible activities can be found in the FTA Circular C9050.1:  
([http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf))

### **Funding Guidelines**

#### Operating

- Two years funding
- May reapply with demonstration of success.

#### Non-Operating

- One year funding period
- May reapply with demonstration of its success

#### Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

#### Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

#### Evaluation Process/Team

##### Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

##### Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

#### Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

<u>Date</u>	<u>Description</u>
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
May 8, 2014	MAG Transit Committee recommends a list of projects for approval
May 29, 2014	MAG Transportation Review Committee recommends a list of projects for approval
June 11, 2014	MAG Management Committee recommends a list of projects for approval
June 18, 2014	MAG Transportation Policy Committee recommends a list of projects for approval
June 25, 2014	Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan

If you have any questions or concerns, please contact Alice Chen at [achen@azmag.gov](mailto:achen@azmag.gov) or DeDe Gaisthea at [dgaisthea@azmag.gov](mailto:dgaisthea@azmag.gov) or 602- 254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 4, 2014

**SUBJECT:**

Approval of Transit Planning Agreement

**SUMMARY:**

The current Transit Planning Agreement (MOU) among MAG, METRO, Regional Public Transportation Authority, and the City of Phoenix, was approved by the MAG Regional Council in March 2010 and signed by all parties in April 2010. Since then, the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which was signed into law in July 2012, has changed requirements for regional transportation planning. Valley Metro, MAG, and the City of Phoenix have been working on revising the Transit Planning Agreement to meet the new federal requirements since August 2013.

The revisions include clarifications regarding transit representation on MAG committees, regional transit planning coordination roles, inclusion of the Regional Programming Guidelines for Federal Transit Formula Funds in the programming process, acknowledgment of new funding sources, inclusion of the public hearing requirements, and new sections on performance measurement, safety plans and asset management, and Title VI.

This MOU recognizes that final guidance and regulations related to some MAP-21 topics are pending and amendments/modifications may be needed as pertinent federal documents are finalized.

**PUBLIC INPUT:**

No public input has been received concerning this specific request.

**PROS & CONS:**

PROS: The approval of this agreement will allow MAG, Valley Metro, the City of Phoenix Transit Department, and member agencies that have transit to move forward in coordination with regional transit planning and programming initiatives that address the current federal transportation authorization requirements.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: This agreement allows the annual and TIP programming process for federal transit administration funds to proceed, which amounts to approximately \$94 million in FY2014.

POLICY: None.

**ACTION NEEDED:**

Recommend approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2015 MAG Unified Planning Work Program and Annual Budget.

**PRIOR COMMITTEE ACTIONS:**

On March 31, 2010, the MAG Regional Council approved the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

**MEMBERS ATTENDING**

- Councilwoman Peggy Neely, Phoenix, Chair
- Mayor Thomas Schoaf, Litchfield Park, Vice Chair
- # Councilwoman Robin Barker, Apache Junction
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- # Mayor Boyd Dunn, Chandler
- # Mayor Michele Kern, El Mirage
- \* President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Jay Schlum, Fountain Hills
- \* Mayor Ron Henry, Gila Bend
- \* Governor William Rhodes, Gila River Indian Community
- Mayor John Lewis, Gilbert
- \* Mayor Elaine Scruggs, Glendale
- Vice Mayor Georgia Lord for Mayor James M. Cavanaugh, Goodyear
- Mayor Yolanda Solarez, Guadalupe
- \* Supervisor Mary Rose Wilcox, Maricopa Co.
- Mayor Scott Smith, Mesa
- \* Mayor Vernon Parker, Paradise Valley
- # Mayor Bob Barrett, Peoria
- # Mayor Arthur Sanders, Queen Creek
- \* President Diane Enos, Salt River Pima-Maricopa Indian Community
- # Mayor Jim Lane, Scottsdale
- Councilwoman Sharon Wolcott, Surprise
- # Mayor Hugh Hallman, Tempe
- \* Mayor Adolfo Gamez, Tolleson
- # Mayor Kelly Blunt, Wickenburg
- # Mayor Michael LeVault, Youngtown
- \* Felipe Zubia, State Transportation Board
- \* Victor Flores, State Transportation Board
- # Roc Arnett, Citizens Transportation Oversight Committee

\* Those members neither present nor represented by proxy.  
# Attended by telephone conference call. + Attended by videoconference call.

On March 22, 2010 MAG Regional Council Executive Committee recommended approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

**MEMBERS ATTENDING**

- Councilwoman Peggy Neely, Chair
- # Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
- Mayor Hugh Hallman, Tempe, Treasurer
- Mayor Marie Lopez Rogers, Avondale
- Mayor James M. Cavanaugh, Goodyear
- Mayor Scott Smith, Mesa
- \* Mayor Jim Lane, Scottsdale

\* Not present  
# Participated by video or telephone conference call

On March 10, 2010, the MAG Management Committee recommended approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

## MEMBERS ATTENDING

- |  |  |
|--|--|
| Mark Pentz, Chandler, Chair  | Mark Gaillard for John Fischbach, Goodyear                   |
| Carl Swenson, Peoria, Vice Chair                                       | Bill Hernandez, Guadalupe                                    |
| # George Hoffman, Apache Junction                                      | Darryl Crossman, Litchfield Park                             |
| Rogene Hill for Charlie McClendon,<br>Avondale                         | Christopher Brady, Mesa                                      |
| David Johnson for Stephen Cleveland,<br>Buckeye                        | Jim Bacon, Paradise Valley                                   |
| * Gary Neiss, Carefree   | Thomas Remes for David Cavazos, Phoenix                      |
| Wayne Anderson for Usama Abujbarah,<br>Cave Creek                      | John Kross, Queen Creek                                      |
| Spencer Isom for B.J. Cornwall, El Mirage                              | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| Alfonso Rodriguez for Phil Dorchester,<br>Fort McDowell Yavapai Nation | Dave Richert, Scottsdale                                     |
| Rick Davis, Fountain Hills   | Randy Oliver, Surprise                                       |
| Rick Buss, Gila Bend   | Jeff Kulaga for Charlie Meyer, Tempe                         |
| * David White, Gila River Indian Community                             | # Chris Hagen for Reyes Medrano, Tolleson                    |
| Tami Ryall for Collin DeWitt, Gilbert                                  | # Gary Edwards, Wickenburg                                   |
| Brent Stoddard for Ed Beasley, Glendale                                | # Lloyce Robinson, Youngtown                                 |
|  | * John Halikowski, ADOT                                      |
|  | David Smith, Maricopa County                                 |
|  | David Boggs, Valley Metro/RPTA                               |

- \* Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

## **CONTACT PERSON:**

Eileen O. Yazzie, Transportation Planning Project Manager, (602) 452-5073

## **REGIONAL TRANSIT PLANNING, PROGRAMING, AND FUND ALLOCATION AGREEMENT**

This AGREEMENT is between and among the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), and the City of Phoenix (COP) regarding transit planning, programming and fund allocation. This AGREEMENT replaces the previous Transit Planning, Programming and Fund Allocation agreement dated April 6, 2010.

This AGREEMENT recognizes the Central Arizona Regional Transit (CART) Partnership that is comprised of the Town of Florence, City of Coolidge, Pinal County, and Central Arizona College. The CART Partnership was created to plan and operate a regional transit system in Pinal County. The CART service currently runs service between Florence, Coolidge, Central Arizona College, and Casa Grande, and is operated by the City of Coolidge.

This AGREEMENT recognizes the transit operators in the MAG region are: RPTA, METRO, City of Phoenix, City of Coolidge, City of Glendale, City of Scottsdale, and City of Peoria.

This AGREEMENT recognizes that final guidance and regulations related to Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) is pending and amendments/modifications may need to be made to this AGREEMENT.

### **WITNESS THAT:**

**WHEREAS**, the RPTA, METRO, COP, transit operators, and other local government agencies in the MAG region are eligible to apply for and receive Federal Transit Administration (FTA) and/or Federal Highway Administration (FHWA) transit funding for capital, operating, and planning assistance for the delivery of public transportation; and

**WHEREAS**, MAG is the designated Metropolitan Planning Organization (MPO) for transportation planning in Maricopa County and parts of Pinal County. This area includes the Phoenix/Mesa and Avondale/Goodyear UZAs as shown in Appendix 1. MAG is directed by a duly comprised Regional Council of elected officials with a committee structure that represents all of the transit operators in the region to advise the MAG Regional Council on transportation planning and policy questions; and

**WHEREAS**, RPTA is the regional public transportation authority established in Maricopa County (AR§ 48-5102) and governed by elected officials from 16 member agencies. RPTA is the statutory recipient of transportation excise tax revenues applied to the Public Transportation Fund for implementation of the public transit element of the regional transportation plan, including the development and approval of the Transit Life Cycle Program. RPTA is also the regional public transportation authority designated to receive Arizona Lottery Funds for transit purposes; and

**WHEREAS**, METRO is the nonprofit public corporation charged with the design, construction and operation of the valley's light rail system and governed by a Board of Directors with representatives consisting of the five Member Cities of Phoenix, Tempe, Mesa, Glendale and Chandler; and

**WHEREAS**, RPTA and METRO are governed by individual Boards of Directors yet operate under a single Chief Executive Officer and staff, known as Valley Metro (VM); and

**WHEREAS**, the COP is the Designated Recipient for federal formula funds allocated under the Federal Transportation Act, as amended, in the Phoenix/Mesa UZA, and is the Grant (Direct) Recipient for federal formula funds allocated to the Avondale/Goodyear UZA as noted in the Supplemental Agreement signed by the Arizona Department of Transportation (ADOT) and the City of Phoenix that is submitted with each grant; and

**WHEREAS**, this AGREEMENT describes the planning and programming relationship among those agencies that is consistent with federal law requiring the MPO and transit operators to work cooperatively in the development of long range transportation plans and Transportation Improvement Programs; and

**WHEREAS**, the MAP-21 requires MPOs and States to establish performance measures and targets in their Long Range Transportation Plans and their Transportation Improvement Programs (TIP) that address national performance measures issued by the U.S. DOT and are based on national goals outlined in law – safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management; and

**WHEREAS**, MAG, VM, the COP and other participating local government agencies rely upon a cooperative relationship to foster regional transit planning which feeds directly into state and national planning;

**NOW, THEREFORE**, in consideration of the mutual benefits to the regional transit system, MAG, VM, the COP agree as follows:

- I. **Purpose.** The purpose of this AGREEMENT is to set forth the basic structure for cooperative planning and decision making regarding transit planning and programming between MAG, VM, the COP and other participating local government agencies.
- II. **Transit Representation on MAG Committees.**
  1. **Regional Council.** The Regional Council is the governing and policy-making body for MAG and comprises of elected officials appointed by each member agency. For the majority of members, the city or town mayor serves as the Regional Council member. The chairs of the Boards of Supervisors represent Maricopa and Pinal Counties on the Regional Council. The State Transportation Board members for Maricopa County represent the Arizona Department of Transportation (ADOT). The chair of the Citizens Transportation Oversight Committee also serves on the Regional Council. The three Native American Communities are typically represented by their governor or president.

- 2. Transportation Policy Committee.** The Transportation Policy Committee (TPC) consists of twenty-three members as follows: seventeen members of the regional planning agency and six members who represent regionwide business interests, one of whom must represent transit interests, one of whom must represent freight interests and one of whom must represent construction interests. The president of the senate and the speaker of the House of Representatives shall each appoint three members to the committee. Members who are appointed to the TPC serve six-year terms. The chairperson of the regional transportation planning agency may submit names to the president of the senate and the speaker of the House of Representatives for consideration for appointment to TPC.
- 3. Management Committee.** All MAG member agencies are invited to serve as voting members of the MAG Management Committee. ADOT and VM are also invited to serve as voting members of the MAG Management Committee on transportation related issues. The Management Committee makes recommendations to the MAG Regional Council.
- 4. Transportation Review Committee (TRC).** All MAG member agencies are invited to serve as voting members of the MAG TRC. ADOT and VM are also invited to serve as voting members of the MAG TRC. The TRC makes recommendations to the MAG Management Committee and Regional Council.
- 5. Transit Committee.** All MAG member agencies are invited to serve as voting members of the MAG Transit Committee. ADOT and VM are also invited to serve as voting members of the MAG Transit Committee. The MAG Transit Committee serves as the primary MAG committee to coordinate regional transit planning and programming of federal transit related funds and makes recommendations to the MAG TRC, Management Committee, and Regional Council.

III. **Regional Transit Planning Coordination.**

MAG agrees to prepare, adopt and maintain, as required, a Regional Transportation Plan (RTP). MAG, VM and the COP agree to work cooperatively with each other and with the other transit operators and local government agencies in the refinement of the RTP through the conduct of and participation in multimodal and operational transportation studies. MAG, VM, and the COP agree to work cooperatively with each other and the other transit operators and local government agencies as described below in the development of those studies. The RTP is updated on a bi-annual basis, unless otherwise noted.

The following definitions clarify the differences in coordination levels.

Lead Agency – is an organization that has the main responsibility of managing a project/study, including the primary recipient of work products and invoices for review.

Co-Manager – is an agency that aids in directing the project/study and receives draft work products after the lead agency receives them and provides input prior to the review by other agencies on the products/project.

Regional Partner – is an organization that participates at a higher level than other agencies and provides guidance on the project/study based on their expertise.

Partner – is an organization who participates with other agencies on the project/study.

1. **Regional Transit System Studies.** For region wide transit system studies MAG will be the lead agency with VM and COP as regional partners.
2. **Sub-Regional Transit Studies.** For sub-regional Studies MAG will be the lead agency with VM as a co-manager. MAG may determine to have a transit operator conduct a specific sub-regional study.
3. **High Capacity Transit Corridor Project Development.** For high capacity transit (HCT) corridor project development VM shall be the lead agency conducting and managing the project with MAG as a regional partner, and the affected local government agency(s) as partner(s). For commuter rail corridor project development, MAG, in cooperation with VM and the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the commuter rail corridor project development.

For HCT project development phase for projects that require a transit corridor to move into the project development phase per federal regulations, and into the National Environmental Policy Act (NEPA) analysis, VM will be the lead agency with MAG as a regional partner in the project. The locally preferred alternative (LPA) resulting from the analysis will be reviewed and approved through the VM and MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected local government agency(s); 2) informational review and approval by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council. To ensure continuity in the planning process, VM will provide periodic updates to the MAG Transit Committee on HCT corridors that are in the project development phase. MAG will provide oversight and quality control over the use of the MAG travel demand model.

4. **Transit System Capital Facilities and Fleet Support Studies.** For regional studies MAG and VM, in cooperation with the affected local government agency(s), shall determine the appropriate agency to lead and manage the study; for site location or community-specific studies, VM or other transit operators/local governments agencies will be the lead.
5. **Regional Transit Operations Planning.** VM will be the lead agency for regional transit service planning. VM coordinates and facilitates the Regional Service Planning Working Group, which includes MAG and VM member agencies.
6. **Community Transit Operations Planning.** For community transit service plans, VM will be the lead agency with MAG as a partner, and will utilize the MAG RTP, related sub-regional transit studies, and other relevant studies as a starting point for analysis.
7. **Sustainability.** Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives, should be coordinated by VM in conjunction with the local government agency(s).
8. **Regional Transit Oriented Development (TOD) Planning/Land Use Integration.** VM leads a TOD Working Group that is collaborating on TOD related issues and developing a regional TOD strategy that includes goals, roles, and responsibilities. VM and MAG will work with local government agencies to implement effective TOD.

IV. **Regional Transit Programming and Fund Allocation Coordination.**

As it relates to funding allocation, MAG, VM and the COP agree to work cooperatively with each other and with the other transit operators and local government agencies in ensuring the provision of coordinated, region wide transit services.

- 1. Transportation Improvement Program (TIP) and Program of Projects (POP) Development Process.** The MAG TIP development process shall serve as the focal point for making a five year determination regarding the distribution of federal funds available for allocation by MAG for the Phoenix/Mesa and Avondale/Goodyear UZA. The TIP is updated on a bi-annual basis, unless noted otherwise.

When developing a new TIP, MAG will utilize the Regional Programming Guidelines for Federal Transit Formula Funds and work with VM as a regional partner to collect information regarding projects in the Transit Life Cycle Program (TLCP), which are the region's priorities for regional public transportation/proposition 400 funds. Then MAG, working through the MAG Transit Committee, will develop a recommended prioritized list of projects per year consistent with the TLCP for the allocation of federal funds for five years, which would include all projected FTA 5307, 5337, and 5339 funds apportioned to the UZAs plus additional federal funds that may be available for distribution from FTA and FHWA.

Member agencies submitting a locally funded project or a project for regional competitive funds for inclusion in the TIP, will coordinate with the regional transit operator (i.e. VM and/or COP) to evaluate the proposed project for regional connectivity in accordance with the Transit Standards & Performance Measures. MAG, VM and COP will coordinate if a member agency requests to change/modify regional routes.

On an annual basis, MAG will utilize the Regional Programming Guidelines for Federal Transit Formula Funds to reconcile the current year of the TIP with the Federal funding apportionment to develop the annual transit program of projects (POP). MAG then consults with VM, the COP, transit operators and local government agencies working through the MAG Transit Committee to finalize the proposed program of projects to be adopted, and carries out a public involvement and review process for TIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324.

The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 U.S.C. Section 5307, covering review and approval of FTA grant applications for TIP projects. MAG will advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation process.

This annual transit POP is forwarded to the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee and the Regional Council to be considered for inclusion into the MAG TIP.

- 2. Transportation for Elderly Persons and Persons with Disabilities – Section 5310.** This federal program supports and assists public agencies and private nonprofit groups in meeting the transportation needs of elderly persons and persons with disabilities.

There are three defined areas in the MAG region: the Phoenix-Mesa UZA, the Avondale-Goodyear UZA, and rural/non-urban areas, please see Appendix 1. Transportation providers in the Phoenix-Mesa UZA apply for 5310 funds through the MAG/City of Phoenix process. Transportation providers in the Avondale-Goodyear UZA and the rural/non-urban areas apply for 5310 funds through ADOT. All agencies applying for 5310 funding are required to be included in a Human Services Coordination Transportation Plan. All agencies applying for 5310 funding in the MAG region are required to be included in the MAG Human Services Coordination Transportation Plan.

As the Designated Recipient for the Phoenix-Mesa UZA, COP develops the 5310 application in coordination with MAG, and utilizing the MAG Elderly Persons and Persons with Disabilities Transportation Committee, applications are reviewed and evaluated. ADOT facilitates an application process for rural/non-urban local government agencies and for the Avondale-Goodyear UZA. ADOT also utilizes the MAG Elderly Persons and Persons with Disabilities Transportation Committee to review and evaluate applications through their process. This program requires that applicants demonstrate they are utilizing the coordination strategies identified in the Human Services Coordination Transportation Plan.

- 3. Job Access Reverse Commute Projects – Section 5307.** MAP-21 consolidated a number of federal transportation programs. The Job Access Reverse Commute (JARC) program is no longer a stand-alone program, but is now eligible for funding under the Section 5307 program.

Per the Regional Programming Guidelines for Federal Transit Formula Funds, the region prioritized an annual set aside of the Section 5307 funds – to fund JARC funds for the Phoenix-Mesa UZA, even though it is not federally required. Only agencies in the Phoenix-Mesa UZA are eligible for these sub-allocated funds. The Avondale-Goodyear UZA has not designated a portion of the small UZA 5307 funds to be utilized specific for JARC-related operating activities.

MAG develops and facilitates the application process for Phoenix-Mesa Section 5307 JARC related projects. Projects are not required to be selected from a locally coordinated planning process, but participation in coordination efforts is encouraged.

- 4. Grant Application for Federal Transit Funding.** The COP is the Designated Recipient for the Phoenix/Mesa UZA and Grant (Direct) recipient for the Avondale/Goodyear UZA for federal formula funds allocated under the Federal Transit Act, as amended, the COP will prepare grant applications to the FTA for federal transit funding. MAG works cooperatively with the COP to determine if the TIP is in agreement with the grant applications. If agreement is reached, MAG concurs with the reconciliation. All transit operators and local government agencies agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA requirements.

- 5. Progress Reports for Active Grants.** Transit operators and local government agencies receiving federal transit funding will assist the COP and MAG's efforts to track the overall progress of transit projects in active grants and the TIP. At a minimum, milestone/progress reports

submitted to FTA and reviewed by MAG shall contain all of the information required in FTA Circular 5010, as amended from time to time, for grant management requirements. If project specific questions are raised by FTA or MAG that cannot be answered through review of the Transportation Electronic Award and Management (TEAM) documentation, the affected transit operator or local government agency will, upon request, provide MAG or the COP, as applicable, additional information. This will be noted in agreements between the COP and sub recipients.

Examples of information that may be periodically requested include the following:

- A classification of the projects by the individual categories, as identified in the TIP.
- A documentation of the stage of project implementation.
- An explanation for any project delays if the project is behind schedule, and a remedy plan.
- The reasons for any cost overruns if the project is over budget.
- A status on the amount of federal funding obligated, received, and used to support projects.
- Any identified needs for a TIP amendment.
- Project savings to be reverted, if any, at project completion.

Additionally, MAG is responsible for tracking the overall progress of all projects in the TIP. MAG is required to produce an annual list of projects for which federal funds have been obligated in the preceding year, and ensures that it is made available for public review.

- 6. TIP Amendments/Administrative Modifications.** Each transit operator and local government agency receiving transit funding is responsible for notifying MAG if there is the need to amend the TIP. Amendments may require three to four months to process for approval. MAG typically processes TIP amendments on a quarterly basis. A formal request for changes in project cost, scope, or schedule must be made to be incorporated in an amendment. Certain minor adjustments and administrative and project budget modifications can be made outside the formal amendment process, but must be requested in writing.

As part of the quarterly progress report, or more frequent reporting if required, each transit operator or local government agency receiving transit funding will notify MAG regarding the reasons an amendment to the TIP is needed. TIP amendments may be needed to address issues such as funding shortfalls, delays in project implementation and/or new projects that need to be included in the TIP. Subrecipients of FTA funding shall regularly update the COP on project status, and the COP shall periodically provide a grant status review to the MAG Transit Committee.

**V. Performance Measurement, Monitoring, and Reporting.**

As required by MAP-21, performance measurements are incorporated in the RTP, and future versions will include targets for the public transportation system as a whole that is based on safety, infrastructure condition/state of good repair, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, and transit asset management. MAG, VM, COP, and providers of public transportation will cooperatively select performance targets through a working group established at VM that includes MAG and VM member agencies. The performance targets are incorporated into the MAG RTP and the MAG TIP that relate to the above mentioned objectives. The MAG TIP will also report on the anticipated progress toward achieving the targets brought about by implementing the TIP.

Additionally, VM in coordination with MAG, COP, transit operators and local government agencies are developing and will implement service standards and performance measures for the region's transit service. In order to provide effective and efficient transit service that is affordable to passengers and taxpayers in the greater Phoenix metropolitan region, tradeoffs are required between the costs and the benefits of providing the service. Service Standards will provide a formal mechanism for making these tradeoffs in an objective and equitable way, and provide both decision-makers and the public with the necessary data and evidence when discussing routing, scheduling, and service change decisions.

VI. **Public Transportation Agency Safety Plans & Transit Asset Management.**

Since FTA has the authority to inspect and audit public transportation systems, VM, COP and recipients of FTA funding are required to develop agency safety plans that include performance targets, strategies, and staff training.

As well, VM, COP, grantees and sub-recipients of FTA funds are required to develop Transit Asset Management Plans (TAMP) that are linked to the FTA "state of good repair" objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. MAG, VM, and the COP will lead the effort in working with grantees and sub-recipients of federal funds in setting targets based on the FTA "state of good repair" performance measures.

The COP will be required to annually report on the progress of the recipients toward meeting the performance targets established for state of good repair in the Transit Asset Management Plan. Projects programmed with 5337-State of Good Repair funds must be included in the TAMP. MAG will integrate these reports into the TIP and RTP development and implementation process to build and improve the plan.

VII. **Air Quality.**

Since the metro-Phoenix area is in nonattainment for air quality standard, MAG is responsible for determining conformity of the TIP and RTP with the State Implementation Plan to achieve air quality standards. The goal is to ensure that transportation plans, programs, and projects do not cause or contribute to violations of the air quality standards.

Conformity consultation in the MAG region is to be done in accordance with 40 CFR 93.105 and Arizona Administrative Code R18-2-1405. Under these requirements, MAG consults with local government agencies and appropriate State and federal agencies on the TIP, the RTP, conformity analysis, and the MAG Unified Planning Work Program and Annual Budget. For local government agency consultation, the MAG Management Committee is the primary contact. This includes VM, the COP and other local government agencies that provide transit service.

VIII. **Human Services Coordination Transportation Plan.**

The MAG Unified Planning Work Program and Annual Budget includes the Human Services Coordination Transportation Plan as required by MAP-21 regulations. This plan pertains to the entire MAG region per the Metropolitan Planning Area (MPA). The Human Services Coordination Transportation Plan is developed by MAG with the COP, VM, and other regional stakeholders including the private/non-profit transportation providers. The Plan is updated by MAG in conjunction with the development of a new Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

This activity results in the identification of coordination strategies to ensure human services transportation more efficient and seamless as it pertains to the FTA Section 5310 projects. All agencies applying for 5310 funding are required to be included in a Human Services Coordination Transportation Plan.

**IX. Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (EJ).**

The Title VI of the Civil Rights Act states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Environmental Justice is "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." Title VI and EJ activities are undertaken by VM, the COP, and the other various transit operators in the region. All these partners working closely together ensure that all people in the region have a voice in and benefit from investments made in transportation.

Per FTA Circular 4702.1B, the MPO and all transit providers are required to develop and implement a Title VI and EJ Program and update their Program every three years to ensure Title VI and EJ compliance. MAG is responsible for Title VI and EJ at the metropolitan planning level. This includes regional plans, studies, and analyses of data to support the work of MAG. VM is responsible for Title VI and EJ at the regional transit planning and operating level. This includes documenting all pertinent transit Title VI complaints, developing system-wide service standards and policies, developing service and fare equity policies, and performs regional transit service changes and fare structure equity analysis and analysis for capital transit projects to ensure that these are Title VI and EJ compliant. The COP is the designated recipient of FTA funds and apportions funds to subrecipients. The COP is also responsible for monitoring subrecipients' adherence to FTA requirements. The COP will respond to FTA reviews that report Title VI issues."

**X. MAG Unified Planning Work Program and Annual Budget.**

The MAG Unified Planning Work Program (UPWP) and Annual Budget is developed in a collaborative process with federal, state and local government agencies and input is sought from the public on key issues facing the MAG region. Planning for the UPWP is a continuous process. In developing the transit element of the UPWP, MAG meets with VM, the COP and ADOT to ensure coordination of projects. Portions of the UPWP are brought incrementally to the MAG Regional Council Executive Committee, serving as the MAG Finance Committee, and to the MAG Management Committee and MAG Regional Council. Budget presentations are made from January through May each year.

In the spring of each year, the draft budget is provided to local, state and federal agencies for review in anticipation of the Intermodal Planning Group (IPG) meeting where questions and comments are heard and, if necessary, adjustments are made regarding state and federal agency comments. At the IPG meeting, MAG, VM, the COP and ADOT participate in the presentations and the meeting. The final budget is presented to the MAG Regional Council in the month of May and, upon approval, is sent in the month of June to ADOT and the FHWA.

**XI. Amendments to the Agreement.**

This AGREEMENT may be amended at any time by the mutual agreement of the parties hereto.

**XII. Agreement Termination.**

Participation in the AGREEMENT may be terminated by any of the parties hereto provided that the terminating party provides notice to each of the other parties at least ninety (90) days prior to the date of termination. Termination by any one party does not relieve any other party to this AGREEMENT of its responsibilities under this AGREEMENT.

**XIII. Agreement Authorization.**

**MARICOPA ASSOCIATION OF GOVERNMENTS**

\_\_\_\_\_  
Dennis Smith  
Executive Director

\_\_\_\_\_  
Date

**VALLEY METRO**

\_\_\_\_\_  
Stephen Banta  
Chief Executive Officer

\_\_\_\_\_  
Date

**CITY OF PHOENIX**

\_\_\_\_\_  
Maria Hyatt  
Interim Public Transit Director

\_\_\_\_\_  
Date

DRAFT

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 4, 2014

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of 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. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 21, 2014.

**PUBLIC INPUT:**

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, City of Phoenix Public Transit Department, Valley Metro/RPTA, Maricopa County Air Quality Department, Central Arizona Governments, Pinal County Air Quality Control District, Sun Corridor Metropolitan Planning Organization, U.S. Environmental Protection Agency and other interested parties including members of the public.

**PROS & CONS:**

**PROS:** Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP.

**CONS:** The review of the conformity assessment requires additional time in the project approval process.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

**POLICY:** Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation

Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Dean Giles, Air Quality Planning Program Specialist, (602) 254-6300.

March 4, 2014

TO: Leslie Rogers, Federal Transit Administration  
Karla Petty, Federal Highway Administration  
John Halikowski, Arizona Department of Transportation  
Henry Darwin, Arizona Department of Environmental Quality  
Maria Hyatt, City of Phoenix Public Transit Department  
Stephen Banta, Valley Metro/RPTA  
William Wiley, Maricopa County Air Quality Department  
Kenneth Hall, Central Arizona Governments  
Michael Sundblom, Pinal County Air Quality Control District  
Sharon Mitchell, Sun Corridor Metropolitan Planning Organization  
Gregory Nudd, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT  
AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION  
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of transit projects. Comments on the conformity assessment are requested by March 21, 2014.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. 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. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on February 12, 2014 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality  
Scott Omer, Arizona Department of Transportation

## ATTACHMENT

### CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on February 12, 2014 remains unchanged by this action.

**Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program**

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Avondale	2015	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	----	CMAQ	\$ 1,077,405	\$ -	\$ 2,250,000	\$ 3,327,405	Amend TIP: Defer work phase to 2015. With approval of this deferral the agency has exercised its one time deferral option.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Fountain Hills	2016	FTH14-102	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	----	CMAQ	\$ 255,364	\$ -	\$ 15,436	\$ 270,800	Amend TIP: Defer work phase to 2016. With approval of this deferral the agency has exercised its one time deferral option.	A minor project revision is needed to defer to 2016. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct multi-use pathway	----	TAP-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Delete work phase. Lost funding to be replaced by increasing funding for GLN08-802. This change does not affect overall federal funding for the project.	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	----	STP-TEA	\$ 632,222	\$ -	\$ 38,215	\$ 670,437	Amend: Defer project to 2015 and increase STP-TEA funding by \$132,222 and adjust the local match. This replaces (Transportation Alternatives Program) TAP-MAG funding from GLN08-C2. This change does not affect overall federal funding for the project.	A minor project revision is needed to defer project to 2015 and change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN11-704	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	----	STP-TEA	\$ 369,276	\$ -	\$ 22,321	\$ 391,597	Amend: Defer project from 2014 into 2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	----	SRTS	\$ 291,000	\$ -	\$ -	\$ 291,000	Amend: Transfer unused design federal funding to construction. This increases the amount programmed with Safe Routes To School (SRTS) from \$170,000 to \$291,000	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2016	MES16-441	Consolidated Canal from Adobe to Lindsay	Install lighting on shared use path	----	Local	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	Amend TIP: Add new locally funded bicycle project to the TIP.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

**Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program**

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Peoria	2014	PEO13-902c2	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	----	STP-TEA	\$ 117,778	\$ -	\$ 184,585	\$ 302,363	Amend: Transfer \$132,222 in federal funds to TAP-MAG funded work phase of the project and adjust local match. This change does not affect total federal funding for the overall project.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construct multi-use path	----	TAP-MAG	\$ 320,822	\$ -	\$ 19,392	\$ 340,214	Amend: Increase federal funding by \$132,222 and adjust the local match. The funds are from work phase PEO13-902c2. This change does not affect overall federal funding for the project.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	----	SRTS	\$ 251,000	\$ -	\$ -	\$ 251,000	Amend: ADOT Requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX12-107C	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	----	SRTS	\$ 310,800	\$ -	\$ -	\$ 310,800	Amend: ADOT Requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Queen Creek	2015	QNC12-100	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	----	STP-TEA	\$ 486,926	\$ -	\$ 29,432	\$ 516,358	Amend TIP: Defer work phase to 2015 due to lack of ADOT administered TEA funding.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Queen Creek	2015	QNC13-901C	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	----	CMAQ	\$ 525,000	\$ -	\$ 110,000	\$ 635,000	Amend TIP: Defer work phase to 2015 due to lack of ADOT administered TEA funding in associated project.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN12-815T	Region wide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	STP-Flex	\$ 101,045	\$ 17,831	\$ -	\$ 118,876	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN13-110T	Region wide	Purchase bus: 30 foot - 1 replacement (GUS)	11.12.03	STP-Flex	\$ 144,099	\$ 25,429	\$ -	\$ 169,528	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

**Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program**

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Phoenix-Mesa UZA	2014	PNP13-109T	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Chandler Gilbert Arc: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-110T	Chandler, Tempe, Mesa, Phoenix	The Centers for Habilitation (TCH): 2 Cutaway with Lift	11.12.04	5310	\$ 98,028	\$ -	\$ 17,299	\$ 115,327	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-111T	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	STARS: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-112T	North Central Phoenix, Paradise Valley, Glendale, Peoria	United Cerebral Palsy (UCP): 3 Cutaways with Lift	11.12.04	5310	\$ 147,041	\$ -	\$ 25,948	\$ 172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-114T	Region wide	Arizona Spinal Cord Injury Assoc: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-115T	Mesa	Marc Center: 3 Cutaways with Lift	11.12.04	5310	\$ 147,041	\$ -	\$ 25,948	\$ 172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-116T	Region wide	Hacienda Healthcare: 2 Cutaway with Lift; 1 Minivan with Ramp	11.12.04	5310	\$ 128,402	\$ -	\$ 22,659	\$ 151,061	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-120T	Glendale, Paradise Valley, Phoenix	Beatitudes: Minivan with Ramp	11.12.04	5310	\$ 30,374	\$ -	\$ 5,360	\$ 35,734	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Conformity Assessment
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014	CMAQ	\$ 26,932	\$ 445,568	\$ -	\$ 472,500	Amend: Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	The project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	CMAQ	\$ 17,100	\$ 282,900	\$ -	\$ 300,000	Admin: Reduce local match to 5.7%. Increase federal funding by \$72,900.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	CMAQ	\$ 26,928	\$ 445,485	\$ -	\$ 472,413	Amend: Utility relocation in FY2014, agency requesting CMAQ to cover additional overall construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	CMAQ	\$ 93,096	\$ 1,540,170	\$ -	\$ 1,633,266	Amend: Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Currently requesting an additional \$640,170 of federal funds. Additional carry forward from FY2013 project savings to come.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	CMAQ	\$ 10,513	\$ 173,924	\$ -	\$ 184,437	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$47,987 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	CMAQ	\$ 104,607	\$ 1,730,596	\$ -	\$ 1,835,203	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$949,140 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	CMAQ	\$ -	\$ 1,809,018	\$ -	\$ 1,809,018	Amend: Local match is coming for ROW purchased by Mesa. Requesting \$810,148 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013	Local	\$ 225,943	\$ -	\$ -	\$ 225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Conformity Assessment
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Procure and install: Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	CMAQ	\$ 48,998	\$ 810,618	\$ -	\$ 859,616	Amend: Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	CMAQ	\$ 65,265	\$ 1,079,735	\$ -	\$ 1,145,000	Amend: Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

## **MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review**

**DATE:**

March 4, 2014

**SUBJECT:**

Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale

**SUMMARY:**

The MAG Federal Fund Programming Guidelines and Procedures document was approved by the MAG Regional Council on October 26, 2011, and outlines project requirements for requesting deferrals of federally funded projects. The City of Scottsdale has requested a second deferral for the construction phase of bicycle and pedestrian improvements located on the Arizona Canal from Chaparral Road to Indian Bend Wash.

In November 2011, the MAG Regional Council approved two Congestion Mitigation and Air Quality (CMAQ) funded Scottsdale projects to be combined and deferred to 2014. Details for the two projects that were combined are listed below:

- SCT12-810: Arizona Canal: Chaparral Road to McDonald Drive, design and construct a 10-foot to 12-foot multi-use path with \$500,000 in CMAQ, for construction in federal Fiscal Year (FFY) 2012.
- SCT13-901: Along the Arizona Canal from McDonald Drive to the Indian Bend Wash, Arizona Canal Path: McDonald to the Indian Bend Wash/Shared-use path with \$1,100,000 in CMAQ for construction in FFY 2013.

The combined project details are as follows:

- SCT14-104: Arizona Canal from Chaparral Road to Indian Bend Wash, design and construct multi-use path with \$1,600,000 in CMAQ for construction in FFY 2014. Total project work phase cost is \$3,511,700.

At the time the projects were deferred it was indicated in the TIP amendment approved by the Regional Council and in the Project Status Report that the combined project had “exercised its one deferral request” under the MAG Federal Fund Programming Guideline and Procedures.

The City of Scottsdale has requested to defer SCT14-104 due to delays necessary to authorize design and complete extensive public outreach efforts to neighborhoods affected by the project. The public involvement process required eleven months to complete and involved multiple public meetings.

Substantial work has been completed on the environmental clearance and design of the project and the City may be able to complete the necessary clearances and design requirements prior to the Arizona Department of Transportation (ADOT) deadline for submission of documents. However, this would leave little or no room for possible delays and would entail considerable risk of possible loss of funding should the project not be able to obligate as programmed. An updated schedule is attached.

Project deferrals and deletions are covered in section 600 of the MAG Federal Fund Programming Guidelines and Procedures as follows:

- If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.
- Project development actions that are 'in an agency's control' refer to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries, such as developer or other agency projects.
- If there is not continuous progress on the project due to external factors that are not within a project sponsor's control, the decision to continue, reschedule, or delete a project will be based on the following factors:
  - ▶ Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g., the actions of outside actors) or failure to achieve a required milestone.
  - ▶ Demonstration of financial commitment (e.g., staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
  - ▶ The previous MAG status reports show that the agency has initiated development of the project and has worked continuously to develop the project for obligation.
  - ▶ A revised schedule and plan that address the specific issues identified.
  - ▶ If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of the reason the revised approach will address the problem causing the delay.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: If it is agreed that progress on the project was delayed due to actions outside of the agency's control, a second deferral is recommended and the project will move forward.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The Arizona Department of Transportation and agency project managers have determined that the updated project schedule is achievable. Air quality benefits from completing the project as currently proposed have been evaluated.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures were approved by the MAG Regional Council on October 26, 2011. As per Section 600, each project is allowed a one-time deferral option. A second deferral would require the project be deleted from the TIP if the actions that caused the second deferral were within the agency control. Policy requires that a determination be made that the actions that caused the schedule delay were outside of the agency’s control and the agency can meet the revised schedule and that the project will proceed.

**ACTION NEEDED:**

Recommend approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project.

**PRIOR COMMITTEE ACTIONS:**

This item was heard and the project was recommended for a second deferral at the February 27, 2014 Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- \* ADOT: Floyd Roehrich
- \* Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- \* Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Parab Abdabala for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- \* Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Catherine Hollow, Tempe
- \* FHWA: Ed Stillings

- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- \* Transportation Safety Committee: Renate Ehm, City of Mesa

\* Members neither present nor represented by proxy.  
 + Attended by Videoconference # Attended by Audioconference

At the February 11, 2014 meeting the Bicycle and Pedestrian Committee recommended a second deferral for the project.

MEMBERS ATTENDING

- Katherine Coles, Phoenix, Chair
- Tracy Stevens, Avondale, Vice-Chair
- Michael Sanders, ADOT
- Raquel Schatz, Apache Junction
- Robert Wisener, Buckeye
- \* D.J. Stapley, Carefree
- \* Ian Cordwell, Cave Creek
- Jason Crampton, Chandler
- Jose Macias, El Mirage
- \* Nicole Lance, Gilbert
- # Steve Hancock, Glendale
- \* Joe Schmitz, Goodyear
- # Dave Gue for Thomas Chlebanowski, Litchfield Park
- David Maestas, Maricopa
- # Denise Lacey, Maricopa County
- Jim Hash, Mesa
- # Brandon Forrey, Peoria
- Rich Purcell, Queen Creek
- Ben Limmer, Valley Metro
- Susan Conklu, Scottsdale
- Stephen Chang, Surprise
- Eric Iwersen, Tempe
- \* Robert Carmona, Wickenburg
- # Grant Anderson, Youngtown

\*Members neither present nor represented by proxy  
#Attended via audio-conference

**CONTACT PERSON:**

Stephen Tate or Teri Kennedy, 602-254-6300

**MAG Status Workbook**

**Schedule Information:** Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

Phase	Step	Critical Deadline	Actual/Planned Date		Status	Notes
			Start	End		
Design	<b>Construction - Only</b>					
	Preliminary Project Assessment		12/2/2013	2/7/2014	Submitted for Review	
	Design Concept Report				Not Applicable	
	30 Percent Plans		12/2/2013	2/7/2014	Submitted for Review	
	60 Percent Plans	Draft Plans, 6/30/13*	2/11/2014	5/13/2014	Underway	
	95 Percent Plans		5/13/2014	8/21/2014	Not Started	
	<b>Construction Or Procurement</b>					
	Plans, Specifications & Estimates	Completed, 6/30/2014**	8/21/2014	9/17/2014	Not Started	
Environmental	Hazmat Report	Submitted, 6/30/13*	12/30/2013	2/28/2014	Underway	
	Biological Report	Submitted, 6/30/13*	12/30/2014	3/10/2014	Underway	
	Cultural Report	Submitted, 6/30/13*	12/2/2013	3/5/2014	Underway	
	Envir Document/Clearance	Submitted, 6/30/13* and Completed 6/30/14**	12/2/2013	6/13/2014	Underway	
Right-of-Way	Inventory Completed	Submitted, 6/30/13*			Not Applicable	
	Acquisitions Completed				Not Applicable	Project is entirely within Salt River Project ROW, City will have a license agreement.
	ROW Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Requested Clearance	Will perform ROW clearance in-house since City is self-certified.
Other	Utilites Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	Materials Memo	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	IGA/JPA (Typically at least requires 6 months, Not applicable for CA Agencies)	Completed, 6/30/14**			Not Applicable	
	Authorize Project	Authorized, 9/15/14***	12/22/2014	1/30/2015	Not Started	

\* MAG requirement for the project to be kept in the year programmed. If the project has been previously deferred, the project will be deleted if it fails to meet this deadline.

\*\* ADOT requirement to insure that the State can re-allocate funding to insure that federal obligation authority is not lost (meets "use it or lose it" federal requirements).

\*\*\* Expiration date for the authority to authorize federal funding - federal "use it or lose it" provision.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 4, 2014

**SUBJECT:**

Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

**SUMMARY:**

In anticipation of balancing the suballocation of Federal Highway Administration (FHWA) funding to the MAG region, a mid year analysis was completed and two options was prepared to utilize expected available Congestion Mitigation and Air Quality (CMAQ) funding for FFY2014 that relate to existing bicycle-pedestrian, Intelligent Transportation Systems (ITS), and paving of unpaved roads projects.

Based on the Arizona Department of Transportation (ADOT) estimated level of suballocation of federal funding to the MAG region, the analysis displays that \$111,306,568 was available as of the January 2014 ledger report. With an additional \$4,166,420 of final vouchers and project cost savings, less \$451,758 of negative carry forward and subtracting current project costs of \$114,534,317, there is an ending positive balance of \$486,913 for FFY 2014.

Two options were developed to balance the CMAQ program. The Transportation Review Committee, on February 27, 2014, recommended approval of Option Two.

- Option One is the single Tier II request received that advances the project from FY 2016 to FY 2014, identified in the TIP as PHX16-414, City of Phoenix, resulting in a positive overall balance of \$41,345. This option assumes no additional projects will defer and no additional final vouchers and cost savings will be processed at ADOT.
- Option Two includes the Tier II request and adds in the Tier III requests received in the amount of \$3,510,352. Option Two assumes that additional final vouchers will be processed and that additional positive funding will be realized. Last year the MAG region received more than \$8.1 million in final vouchers.

Following the Federal Fund Guidelines and Procedures, agencies were notified to submit requests for future year existing CMAQ funded projects that could advance their schedule to FY 2014 (Tier II requests), and for projects that have eligible unmet federal funding needs for their currently programmed FY 2014 projects (Tier III requests). The information on CMAQ funded projects for federal fund Tier II and Tier III agency proposals was requested on January 30, 2014, and closed on February 14, 2014. Conformity consultation on these projects is considered under a separate agenda item.

Additionally, two agencies submitted requests for advancement of, or additional federal CMAQ funding for their Arterial Lifecycle Program (ALCP) projects. The ALCP project reimbursement advancement requests will be addressed in the April-May-June 2014 time frame, if funding is identified as being available. All ALCP project modifications will follow the ALCP Policies and Procedures.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: Approval of an option and the related TIP amendment and administrative modification will allow the projects to proceed in a timely manner and will protect suballocated regional funding.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The Tier II and Tier III process of evaluating projects is included in the Federal Fund Programming Guidelines. Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they will commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines. The TIP is required to be fiscally constrained. Based on projected final voucher revenues, the region can cover both options proposed.

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. On February 26, 2014, the MAG Regional Council approved the project changes that relate to the MAG Federally Funded Project Development Status Report, January 2014. Included in the report are bicycle-pedestrian, intelligent transportation system (ITS), and paving of unpaved roads projects that are partially or wholly funded with Federal Highway Administration (FHWA) funds that are suballocated to the MAG region and in some cases awarded by the Arizona Department of Transportation (ADOT). The January 2014 report and related project changes completed the Tier I evaluation as outlined in the adopted Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in October 2011.

**ACTION NEEDED:**

Recommend approval to proceed with Option Two: FY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional Congestion Mitigation and Air Quality (CMAQ) funding for FFY 2014 in the Bicycle/Pedestrian, Intelligent Transportation System (ITS), and Air Quality programs and of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

**PRIOR COMMITTEE ACTIONS:**

This items was heard at the February 27, 2014 Transportation Review Committee, and Option Two was recommended for approval.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- \* ADOT: Floyd Roehrich
- \* Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- \* Fountain Hills: Randy Harrel
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- Gila River: Tim Oliver
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- Glendale: Parab Abdabala for Debbie Albert
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- Surprise: Dick McKinley
- Tempe: Shelly Seyler
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- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Catherine Hollow, Tempe
- \* FHWA: Ed Stillings

- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- \* Transportation Safety Committee: Renate Ehm, City of Mesa

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

**CONTACT PERSON:**

Eric Anderson, Transportation Director, or Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

FFY 2014 CMAQ Federal Funding Project Tier II Requests (Advancements from future years)														CMAQ Match Rates			5.7%	94.3%	100%
Currently Programmed														New Project Changes and Request					
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY2014 CMAQ funds (advancement)	Requested Date
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014 2016	2015	7	0	0	CMAQ	26,932	445,568	-	472,500	Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	26,932	445,568	472,500	\$ 445,568	2/13/2014

FFY 2014 CMAQ Federal Funding Project Tier III Requests (Additional federal funding requests)														CMAQ Match Rates			5.7%	94.3%	100%	
Currently Programmed														New Project Changes and Request						
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase of funding.	Requested Date	
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	90,000	210,000	-	300,000	Reduce local match to 5.7%.	17,100	282,900	300,000	72,900	9/18/2013	
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	472,413	-	-	472,413	Utility relocation in FY2014, agency requesting CMAQ to cover additional overall all construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	26,928	445,485	472,413	445,485	9/18/2013	
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	24,178	400,000	-	424,178	No Change	24,178	400,000	424,178	-	-	
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	54,401	900,000	-	954,401	Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Carry Forward from FY2013 amount to come.	93,096	1,540,170	1,633,266	640,170	2/12/2014	
MAG10-621P2	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	19,983	330,599	-	350,582	Carry forward from cost savings FY2010, no change	19,983	330,599	350,582	-	-	
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	2015	0	0	0	CMAQ	58,500	125,937	-	184,437	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	10,513	173,924	184,437	47,987	2/13/2014	
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	2015	5	0	0	CMAQ	638,544	781,456	-	1,420,000	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	104,607	1,730,596	1,835,203	949,140	2/13/2014	
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	09/15	1	6	6	CMAQ	428,087	998,870	-	1,809,018	Local match is coming for ROW purchased by Mesa. The total federal funds requested total \$1,809,018.	-	1,809,018	1,809,018	810,148	2/12/2014, Clarified 2-27-2014.	
MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013	09/15	1	6	6	Local	225,943	-	-	225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.	225,943	-	225,943	-	clarified 2-27-2014.	
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	42109	N/A	N/A	N/A	CMAQ	213,785	645,831	-	859,616	Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	48,998	810,618	859,616	164,787	2/13/2014	
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	42170	3 (MI)	N/A	N/A	CMAQ	300,000	700,000	-	1,000,000	Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	65,265	1,079,735	1,145,000	379,735	2/13/2014	
																		\$	3,510,352	

FFY 2014 Federal Funding Project Requests (Advancement of ALCP and Transit Project Federal funding from future years)

Currently Programmed														New Project Changes and Request					Requested Date	
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY 2014 (ALCP Advancement)		
VMR14-101PEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Engineering	2014		2	4	2	Local	2,623,457	-		2,623,457	Project work phase is locally funded with CMAQ reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponsor will accept partial advancement.	2,808,707	3,250,000	6,058,707	3,250,000	2/13/2014	
VMR14-101RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - ROW Acquisition	2014		2	4	2	CMAQ	37,677	623,323		661,000	Project work phase is locally funded with reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponsor will accept partial advancement.	80,427	1,373,323	1,453,750	750,000	2/13/2014	
																		\$	4,000,000	

CMAQ Match Rates 5.7% 94.3% 100%

2/24/2014

<b>Current MAG Sub Allocated FFY 2014 Ledger: Federal Funding (estimated)</b>	
Total 2014 Estimated Funding (Obligation Authority January 2014 ADOT report)	\$ 111,306,568
Obligation Authority Carry Forward from FFY2013	\$ (451,758)
Final Vouchers, Project Savings (January 2014 ADOT report)	\$ 4,166,420
Total FFY2014 TIP Project Costs (with estimated changes pending)	\$ (114,534,317)
<b>Ledger Balance</b>	<b>\$ 486,913</b>

<b>Tier II and Tier III Requests</b>	
Advancements (Tier II)	\$ 445,568
Additional Funding (Tier III)	\$ 3,510,352

<b>Option One: Advancement of Projects (Tier II)</b>	
<b>Ending Balance:</b> Ledger balance, less Tier II request	\$ 41,345

<b>Option Two: Advancement of Projects (Tier II), and funding increases (Tier III)*</b>	
<b>Ending Balance:</b> Ledger balance, less Tier II and Tier III requests	\$ (3,469,007)

\* assumes additional Final Vouchers and Project Savings will occur.



February 27, 2014

Speaker Andy Tobin  
 Arizona House of Representatives  
 1700 West Washington Street  
 Phoenix, Arizona 85007

Dear Speaker Tobin and Members of the Arizona House of Representatives:

We respectfully request that you and the members of the Arizona House of Representatives vote against House Bill 2069 (ASRS; political subdivision entities). Our associations are responsible for important governmental functions that are required by federal law, state statute and/or are prescribed by our local governments. In addition, the issue of portability among public employees is critical for ensuring continued quality public service delivery to our member agencies, and in turn, to the citizens of Arizona. By disallowing our future employees to participate in the Arizona State Retirement System, we will lose a valuable tool in recruiting and retaining public servants.

Our associations provide essential government services in a variety of areas. These include, but are not limited to, transportation planning; air quality planning; human services coordination; Head Start and Area Agency on Aging delivery; water quality; solid waste; demographic forecasting; representing cities, towns and counties; promoting efficient local government; assisting local governments with the implementation of new laws; Community Development Block Grants; job training; and housing programs. Our agencies are subject to governmental audit, open meeting laws and public records law; we are transparent and accountable to the public.

If House Bill 2069 is enacted, an actuarial assessment by the Arizona State Retirement System (ASRS) estimates an increase in contribution rates of approximately 0.03% for all remaining employer and employee members of ASRS. This rate increase reflects a \$23 million impact to the state retirement system. For political subdivisions entities, House Bill 2069 will mean creating and maintaining a separate retirement system: one for those who have already qualified for ASRS and one for future employees. This uneven approach will mean benefit disparities for employees within the same organization.

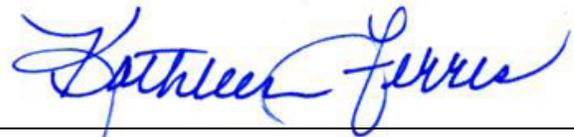
In order to serve the best interests of our respective agencies and the critical public functions we provide, we respectfully request that you and the members of the Arizona House of Representatives vote against House Bill 2069 for the reasons described above.

Sincerely,



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Jennifer Sweeney Marson  
Executive Director  
Arizona Association of Counties



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Kathleen Ferris  
Executive Director  
Arizona Municipal Water Users Association



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Kenneth Hall  
Executive Director  
Central Arizona Governments



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Christopher Bridges  
Administrator  
Central Yavapai Metropolitan Planning Organization



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Craig Sullivan  
Executive Director  
County Supervisors Association



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David Wessel  
Executive Director  
Flagstaff Metropolitan Planning Organization



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Jean Knight  
Metropolitan Planning Manager  
Lake Havasu Metropolitan Planning Organization



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Ken Strobeck  
Executive Director  
League of Arizona Cities and Town



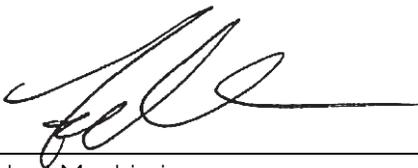
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Dennis Smith  
Executive Director  
Maricopa Association of Governments



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Chris Fetzer  
Executive Director  
Northern Arizona Council of Governments



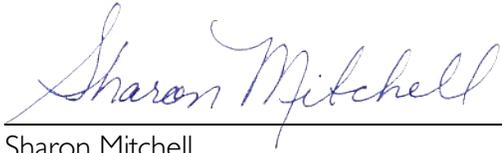
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Farhad Moghimi  
Executive Director  
Pima Association of Governments



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Randy Heiss  
Executive Director  
SouthEastern Arizona Governments Organization



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Sharon Mitchell  
Executive Director  
Sun Corridor Metropolitan Planning Organization



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Brian Babiarz  
Executive Director  
Western Arizona Council of Governments



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Paul Soto  
Chairman  
Yuma Metropolitan Planning Organization



# HOUSE OF REPRESENTATIVES

HB 2069

ASRS; political subdivision entities

Sponsors: Representatives Ugenti, Kwasman, Petersen, et al.

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**DP** Committee on Insurance and Retirement

**DPA** Caucus and COW

**X** House Engrossed

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## OVERVIEW

HB 2069 modifies the definition of Arizona State Retirement System *member*.

## HISTORY

The Arizona State Retirement System (ASRS) was created in 1953 to provide defined contribution retirement benefits to the employees of state, counties and municipalities, colleges and universities, and other political subdivisions in Arizona. ASRS currently supports 542,845 active, inactive, and retired members from 585 employer units, including school districts, charter schools, state colleges and universities, and local, county and state government. Private and non-profit employers are not eligible for ASRS membership. Members of the current ASRS defined benefit plan are eligible for pension, health insurance premium, and long term disability benefits.

Voluntary associations of Arizona political subdivisions date back to 1937, at the formation of the League of Arizona Cities and Towns. Legislation in 2004 defined such associations as political subdivision entities. A *political subdivision entity* is an entity created in whole or in part by political subdivisions, where a majority of the membership is composed of political subdivisions and the primary purpose is the performance of government related service. Entities include councils of governments, such as the Maricopa Association of Governments (MAG), and organizations such as the County Supervisors Association (CSA). The Attorney General issued an opinion on November 5, 2003 stating such associations were precluded from participation in ASRS, concluding that these entities did not fall under the then current ASRS *employer* definition under Arizona Revised Statutes (A.R.S.) § 38-711(13). In response to this opinion, the Legislature passed and the Governor signed HB 2049 in 2004, adding *political subdivision entity* to the definition of *employer*, effectively allowing political subdivision entities to participate in ASRS and their employees to become members of ASRS.

Fifteen political subdivision entity employers are currently participating in ASRS, including the League of Arizona Cities and Towns, MAG, CSA, and the Arizona Association of Counties.

## PROVISIONS

- Changes the definition of *member* under statutes governing ASRS to exclude *political subdivision entity* employees hired after the effective date.
- Permits an employee of a political subdivision entity who is hired after the effective date to continue membership in ASRS if the person has been an active member within the preceding 30 days.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 4, 2014

**SUBJECT:**

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and, as Appropriate, to the 2035 Regional Transportation Plan

**SUMMARY:**

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. The last modification was approved by the MAG Regional Council on February 26, 2014. Since then, agencies have requested project changes.

The attachment listings in Table A include requested changes and modifications to highway and transit projects in the FY 2014-2018 MAG TIP. The deferrals not related to Transportation Enhancements (TEA) and/or Safe Routes to School (SRTS) funded projects are first time deferrals.

- Three CMAQ funded projects that are deferring for the first time.
- Multiple projects and their associated work phases that are deferring due to a shortfall in Arizona Department of Transportation (ADOT) administered TEA and/or SRTS funding.
- The addition of locally funded project work phases and/or projects.
- The Federal Transit Administration (FTA) has reduced local matching requirements for certain projects under the Moving Ahead for Progress in the 21 Century authorization act. Ten 2013 transit projects are affected by this change. It is requested to increase the federal funding share for these projects to 85 percent of total project costs.

Project changes included in Table B are contingent on approval of the separate agenda item for this meeting titled: *Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals*. At the February 27, 2014, Transportation Review Committee meeting, Option Two was recommended for approval and the associated TIP listing changes have been prepared and included in this agenda item.

A "Received by" column has been added to the right-hand side of the Tables to note the committees that have reviewed the proposed changes for individual listings. Conformity consultation on these projects is considered under a separate agenda item.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines.

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan.

**PRIOR COMMITTEE ACTIONS:**

This item was recommended for approval at the February 27, 2014 Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- \* ADOT: Floyd Roehrich
- \* Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- \* Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Parab Abdabala for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- \* Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Catherine Hollow, Tempe
- \* FHWA: Ed Stillings
- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- \* Transportation Safety Committee: Renate Ehm, Mesa

\* Members neither present nor represented by proxy.

+ Attended by Videoconference

# Attended by Audioconference

**CONTACT PERSON:**

Stephen Tate, Transportation Improvement Program Planner, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Long Range Plan<sup>1</sup>**

TIP Amendment #2																	Reviewed By <sup>2</sup>				
Agency	Section	Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	Funding	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Avondale	Highway	2015	AVN14-107	28006	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	4	4	----	No	CMAQ	1,077,405	-	2,250,000	3,327,405	Amend TIP: Defer workphase to 2015. With approval of this deferral the agency has exercised its one time deferral option.	✓			
Fountain Hills	Highway	2016	FTH14-102	68	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	2.0	2	2	----	No	CMAQ	255,364	-	15,436	270,800	Amend TIP: Defer workphase to 2016. With approval of this deferral the agency has exercised its one time deferral option.	✓			
Glendale	Highway	2014	GLN08-802C2	36958	Grand Canal in west Glendale, from Loop 101 to New River	Construct multi-use pathway	1.0	0	0	----	No	TAP-MAG	132,222	-	7,992.00	140,214.00	Amend: Delete work phase. Lost funding to be replaced by increasing funding for GLN08-802. This change does not affect overall federal funding for the project.				
Glendale	Highway	2015	GLN08-802	36051	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.0	0	0	----	No	STP-TEA	632,222	-	38,215.00	670,437.00	Amend: Defer project to 2015 and increase STP-TEA funding by \$132,222 and adjust the local match. This				
Glendale	Highway	2015	GLN11-704	15088	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	0.0	0	0	----	No	STP-TEA	369,276	-	22,321.00	391,597.00	Amend: Defer project from 2014 into 2015.				
Mesa	Highway	2015	MES11-111C	150	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	1.0	0	0	----	No	SRTS	291,000	-	0.00	291,000	Amend: Transfer unused design federal funding to construction. This increases the amount programmed with SRTS from \$170,000 to \$291,000				
Mesa	Highway	2016	MES16-441	TBD	Consolidated Canal from Adobe to Lindsay	Install lighting on shared use path	2.6	-	-	----	No	Local	-	-	1,150,000	1,150,000	Amend TIP: Add new locally funded bicycle project to the TIP.	✓			
Peoria	Highway	2014	PEO13-902c2	34964	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	STP-TEA	117,778	-	184,585.00	302,363.00	Amend: Transfer \$132,222 in federal funds to TAP-MAG funded work phase of the project and adjust local match. This change does not affect total federal funding for the overall project.				
Peoria	Highway	2014	PEO13-903C2	34964	New River Pathway, Northern Ave and Olive Ave	Construct multi-use path	1.1	4	4	----	No	TAP-MAG	320,822	-	19,392.00	340,214.00	Amend: Increase federal funding by \$132,222 and adjust the local match. The funds are from work phase PEO13-				
Phoenix	Highway	2015	PHX12-106C	41711	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	0.3	2	2	----	No	SRTS	251,000	-	0.00	251,000.00	Amend: ADOT Requested to defer project from FY2014 to FY2015.				
Phoenix	Highway	2015	PHX12-107C	8257	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	0.3	2	2	----	No	SRTS	310,800	-	0.00	310,800.00	Amend: ADOT Requested to defer project from FY2014 to FY2015.				
Queen Creek	Highway	2015	QNC12-100	11637	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	1.0	-	-	----	No	STP-TEA	486,926	-	29,432	516,358	Amend TIP: Defer workphase to 2015 due to lack of ADOT administered TEA funding.	✓			
Queen Creek	Highway	2015	QNC13-901C	16385	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	1.0	-	-	----	No	CMAQ	525,000	-	110,000	635,000	Amend TIP: Defer workphase to 2015 due to lack of ADOT administered TEA funding in associated project.	✓			

**TABLE A: Requested amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Long Range Plan<sup>1</sup>**

TIP Amendment #2																	Reviewed By <sup>2</sup>				
Agency	Section	Year	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	Funding	Federal	Regional	Local	Total	TIP Change Request	TRC	MC	TPC	RC
Glendale	Transit	2013	GLN12-815T	16941	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	-	-	-	11.12.04	No	STP-Flex	101,045	17,831	-	118,876	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	✓			
Glendale	Transit	2013	GLN13-110T	16941	Regionwide	Purchase bus: 30 foot - 1 replacement (GUS)	-	-	-	11.12.03	No	STP-Flex	144,099	25,429	-	169,528	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-109T	47414	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Chandler Gilbert Arc: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	49,014	-	8,649	57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-110T	47414	Chandler, Tempe, Mesa, Phoenix	The Centers for Habilitation (TCH): 2 Cutaway with Lift	-	-	-	11.12.04	No	5310	98,028	-	17,299	115,327	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-111T	47414	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	STARS: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	49,014	-	8,649	57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-112T	47414	North Central Phoenix, Paradise Valley, Glendale, Peoria	United Cerebral Palsy (UCP): 3 Cutaways with Lift	-	-	-	11.12.04	No	5310	147,041	-	25,948	172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-114T	47414	Region-wide	Arizona Spinal Cord Injury Assoc: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	49,014	-	8,649	57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-115T	47414	Mesa	Marc Center: 3 Cutaways with Lift	-	-	-	11.12.04	No	5310	147,041	-	25,948	172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-116T	47414	Region-wide	Hacienda Healthcare: 2 Cutaway with Lift; 1 Minivan with Ramp	-	-	-	11.12.04	No	5310	128,402	-	22,659	151,061	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			
Phoenix-Mesa UZA	Transit	2013	PNP13-120T	47414	Glendale, Paradise Valley, Phoenix	Beatitudes: Minivan with Ramp	-	-	-	11.12.04	No	5310	30,374	-	5,360	35,734	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	✓			

**Notes**  
 1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike through font.  
 2. The following are used to indicate MAG Committees reviewing this TIP listings for amendment: TRC = Transportation Committee, MC = Mangement Committee, TPC = Transportation Review Committee, RC = Regional Council

TABLE B: Requested amendments and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and as appropriate the 2035 Long Range Plan. Changes are contingent on approval of Tier II and Tier III, recommendations and approvals.

														Reviewed By				
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MM/YY	Length, miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	TRC	MC	TPC	RC
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014	2015	7	0	0	CMAQ	26,932	445,568	-	472,500	Amend: Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.				
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	17,100	282,900	-	300,000	Admin: Reduce local match to 5.7%. Increase federal funding by \$72,900.				
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2014	10.5	2	2	CMAQ	26,928	445,485	-	472,413	Amend: Utility relocation in FY2014, agency requesting CMAQ to cover additional overall all construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.				
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	24,178	400,000	-	424,178	No Change, for information only.				
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	93,096	1,540,170	-	1,633,266	Amend: Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Currently requesting an additional \$640,170 of federal funds. Additional carry forward from FY2013 project savings to come.				
MAG10-621P2	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	19,983	330,599	-	350,582	No Change, for information only.: Carry forward from cost savings FY2010.				
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	2015	0	0	0	CMAQ	10,513	173,924	-	184,437	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$47,987 additional federal funds. Meets requirements for projected authorization.				
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	2015	5	0	0	CMAQ	104,607	1,730,596	-	1,835,203	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$949,140 additional federal funds. Meets requirements for projected authorization.				

TABLE B: Requested amendments and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and as appropriate the 2035 Long Range Plan. Changes are contingent on approval of Tier II and Tier III, recommendations and approvals.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MM/YY	Length, miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Reviewed By			
															TRC	MC	TPC	RC
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	09/15	1	6	6	CMAQ	-	1,809,018	-	1,809,018	Amend: Local match is coming for ROW purchased by Mesa. Requesting \$810,148 additional federal funds. Meets requirements for projected authorization.				
MES12-814RW	Mesa	<b>Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road</b>	<b>ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway</b>	2013	09/15	1	6	6	Local	225,943	-	-	225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.				
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Procure and install: Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	4/21/09	N/A	N/A	N/A	CMAQ	48,998	810,618	-	859,616	Amend: Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.				
PEO13-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	4/21/10	3 (MI)	N/A	N/A	CMAQ	65,265	1,079,735	-	1,145,000	Amend: Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.				

- Notes**
1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike
  2. The following are used to indicate MAG Committees reviewing thes TIP listings for amendment: TRC = Transportation Committee, MC = Mangement Committee,
  3. The year the funds were apportioned by Congress. This item is included only for informational purposes.

Resolution by the Maricopa Association of Governments Regional Council supporting inclusion of:  
MAG adopted, illustrative corridors; independent segments for environmental assessment; and further study of the Alternative C through eastern Pima County as identified as part of the Interstate 11 and Intermountain West Corridor Study.

Whereas, the most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), amended the CANAMEX Corridor by adding the Interstate 111 (I-111) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas; and

Whereas, ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-111 and Intermountain West Corridor Study (hereinafter "I-111 Study"), which was initiated in 2012 and is scheduled for completion in mid-2014; and

Whereas, according to the I-111 Study's "Corridor Vision Summary" from October 2012, "The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity." The document also states that, "If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deepwater ports, intersecting Interstate highways, and railroads."; and

Whereas, the current I-111 Study involves two levels of effort. A detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border; and

Whereas, the Maricopa Association of Governments is the designated transportation planning agency under federal law for Maricopa County and portions of Pinal County.

Whereas, the MAG Regional Council adopted certain illustrative corridors for future consideration and analysis as a result of the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstate 8 and 19/Hidden Valley Roadway Framework Study. Through an extensive transportation planning and public involvement effort for both studies, the Hassayampa Freeway Corridor, which provides the link between I-10 and U.S. 93 in Wickenburg and also provides a corridor south of I-10 into Pinal County.

Whereas, for the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-111 Study, an October 2013 technical memorandum was developed, entitled "Draft Level 1 Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative, identified through this evaluation, include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic; and

Whereas, federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the

metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)); and

Whereas, the Pima Association of Governments Regional Council approved a resolution on January 23, 2014, supporting further study of the Southern Arizona Connectivity Segment's Alternative C through Eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study; and

Whereas, the Maricopa Association of Governments and Pima Association of Governments participate in the Joint Planning Advisory Council to address issues of growth, development and economic opportunity in the Sun Corridor megaregion.

Therefore, be it resolved that:

The MAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.

The MAG Regional Council respectfully requests that the MAG adopted, illustrative corridors, including the Hassayampa and Hidden Valley studies, be shown on all of the relevant maps of study alternatives and as part of the I-11 studies.

The MAG Regional Council requests that the current I-11 study also identify I-11 segments that are of independent utility with logical termini that will allow subsequent environment assessments for each segment to move forward as soon as possible.

The MAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada.

The MAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act.

PASSED AND ADOPTED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Scott Smith, Mayor of Mesa, Chair

ATTEST:

\_\_\_\_\_  
Dennis Smith, Executive Director

## **MAG Illustrative Corridors**

### **Interstate 10/Hassayampa Valley Transportation Framework Study (Figure I6-2, Attached)**

On February 27, 2008, the MAG Regional Council accepted the findings of the Interstate 10/Hassayampa Valley Transportation Framework Study. A key aspect of this action was to accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

In taking this action, it was recognized that the study recommendations are not funded. Figure I6-2 depicts the illustrative corridors recommended by this study, which includes potential freeway facilities, parkway facilities, interchanges, and high capacity transit corridors.

### **Interstates 8 and 10/ Hidden Valley Transportation Framework Study (Figure I6-3, Attached)**

On September 30, 2009, the MAG Regional Council accepted the findings of the Interstates 8 and 10 - Hidden Valley Transportation Framework Study. A key aspect of this action was to accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

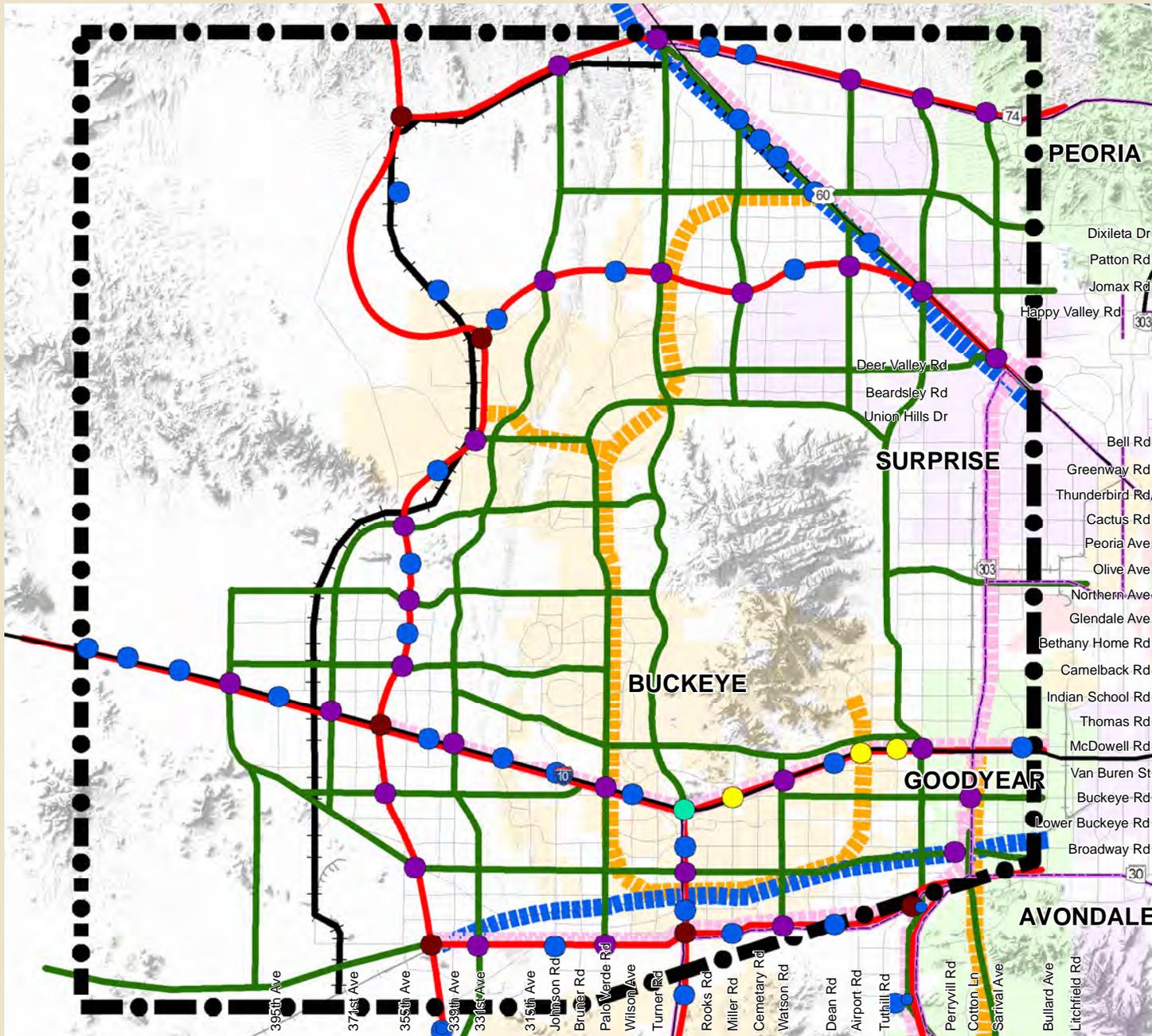
In taking this action, it was recognized that the study recommendations are largely unfunded. Figure I6-3 depicts the illustrative corridors recommended by this study, which includes potential freeway facilities, parkway facilities, interchanges, and high capacity transit corridors.

# 2035 Regional Transportation Plan

Fig. 16-2



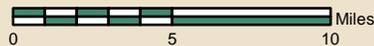
## Hassayampa Illustrative Corridors



- Study Area Boundary
- Existing Traffic Interchanges
- Illustrative Traffic Interchanges
- Existing System Interchange
- Illustrative System Interchanges
- Illustrative Parkway Traffic Interchanges
- Illustrative Freeways/Improvements
- Illustrative Parkways
- Adopted Regional Transportation Plan Facilities
- Illustrative and Adopted Bus Rapid Transit
- Illustrative High Capacity Transit (Peak Service)
- Illustrative High Capacity Community Transit
- Illustrative Freight Rail Connector
- Existing Railroads
- Existing Freeway
- Major Roads
- Metropolitan Planning Area



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



Alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

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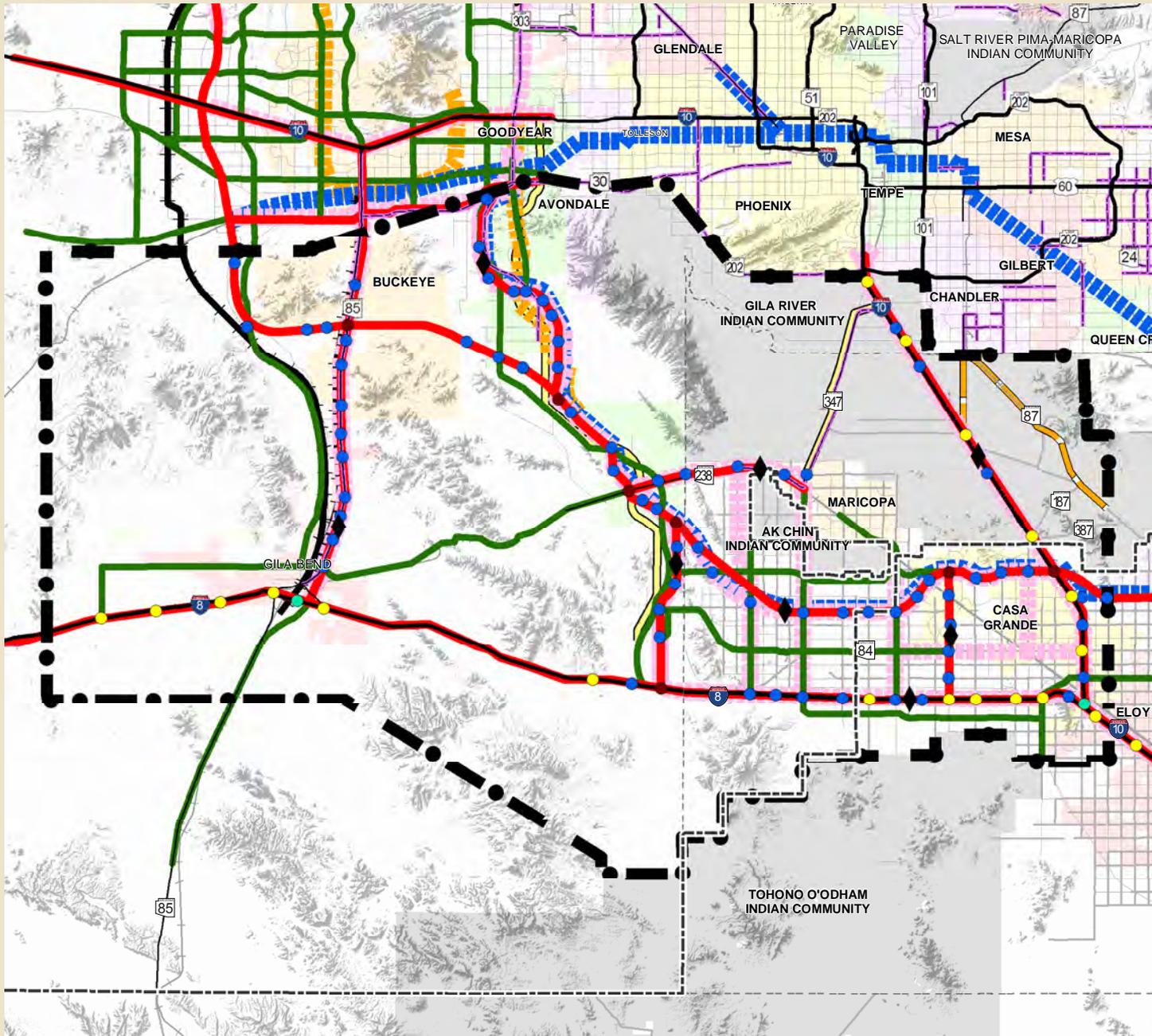
# 2035 Regional Transportation Plan

## Fig. 16-3



### Hidden Valley Illustrative Corridors

- Study Area Boundary
- Existing Traffic Interchange
- Illustrative Traffic Interchange
- Existing System Interchange
- Illustrative System Interchange
- Illustrative High Occupancy Vehicle Lane
- Illustrative Freeways/Improvements
- Illustrative Parkways; Scenic Parkway
- Adopted Regional Transportation Plan Facilities
- Illustrative and Adopted Bus Rapid Transit
- Illustrative High Capacity Community Transit
- Illustrative High Capacity Transit (Peak Service)
- Freight Connector
- Enhanced Transit Corridor
- Safety and Operational Improvements Corridor
- Existing Freeway
- Major Roads
- Existing Railroads
- Metropolitan Planning Area Boundary
- County Boundaries



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

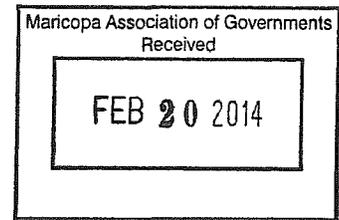


Alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

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Dennis Smith, MAG Executive Director  
Member, Joint Planning Advisory Committee  
302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003



February 14, 2014

RE: Request for Letter of Support

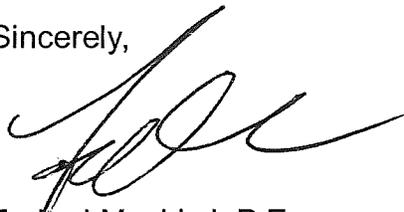
Dear Mr. Smith:

On January 23, 2014 the Pima Association of Governments (PAG) Regional Council unanimously approved a resolution of support for further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the ADOT/NDOT I-11 and Intermountain West Corridor Study.

As a member of the Joint Planning Advisory Committee (JPAC), we believe that the work completed to date on the Freight Transportation Framework Study underscores the importance of being able to efficiently move freight through the Sun Corridor Mega-region. Currently as part of the I-11 and Intermountain West Corridor Study, ADOT is evaluating several corridor alternatives for connectivity between Phoenix and the U.S.-Mexico border. We believe that Alternative "C" that connects Phoenix to Nogales through eastern Pima County should be selected for further study.

On behalf of the PAG Regional Council Chair, Mayor Ed Honea, we request that your organization consider adopting a similar resolution of support for alternative "C" and provide it to ADOT to be made as part of the record and findings of the I-11 and Intermountain West Corridor Study.

Sincerely,

A handwritten signature in black ink, appearing to read "Farhad Moghimi".

Farhad Moghimi, P.E.  
Executive Director



---

## RESOLUTION NO. 2014-1

### **Resolution of the Pima Association of Governments supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study**

#### **Recitals**

##### **Whereas:**

- A. Two interstate highways pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – which connect communities within and outside of the region and the state of Arizona. Moreover, both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System (P.L. 102-240 Section 1105, as amended), connecting Mexico, the United States, and Canada.
- B. Current Arizona Department of Transportation (ADOT) plans for I-10 and I-19 in Pima County show the ultimate, future roadway configuration. While some segments have already been widened, ADOT may build out additional capacity on those roadways.
- C. The most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), amended the CANAMEX Corridor by adding the interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas.
- D. ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter “I-11 Study”), which was initiated in 2012 and is scheduled for completion in mid-2014.
- E. According to the I-11 Study’s “Corridor Vision Summary” from October 2012, “The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity.” The document also states that, “If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads.”
- F. The current I-11 Study involves two levels of effort. Detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border.

- G. For the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled "Draft Level 1 Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative identified through this evaluation include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic.
- H. Federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)).

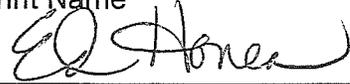
### Resolution

Therefore, be it resolved that:

1. The PAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.
2. The PAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada. The comprehensive, statewide corridor plan could then be advanced as part of a federal funding request.
3. The PAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act compliance regulations, guidelines, and policies.
4. The PAG Regional Council clarifies that this resolution only supports further study of Alternative C and, therefore, no support for any particular alignment is explicit or implied. Additionally, no regional transportation infrastructure project funding or programming priorities are implied based upon this resolution.

**Pima Association of Governments**  
PAG Regional Council Chair

ED Honea  
Print Name

  
Signature

Date: 2/14/14

## Alternative C

### Description

This alternative travels through the Tucson region to connect to Mexico at Nogales; specific alignments could use existing or new transportation corridors

### Recommendation

- **Recommended for Further Analysis**

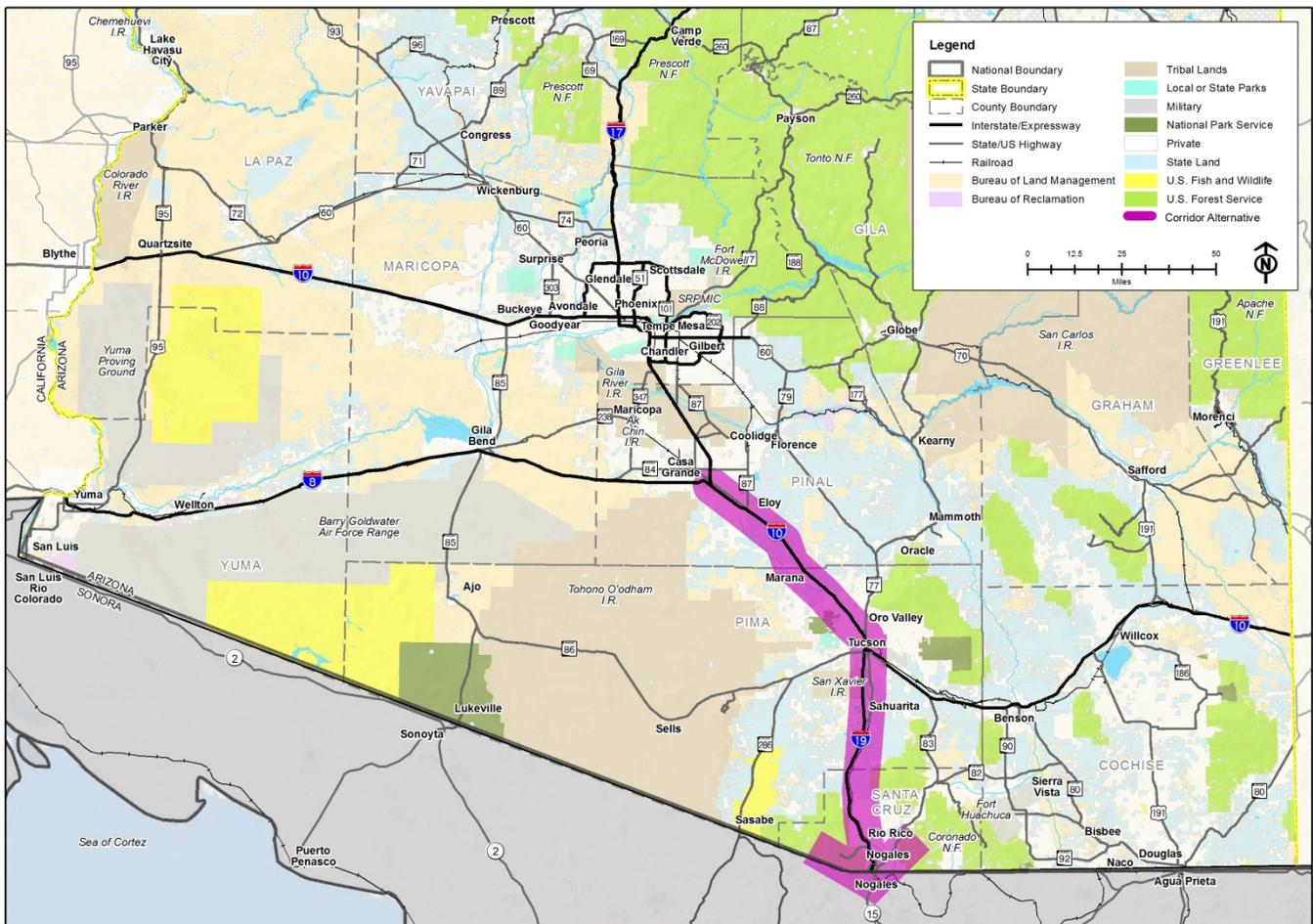


### Opportunities

- Connects major freight and economic activity centers within Arizona and Mexico throughout entire corridor (e.g., Phoenix, Tucson, Hermosillo and Mexico City)
- Mariposa and DeConcini LPOEs have capacity or can be expanded to accommodate major passenger and freight traffic (including existing freight rail)
- Strong multimodal and intermodal opportunities

### Constraints

- Potential environmental constraints, including potential conflict with Tucson Mitigation Corridor and/or Pima County Biological Core Management Areas



# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 4, 2014

**SUBJECT:**

Development of the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget

**SUMMARY:**

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in the spring by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the first draft of the Fiscal Year (FY) 2015 "MAG Programs in Brief" and the FY 2015 MAG Unified Planning Work Program and Annual Budget represent the development of the budget documents to date. The elements of the budget document are about 60 percent complete.

The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained through FY 2014. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. A motion was made and approved at the May 22, 2013, Regional Council meeting that member Dues and Assessments would continue at the 50 percent rate for FY 2014 with the understanding that the Dues and Assessments rate would be increased to 100 percent for FY 2015. Last month MAG staff proposed that draft Dues and Assessments be set at 100 percent of the FY 2009 Dues and Assessments amount with the average CPI-U change of 8.59 percent from calendar year 2009 through 2013 applied to this overall amount. Changes in dues and assessments for individual members are due to an increase in membership, population shifts and application of the CPI-U.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2015 were first presented at the February 12, 2014, Management Committee meeting and the February 26, 2014, Regional Council meeting. Since new projects were presented in February, the 2015 On-Board Survey of Transit Users pass-through project has been added. This project description is included along with all of the newly proposed projects in the Draft FY 2015 "MAG Programs in Brief."

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, "MAG Programs in Brief," a summary budget document, is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary document includes the list of new projects with summary narrative.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the FY 2015 “MAG Programs in Brief.” The draft document presents the newly proposed projects.
- Draft FY 2015 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2015 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, consultant pages for new and carryforward consultants, and the draft of the updated agreement among the transit operators .

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: In January and February proposed dues and assessments and new projects were reviewed. MAG is presenting a draft summary for the FY 2015 budget document, “MAG Programs in Brief.” The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Federal transportation law requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

This item was on the February 26, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair  
 Mayor Michael LeVault, Youngtown,  
 Vice Chair  
 \* Vice Mayor Robin Barker, Apache Junction  
 Mayor Marie Lopez Rogers, Avondale

Mayor Jackie Meck, Buckeye  
 Councilmember Mike Farrar, Carefree  
 Councilmember Reginald Monachino,  
 Cave Creek  
 # Mayor Jay Tibshraeny, Chandler

- Mayor Lana Mook, El Mirage
- Mayor Tom Rankin, Florence
- \* President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- \* Mayor Steven Holt, Gila Bend
- \* Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- # Mayor Georgia Lord, Goodyear
- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- \* Supervisor Steve Chucuri, Maricopa County
- \* Mayor Scott LeMarr, Paradise Valley

- # Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- \* Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- \* President Diane Enos, Salt River Pima-Maricopa Indian Community
- \* Mayor W. J. "Jim" Lane, Scottsdale
- \* Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- \* Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Jack Sellers, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

This item was on the February 18, 2014 MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Treasurer

- \* Mayor Gail Barney, Queen Creek
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Lana Mook, El Mirage
- \* Mayor Greg Stanton, Phoenix

\* Not present

# Participated by video or telephone conference call

This item was on the February 12, 2014, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Amber Wakeman for Dr. Spencer Isom, El Mirage
- Scott Butler for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- \* Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Jess Knudson for Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community

- Patrick Banger, Gilbert
- Jenna Goad for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- \* Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe

Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg  
Jeanne Blackman, Youngtown  
Brent Cain for John Halikowski, ADOT

John Hauskins for Tom Manos,  
Maricopa County  
Jyme Sue McLaren for Steve Banta,  
Valley Metro/RPTA

- \* Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

This item was on the January 29, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- \* Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- # Vice Mayor Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- \* Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- \* Mayor Tom Rankin, Florence
- \* President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Steven Holt, Gila Bend
- \* Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- # Mayor Georgia Lord, Goodyear
- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- \* Supervisor Steve Chucuri, Maricopa County
- \* Mayor Scott LeMarr, Paradise Valley
- Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- \* President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- \* Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

- \* Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference

This item was on the January 21, 2014, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- \* Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Treasurer
- \* Mayor Gail Barney, Queen Creek
- Mayor Marie Lopez Rogers, Avondale
- Mayor Lana Mook, El Mirage
- Mayor Greg Stanton, Phoenix

- \* Not present
- # Participated by video or telephone conference call

This item was on the January 8, 2014 MAG Management Committee for information and discussion.

**MEMBERS ATTENDING**

- Dr. Spencer Isom, El Mirage, Chair
- Christopher Brady, Mesa, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- \* Stephen Cleveland, Buckeye
- \* Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- \* Charles Montoya, Florence
- \* Phil Dorchester, Fort McDowell Yavapai Nation
- # Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Marc Skocypec for Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- \* Brian Dalke, Goodyear
- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- \* Trisha Sorensen, City of Maricopa
- \* Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- # John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Marge Zylla for Andrew Ching, Tempe
- \* Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- John Farry for Steve Banta, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.  
# Participated by telephone conference call. + Participated by videoconference call.

**CONTACT PERSON:**

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051