

October 30, 2012

TO: Members of the MAG Management Committee

FROM: David Cavazos, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, November 7, 2012 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st 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 using transit, 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
November 7, 2012**

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 and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the October 3, 2012, Meeting Minutes

5A. Review and approval of the October 3, 2012, meeting minutes.

TRANSPORTATION ITEMS***5B. Consultant Selection for the MAG Bicycle Count Project**

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data which will be incorporated into the MAG performance measures, MAG safety and MAG modeling programs. A Request for Proposals was issued on August 21, 2012. MAG received proposals from four firms on September 20, 2012. A multi-jurisdictional proposal evaluation team met on October 9, 2012, to review and analyze the proposals and recommended to MAG the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project. On October 23, 2012, the MAG Bicycle and Pedestrian Committee recommended approval of the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project. Please refer to the enclosed material.

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

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified twenty times with the last modification approved by the MAG Regional Council on September 26, 2012. Since then, there is a need to modify projects in the programs. The requested project changes include freeway, highway safety, roadway, Safe Routes to Schools, and transportation enhancements. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. On October 25, 2012, the Transportation Review Committee (TRC) recommended approval. Since the TRC meeting, two projects have been added to the list of proposed changes which include the new intersection projects at Grand Avenue and Bell

5B. Recommend approval of Chen Ryan Associates to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000.

5C. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

Road in Surprise and at Grand Avenue and Thompson Ranch Road in El Mirage. These two projects were included in the Proposition 400 project for improvements on Grand Avenue from L101 to L303. Please refer to the enclosed material.

*5D. Contract Amendment for the MAG Freight Transportation Framework Study

In May 2012, the Regional Council approved the FY 2013 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included the MAG Freight Transportation Framework Study. The goal of the study was to identify freight related economic development opportunities in the Sun Corridor. The current MAG Freight Transportation Framework Study and scope of work are in the final stages of completion. The MAG Economic Development Committee has requested an economic development retreat for the Sun Corridor on March 6, 2013, to seek alignment of the ideas in the study with the Sun Corridor representatives. It has been requested that the MAG and Parsons Brinckerhoff freight team present the freight study recommendations with supporting materials at this retreat. The additional work for this retreat exceeds the current scope of work and budget, therefore, an amendment to the current freight study contract in the amount of \$50,000 is requested to complete this work. Please refer to the enclosed material.

*5E. Salt River Pima-Maricopa Indian Community Project Change Request

The Salt River Pima-Maricopa Indian Community (SRPMIC) requests to reprogram their FY 2013 PM-10 dirt road paving project due to external factors not within their control. The SRPMIC request includes revisions to the location of some sections to be paved to address actions taken by the utility company Salt River Project. The request includes dividing the project into right-of-way and construction phases to address right-of-way actions that were not discovered in the scoping of the project at the Arizona Department of Transportation (ADOT) when the Community made its initial deferral request, and deferring the

5D. Recommend approval to amend the Parsons Brinckerhoff contract by \$50,000 to be used in the Freight Transportation Framework Study.

5E. Recommend approval of the changes to the Salt River Pima-Maricopa Indian Community project as described, and for the related amendments and modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

construction phase of the project to FY 2015 to address time required by the Bureau of Indian Affairs to review right-of-way actions. This is the second request to defer the construction of the project since the adoption of the MAG Federal Fund Programming Guidelines and Procedures (Guidelines) on October 26, 2011. The Guidelines allow for only one project deferral, but through Section 900 Appeals Process, offer relief to allow the project sponsor to present their request through the MAG committee process. On September 11, 2012, the Street Committee recommended approval of the Community's request to revise the sections to be paved, and to defer the project to FY 2015. A clarification on MAG right-of-way policy was requested before the recommendation to reduce \$1 million from the construction phase and program and \$1 million on the right-of-way phase of the project. On October 25, 2012, the Transportation Review Committee recommended approval. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation Freeway Life Cycle projects, changes to Highway Safety Improvement Program projects, and changes to Safe Routes to School projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by November 30, 2012. Please refer to the enclosed material.

5F. Consultation.

*5G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ Funding

The FY 2013 MAG Unified Planning Work Program and Annual Budget and the FY 2011-2015 MAG Transportation Improvement Program contain \$900,000 in FY 2013 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$346,973 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 \$1,246,973. All of the six sweeper projects for FY 2013 may be funded with the \$1,246,973 in available CMAQ. On October 25, 2012, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 17, 2012, in accordance with the MAG Federal Fund Programming Guidelines and Procedures. Please refer to the enclosed material.

5G. Recommend approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding.

GENERAL ITEMS

*5H. Approval of Draft July 1, 2012 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2012 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration, on October 30, 2012 the MAG Population Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total. Please refer to the enclosed material.

5H. Recommend approval of the draft July 1, 2012 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

*5I. Maricopa County Resident Population and Employment Projections

According to Executive Order 2011-04, the Arizona Department of Administration (ADOA) is responsible for preparing an official set of population projections for Arizona and each of its counties. ADOA has prepared a set of draft resident population projections for Maricopa County consistent with the 2010 Census. MAG has also developed draft employment projections which are consistent with the ADOA population projections. Because there may be changes to the State and county projections totals by ADOA, on October 30, 2012, the MAG POPTAC recommended approval of the draft ADOA 2010 to 2040 population projections for Maricopa County; and the draft 2010 to 2040 employment projections for Maricopa County provided the Maricopa County control total is within three percent of the final control total. The projections are for 2010, 2015, 2020, 2025, 2030, 2035, and 2040. They will be used as the control totals from which MAG will develop a set of sub-regional projections that will be brought to the Management Committee and Regional Council in 2013. Please refer to the enclosed material.

*5J. Proposed 2013 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and are currently being reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that the new 2013 edition will be available for purchase in early January 2013. Please refer to the enclosed material.

5I. Recommend approval of the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, 2035, and 2040 provided the Maricopa County control total is within three percent of the final control total.

5J. Information and discussion.

ITEMS PROPOSED TO BE HEARD

6. Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension (5 Minutes)

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds. Using these funds would require a major amendment in accordance with A.R.S. 28-6355. This would require MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for approval. On October 17, 2012, the Transportation Policy Committee recommended approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive

6. Information, discussion, and input.

to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity. On October 24, 2012, the MAG Regional Council approved this item. On October 25, 2012, the MAG Transportation Review Committee voted to support Mesa's request. Please refer to the enclosed material.

7. Intelligent Transportation Systems Strategic Plan 2012 (5 Minutes)

In May 2012, the MAG Intelligent Transportation Systems (ITS) Committee launched a consultant project to update the region's ITS Strategic Plan, which was previously updated in 2001. The project has been successfully completed with the development of the final report. The primary purpose of the Plan is to provide guidance for making strategic investments in regional infrastructure related to transportation technology on the freeway, arterial and the transit systems. The key changes from the previous plan are the transition from "projects" to "programs" and the introduction of ITS applications for improving safety. The ITS Strategic Plan 2012 was recommended for approval by the ITS Committee on October 3, 2012, and by the MAG Transportation Review Committee on October 25, 2012. Please refer to the enclosed material.

8. Solid Waste Best Practices in the MAG Region (8 minutes)

At the October 12, 2011 MAG Management Committee meeting, members expressed interest in reconvening the MAG Solid Waste Advisory Committee to share ideas on best practices. Since the first meeting in February 2012, the Committee has heard several presentations on successful solid waste projects and programs occurring within the region. In August 2012, a questionnaire was distributed to the members of the MAG Management Committee requesting assistance in compiling a list of solid waste best practices. The responses received highlight the innovative ways MAG member agencies are addressing some of the challenges associated with solid waste. A

7. Recommend approval of the MAG ITS Strategic Plan 2012.

8. Information, discussion, and input on the Solid Waste Best Practices in the MAG Region.

report on the Solid Waste Best Practices in the MAG Region has now been prepared. Please refer to the enclosed material.

9. Early Phase Input Opportunity Report (5 Minutes)

MAG has conducted a public involvement process on transportation plans and programs for the Early Phase public input opportunity. Included in this process were a variety of special events, small group presentations, e-mail, telephone and Web site correspondence. As part of MAG's adopted four phase public involvement process, the Early Phase allows for initial input into program and plan updates prior to action. A compilation of this input is distributed in the form of an Early Phase Input Opportunity Report. Please refer to the enclosed material.

10. 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.

11. Comments from the Committee

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

Adjournment

9. Information and discussion.

10. Information and discussion.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
October 3, 2012
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|--|
| David Cavazos, Phoenix, Chair | Darryl Crossman, Litchfield Park |
| * Dr. Spencer Isom, El Mirage, Vice Chair | Christopher Brady, Mesa |
| # Matt Busby for George Hoffman,
Apache Junction | Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | Carl Swenson, Peoria |
| # David Johnson for Stephen Cleveland,
Buckeye | # Wendy Kaserman for John Kross,
Queen Creek |
| # Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| * Usama Abujbarah, Cave Creek | Dan Worth, Scottsdale |
| Rich Dlugas, Chandler | Chris Hillman, Surprise |
| * Phil Dorchester, Fort McDowell Yavapai
Nation | Chad Heinrich for Charlie Meyer, Tempe |
| Ken Buchanan, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Nicole Dailey for Patrick Banger, Gilbert | Floyd Roehrich for John Halikowski, ADOT |
| Terry Johnson for Horatio Skeete, Glendale | John Hauskins for Tom Manos,
Maricopa County |
| Brian Dalke, Goodyear | John Farry for Steve Banta, Valley
Metro/RPTA |
| * Bill Hernandez, Guadalupe | |

* 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 Chair David Cavazos at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Gary Neiss, David Johnson, Matt Busby, Wendy Kaserman, and Chris Hagen joined the meeting via teleconference.

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

parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

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

Chair Cavazos noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith noted that the Economic Development Listening Session with Michael Camuñez, Assistant Secretary with the U. S. Department of Commerce, was held on September 26, 2012, at the Arizona Commerce Authority. He noted that more than 100 people from agencies across the state registered to attend the session, and 20 of the 73 attendees were elected officials.

Mr. Smith stated that a brochure developed for the event was at each place. He remarked that all of the regional planning agencies in Arizona approved a Resolution in support of the border in order to improve trade with Mexico.

Mr. Smith showed a slide developed by the East Valley Partnership that showed Mexico, one of the fastest growing countries in the world, is the number one trade partner with Arizona. He noted competition to trade with Mexico from other states. Mr. Smith stated that Texas is a large state that utilizes its many resources that Arizona does not have, but New Mexico has also increased its competitiveness by creating 21,000 jobs south of the port of Santa Teresa. Mr. Smith reported that New Mexico passed a locomotive fuel reduction bill, created a six-mile vehicle overweight zone and a New Mexico border authority, and rose from 38th place in export growth in the United States to second place.

Mr. Smith stated that a presentation on the MAG Freight Transportation Framework Study recommendations will be given at the October 2, 2012, Economic Development Committee meeting and at the October 30, 2012, Joint Planning Advisory Council meeting. He noted that members will be able to take back to their communities the findings of the study, see what is feasible, and then discuss implementation at a retreat in early 2013. Mr. Smith stated that Carl Swenson sent him an article on Seattle, which said that 40 percent of its jobs are related to international trade.

Mr. Smith stated that the City of Peoria recently hosted Vicente Fox, past President of Mexico, as part of Fiesta Peoria 2012. President Fox was the keynote speaker discussing U.S./Mexico

relations with an emphasis on trade, commerce, and economic development. He noted that a video link to Mr. Fox's presentation is posted on YouTube. Mr. Smith also noted that a stakeholders meeting is scheduled for October 16 at MAG, and staff are invited to attend.

Mr. Smith stated that October is Domestic Violence Awareness Month. He noted that through the MAG Protocol Evaluation Project, the 120 protocols used by the legal system in this region have been reduced to 28. Mr. Smith stated that domestic violence is very costly to cities, towns, and the county. He stated that the Protocol Evaluation Project also supports and promotes the work of victim advocates, who provide support for victims going to court. A video on domestic violence produced by MAG was shown and a calendar of events for Domestic Violence Awareness Month was provided at each place.

Mr. Smith then played the new video on Key Assets for the Greater Phoenix Rising website. Mr. Smith expressed appreciation to Kelly Taft, Jason Stephens, and Gary Stafford for producing the video. He said that the video demonstrates why this is such a great place to locate.

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

5. Approval of Consent Agenda

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

Chair Cavazos noted that no public comment cards had been received.

Mr. Smith noted that due to time constraints, there is no recommendation for agenda item 5D. It is anticipated that a recommendation will be presented to the Executive Committee. Mr. Smith noted that he would report back on the Executive Committee's approval to the Management Committee.

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

5A. Approval of the September 12, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the September 12, 2012, meeting minutes.

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

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG requested that street sweepers be purchased and reimbursement be

requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

5C. MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program

The MAG Management Committee, by consent, recommended approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2014 is required to be submitted to the ADOA by December 15, 2012. The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax is currently 20 cents per month, which is the lowest monthly 9-1-1 collection in the United States. The State 9-1-1 Office has determined that sufficient revenue will be collected to allow for continued network and equipment maintenance services, but no capital expenditures to replace aging 9-1-1 will be funded until near the end of the fiscal year when budget overages are determined. The State 9-1-1 Office has indicated the 9-1-1 funds will not cover reimbursements for logging recorders, additional 9-1-1 call taking positions, and funding new PSAPs.

5D. Accounting and Human Resource Management System Software

This item was removed from the agenda.

The FY 2013 MAG Unified Planning Work Program and Annual Budget includes \$200,000 to \$600,000 for a new accounting and Human Resource Management System. Earlier in the year, MAG was notified by the current accounting software would not be supported beginning July 1, 2013. On August 12, 2012, MAG issued a request for proposals from qualified consultants with the resources, experience and abilities to provide Enterprise Resource Planning solutions that will integrate internal and external management information across our organization in accounting and human resource management through an integrated software application. MAG received responses from four qualified consultants in response to the Request for Proposals, and during September, each of the proposer's demonstrated their products.

5E. On-Call Consulting List for the Data and Geographic Information Systems Support Project

The MAG Management Committee, by consent, recommended approval of the list of on-call consultants for Area of Expertise A (GIS Application Development): Arizona State University, Geographic Information Services, Planning Technologies, and Technology Associates International Corporation, TerraSystems Southwest; Area of Expertise B (Geospatial Data Collection and Development): Arizona State University, Geographic Information Services, Jacobs, Planning Technologies, and TerraSystems Southwest; Area of Expertise C (Non-Spatial Data Collection and Development): Applied Economics, Arizona State University, ESI, Planning Technologies, TerraSystems Southwest; for the MAG Data and Geographic Information Systems

Support Project, for a total amount not to exceed \$250,000. The FY 2013 MAG Unified Planning Work Program and Annual Budget lists the Data and Geographic Information Systems Support Project as an on-call solicitation for a cost not to exceed \$250,000. The purpose of the project is to enable MAG to collect, maintain, and disseminate timely and accurate data for use in geographic information systems to support socioeconomic and transportation planning needs. MAG issued a Request for Qualifications to create an on-call consulting list in three areas of expertise for the project and received 23 Statements of Qualifications (SOQs). A multi-agency evaluation team reviewed the SOQs and unanimously recommended to MAG that the following firms be included on a MAG on-call consulting list for the Data and Geographic Information Systems Support Project: Applied Economics, Arizona State University, ESI, Geographic Information Services, Jacobs, Planning Technologies, Technology Associates International Corporation, and TerraSystems Southwest.

6. 2012 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG staff, stated that A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400. The 2012 Annual Report is the eighth report in this series and covers the status of the life cycle programs for freeways/highways, arterial streets, and transit. He noted that the full report is posted on the MAG website. Mr. Herzog stated that a public hearing on the annual report is scheduled for November 15, 2012.

Mr. Herzog stated that all life cycle program costs and revenues were balanced at the end of FY 2010, however, the long-range revenue forecasts again decreased in FY 2011 and FY 2012. Mr. Herzog stated that rebalancing the life cycle programs continued to be a major focus of MAG, ADOT and RPTA during FY 2012.

Mr. Herzog stated that the forecasts of regional revenues of the half-cent sales tax through FY 2026 show a 23.7 percent decrease in FY 2011 and a 3.4 percent decrease in FY 2012. He noted that the FY 2012 actual half cent sales tax collections increased 4.8 percent. Mr. Herzog advised that this is the second year in a row it increased after three years of decline, however, half-cent receipts for FY 2012 remain 17.3 percent lower than those in FY 2007.

Mr. Herzog stated that the recurrence of an imbalance between projected costs and expected revenues in the Freeway Life Cycle Program resulted from lower revenue forecasts in FY 2011 and FY 2012. He stated that this resulted in the development of scenarios to balance the program and the Regional Council approved a scenario in May 2012. Program adjustments included rescheduled projects on the South Mountain Freeway and Interstate 10/Maricopa Freeway; transferred funding from the SR-303L (US-60 to I-17) to SR-303L (I-10 to MC-85); and a reduced I-17 (101L to I-10/Split) budget by \$300 million. Mr. Herzog stated that significant progress was made on projects during FY 2012. Among those were new high occupancy vehicle lanes on Loop 101 and Loop 202/Santan were completed. Those projects advertised for bids or under construction include SR-85 and Loop 303 freeway segments.

Mr. Herzog then addressed the Arterial Streets Life Cycle Program. The recurrence of an imbalance in the ALCP resulted from lower revenue forecasts, with a funding deficit of approximately \$40 million through FY 2026, as well as negative year-end cash balances. Mr.

Herzog stated that a rebalancing scenario for the Arterial Life Cycle Program was approved on September 26, 2012 by the MAG Regional Council. He noted that program adjustments include eliminating bonding and adjustments for inflation and deferring reimbursements by one to three years. Mr. Herzog advised that the rebalancing scenario includes no reimbursement cuts or dropped projects. He stated that during FY 2012, \$103 million was reimbursed to lead agencies, \$327 million has been disbursed, and 30 arterial projects have been completed. Mr. Herzog added that \$61 million in reimbursements is anticipated during FY 2013.

Mr. Herzog then detailed the Transit Life Cycle Program. He said that an imbalance in costs and revenues was identified in FY 2011. During FY 2012, RPTA/METRO moved forward with rebalancing the Transit Life Cycle Program by adjusting future services and capital projects to meet the projected revenues. Mr. Herzog advised that a rebalanced update of the 2012 Transit Life Cycle Program was approved on May 17, 2012, by the Valley Metro RPTA and METRO boards of directors. He stated that since the start of program, 17 new bus routes were implemented, three new light rail extensions were scheduled for completion in FY 2016, and ongoing operations were funded.

Mr. Herzog stated that a performance audit of the Regional Transportation Plan by the Auditor General is required every five years by A.R.S. 28-6313, and the first audit was released on December 21, 2011. He said that the audit found there was “no substantial evidence to warrant drastic modifications to the transportation system (plan) or specific projects.” Mr. Herzog stated that the audit provided 27 recommendations aimed at more efficient and effective implementation of the Transportation Plan, as well as stronger accountability for the performance of the plan. He advised that MAG, RPTA/METRO and ADOT, the Regional Transportation Plan partners, are jointly pursuing the recommendations.

Mr. Herzog stated that ongoing issues include the economy and its impact on transportation revenue collections, the impacts of new federal transportation legislation on funding, the need to make adjustments to project scopes, costs and programs, and continued implementation of the recommendations of the performance audit.

Chair Cavazos thanked Mr. Herzog for his report. No questions from the committee were noted.

7. MAG Managed Lanes Network Development Strategy - Phase I - Project Update

Bob Hazlett, MAG staff, provided an update on the MAG Managed Lanes Network Development Strategy - Phase I Project. He noted that this item was on the agenda for information and discussion. Mr. Hazlett stated that a report provided technical information on managed lanes and was given to the committee in June. This update would provide information on toll revenue modeling.

Mr. Hazlett stated that there are dedicated lanes for one or more user groups in a managed lanes concept. He noted that this region utilizes managed lanes through its high occupancy vehicle (HOV) system, which is the fourth largest in the nation. Mr. Hazlett stated that the primary benefit of managed lanes is travel time savings and reliability. He noted that one of the things this study

has been looking at its price managed lanes, where a single occupant vehicle is allowed to use the HOV lane at a price.

Mr. Hazlett pointed out on a map that there are currently 15 projects in the United States that use price managed lanes, and they are becoming more prominent in the construction of new or retrofit projects. Mr. Hazlett stated that four mega-projects valued between \$1.8 billion and \$2.6 billion are currently being constructed in the nation: the Capital Beltway (I-495) near Washington, D. C.; IH-635 LBJ Freeway in Dallas, Texas; the North Tarrant Expressway in Dallas, Texas; and the I-595 in Fort Lauderdale, Florida. Mr. Hazlett noted that a public private partnership to construct improvements could be a possible option on Interstate 10 or Interstate 17 in the MAG region.

Mr. Hazlett stated that the managed lanes study began one year ago, led by Parsons Brinckerhoff. He said that in screening the network for capacity based on volume, the most promising corridors for managed lanes were those that were indicated in green on the map he displayed. Mr. Hazlett stated that there are constructability issues in some corridors, mostly in developed areas.

Mr. Hazlett stated that the goal is to look at the network from a systemwide viewpoint. He stated that two scenarios were developed: Scenario One (single lane HOT system) and Scenario Two (dual lane HOT system).

Mr. Hazlett stated that to conduct toll and revenue modeling, the consultants used toll models from other cities because this region does not have any toll facilities. He said that the consultants ran a calculation of construction and operations cost estimates.

Mr. Hazlett stated that the 25-mile price managed lane system in Salt Lake City has been in use for five years and they are looking to expand it. He stated that the Utah Transit Authority is required to provide a report on performance measures to the Utah State Legislature, and the report found that safety in managed lanes is better than general purpose lanes as a result of more consistent speeds.

Mr. Hazlett stated that the performance criteria include level of service, peak period travel time savings, travel speed, and single lane and dual lane revenue and costs. He noted that the analysis showed that a managed lanes system would pay for itself. Mr. Hazlett pointed out on a map the top performing segments utilizing single and dual managed lanes, and noted that the study showed a 60 m.p.h. speed on managed lanes and a 20-30 m.p.h. speed in the general purpose lanes. He stated that the Spine would perform very well with dual lanes.

Mr. Hazlett stated that the study showed that a managed lanes network would provide reliability, be possible to construct, be revenue recovery sufficient, be a feasible solution, but require legislative action and a policy recommendation. He stated that policy guidance and action on moving forward will be requested of the MAG Management Committee, Transportation Policy Committee, and MAG Regional Council at a future meeting.

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

8. State Demographer's Office Update

Anubhav Bagley, MAG staff, stated that according to Executive Order 2011-04, there will be one set of state and county population projections, and they will be developed by the State Demographer's Office at the Arizona Department of Administration (ADOA) every three to four years. He said that the Council of Technical Solutions, which consists of representatives from regional councils, universities, and state agencies, meets every month to discuss technical issues as related to population data, methods and processes for the State of Arizona.

Mr. Bagley stated that MAG is required to use the county projections for state and federal planning purposes in Maricopa County, such as transportation and air quality models. Mr. Bagley stated that the 2007 set of projections, done before the economic downturn, is now out of date and the 2012 projections are currently under development by the State Demographer.

Mr. Bagley reviewed how the county population has grown twenty-fold from about 190,000 in 1940 to 3.8 million as of 2010. He noted that the existing projections continue that trend: 6.3 million by year 2040 and almost seven million by 2050. Mr. Bagley stated that Maricopa County represents approximately 60 percent of the state's population

Mr. Bagley pointed out the draft projections received last night is quite different than what they had seen previously. He stated that staff has been working with the State Demographer's Office to convince them that growth will return. Mr. Bagley stated that this region has experienced a downturn, but that has happened before and it will turn around.

Mr. Bagley then showed how the 2007 population projections for year 2010 was over-estimated by approximately 10 percent, or about 300,000 to 350,000 people. He noted that the draft projections were consistent with the projections done by Marshall Vest at the University of Arizona. Mr. Bagley stated that the new draft 2012 projections for 2030 population by the State Demographer's Office is six million and the 2040 projection is 6.3 million. He noted that historically, there was population growth in the first part of the last decade and population loss in the second part of the decade, beginning about 2007. Mr. Bagley stated that the new projections show population growth starting again, about 2014, where it continues to about 2030 and then the birth rates start coming down and aging rates increase. He added that Maricopa County will still retain about 60 percent of the state's population.

Mr. Bagley then described the timeline for population projections. Once MAG gets the draft final control totals, work will begin on the sub-county projections. He stated that the MAG Population Technical Advisory Committee will review the data, models, methods and assumptions, and will hold workshops and meetings. He noted that the final control totals will be brought back to the Management Committee and Regional Council.

Chair Cavazos thanked Mr. Bagley for his comments. No questions from the committee were noted.

9. Metropolitan Business Planning Initiative Update

Amy St. Peter, MAG staff, provided an update on the metropolitan business planning initiative. She said that the goal of this initiative is to produce a business plan for the region that is driven by a market analysis. Ms. St. Peter stated that the purpose of this presentation was to provide an update on the staffing and analysis planned in support of this project.

Ms. St. Peter stated that a presentation was given on possible initiatives in clean technology in June. In July, Brookings provided direction on ways to optimize the staffing for the metro business plan. Feedback focused on the following areas: (1) MAG and GPEC should be co-owners of the project. (2) Unify the analysis for the lead initiative and do not pursue different initiatives in parallel tracks. (3) Establish a steering committee with high level leaders who will be responsible for approving and implementing the business plan.

Ms. St. Peter stated that MAG and GPEC developed the material that was provided in the agenda packet. This material was presented and discussed at the September Executive Committee meeting.

Ms. St. Peter stated that MAG will take the lead on spatial efficiency and GPEC will drive the analysis in the other leverage points of regional concentrations (industry clusters), innovation, human capital, and governance. She said that MAG and GPEC will jointly develop and staff the steering committee comprising high level leaders such as mayors and CEOs. This committee will be formed in the next month.

Ms. St. Peter stated that GPEC will staff a working committee comprising members of their Innovation Council. MAG will provide support as needed. She noted that in addition, MAG committees such as Management Committee, EDC and Regional Council will continue to receive updates and provide input. Ms. St. Peter stated that the GPEC Innovation Council will also serve in the same capacity, with some of the members more directly involved through their participation on the working committee. Ms. St. Peter stated that the Brookings Institution continues to guide the work through their consultants and weekly conference calls help to coordinate the work.

Ms. St. Peter stated that GPEC and MAG have been working to update and refine the market analysis in the areas of spatial efficiency, regional concentrations, innovation, human capital, and governance.

Ms. St. Peter stated that GPEC and MAG currently are working on the strategic overview and workshops with the Brookings consultants are being planned for late October or early November. She noted that the purpose of these workshops is to engage industry and public sector leaders on strategy development based on the market analysis. On the basis of these strategies, potential initiatives will be developed by the working committee and approved by the steering committee. Ms. St. Peter stated that detailed operational and financial plans will be developed for the lead initiative, which will be approved by the steering committee and submitted to Brookings by January 2013. An implementation plan will be developed shortly thereafter. Ms. St. Peter stated that local launch events will be held in each of the regions participating in this round with a possible national launch in Washington, D. C., by April 2013.

Chair Cavazos thanked Ms. St. Peter for her report. No questions from the committee were noted.

10. Legislative Update

No report.

11. Request for Future Agenda Items

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

No requests for future agenda items were noted.

12. Comments from the Committee

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

No comments from the committee were noted.

Adjournment

There being no further business, Mr. Crossman moved, Mr. Hillman seconded, and the meeting was adjourned at 12:50 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Consultant Selection for the MAG Bicycle Count Project

SUMMARY:

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data which will be incorporated into the MAG performance measures, MAG safety and MAG modeling programs. A Request for Proposals was issued on August 21, 2012. MAG received proposals from four firms on September 20, 2012. The following firms applied: Alta Engineering, Inc., Lee Engineering, Inc., Pacific Traffic & Transit Data Services, Inc., and Chen Ryan Associates. A multi-jurisdictional proposal evaluation team met on October 9, 2012, to review and analyze the proposals and recommended to MAG the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This consultant will provide the technical expertise to MAG to provide actual data for four MAG programs including the bicycle program, performance measures, safety and modeling.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Recommend approval of Chen Ryan Associates to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000.

PRIOR COMMITTEE ACTIONS:

On October 23, 2012, the Bicycle and Pedestrian Committee recommended the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project.

MEMBERS ATTENDING

Reed Kempton, Scottsdale, Chair
Margaret Boone, Avondale, Vice Chair
Michael Sanders, ADOT
Tiffany Halperin, ASLA, Arizona Chapter

Robert Wisener, Buckeye
D.J. Stapley, Carefree
Ian Cordwell, Cave Creek
* Bob Beane, Coalition of Arizona Bicyclists

Jason Crampton, Chandler
* Mark Smith, El Mirage
Nicole Dailey, Gilbert
Steve Hancock, Glendale
* Joe Schmitz, Goodyear
Thomas Chlebanowski for Michael
Cartsonis, Litchfield Park
Denise Lacey, Maricopa County

Jim Hash, Mesa
Brandon Forrey, Peoria,
Katherine Coles, Phoenix
Anissa Jonovich for Ben Limmer, RPTA
Karen Savage, Surprise
Eric Iwersen, Tempe
* Mark Hannah, Youngtown

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

On October 9, 2012, a multi-disciplinary team met to review the proposals. The review team recommended to MAG the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project.

PROPOSAL EVALUATION TEAM

Reed Kempton, City of Scottsdale
Katherine Coles, City of Phoenix
Brandon Forrey, City of Peoria

Denise Lacey, Maricopa County
Jothan Samuelson, MAG
Maureen DeCindis, MAG

CONTACT PERSON:

Maureen DeCindis, Transportation Planner III, 602-254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...

DATE:

October 30, 2012

SUBJECT:

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

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty times with the last modification approved on September 26, 2012.

The Arizona Department of Transportation (ADOT) has requested project changes that include budget adjustments, deferrals, and administrative changes on projects. Member agencies have requested project changes that include cost changes to Highway Safety Improvement Program (HSIP), general budget adjustments, deferrals on Safe Routes to School projects, and administrative project changes. Two projects have been included that were inadvertently deleted from an administrative scripting error. On October 25, 2012, the Transportation Review Committee (TRC) recommended approval.

Since the TRC meeting, two projects have been added to the list of proposed changes which include the new intersection projects at Grand Avenue and Bell Road in Surprise and at Grand Avenue and Thompson Ranch Road in El Mirage. These two projects were included in the Proposition 400 project for improvements on Grand Avenue from L101 to L303. The two projects will go through ADOT committee process and review.

The requested project changes are included in Table A. The projects added since the TRC meeting are indicated with yellow tinting on Table A. All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None.

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 accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee (TRC): On October 25, 2012, the TRC recommended approval.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- #Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- #Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- Queen Creek: Troy White
- Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- ITS Committee: Debbie Albert, Glendale
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

Table A. Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

10/31/2012

HIGHWAY			Changes to TIP in Red											Requested Change
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	
DOT11-721	ADOT	17: SR101L - Anthem Way	Design FMS	2012	Jun-14	14	8	8	CMAQ	\$ 51,300	\$ 848,700	\$ -	\$ 900,000	Admin Mod: Change project name to "SR101L -Anthem Way" from "SR101L - SR74"
DOT12-139	ADOT	101 (Pima Fwy): Chaparral Rd to SR202L (Red Mtn Fwy)	Design general purpose lane	2012	Jan-16	5	8	10	RARF	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	Amend: Increase total project budget by \$1,000,000 from \$3,000,000 to \$4,000,000. Additional funding is needed due to extensive coordination with the adjacent communities and the need for extensive landscaping and FMS design. Cost increase is 33%
DOT13-929	ADOT	101 (Pima Fwy): Shea Blvd to Chaparral Rd	Design general purpose lane	2012	Jan-16	5	8	10	RARF	\$ -	\$ -	\$ 4,400,000	\$ 4,400,000	Amend: Increase total project budget by \$1,000,000 from \$3,400,000 to \$4,400,000. Additional funding is needed due to extensive coordination with the adjacent communities and the need for extensive landscaping and FMS design. Cost increase is 29%
DOT13-152	ADOT	303: El Mirage Rd	Design traffic interchange	2013	Feb-16	0.2	4	4	IM	\$ -	\$ 2,640,400	\$ 159,600	\$ 2,800,000	Amend: Increase total project budget by \$1,400,000 from \$1,400,000 to \$2,800,000. Additional funding is needed to address Loop 303 improvements at the intersection. Cost increase is 80%
DOT12-836	ADOT	60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell traffic interchange, Phase 2	Design traffic interchange	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Amend: Change name add in location: Grand Ave at Bell Rd. traffic interchange, increase total amount by \$,1520,000.
DOT13-952	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Bell Rd traffic interchange, Phase 2	R/W Acquisition	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 7,000,000	\$ 7,000,000	Amend: Change name add in location: Grand Ave at Bell Rd. traffic interchange, increase total amount by \$ 500,000.
NEW • DOT15-140C	ADOT	60 (Grand Ave): SR303L - SR101L corridor, Grand Ave at Bell traffic interchange, Phase 2	Construct Traffic Interchange	2015	2016	0.25	6	10	RARF	\$ -	\$ -	33,000,000	\$ 33,000,000	Amend: Advance construction from FY2016 to 2015.
NEW • DOT14-156D	ADOT	60 (Grand Ave): SR303L - SR101L corridor, Grand Ave at Thompson Ranch traffic interchange, Phase 2	Design traffic interchange	2014	2016	0.25	6	10	RARF	\$ -	\$ -	1,500,000	\$ 1,500,000	Amend: Add new line item, define location: Grand Ave at Thompson Ranch traffic interchange.
DOT14-156	ADOT	60 (Grand Ave): SR303L - SR101L corridor, Grand Ave at Thompson Ranch traffic interchange, Phase 2	R/W Acquisition	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	Amend: Change name: Grand Ave at Thompson Ranch traffic interchange, and reduce budget by \$1,700,000 to \$3,000,000 Total cost.
NEW • DOT15-156C	ADOT	60 (Grand Ave): SR303L - SR101L corridor, Grand Ave at Thompson Ranch traffic interchange, Phase 2	Construct Traffic Interchange	2015	2016	0.25	6	10	RARF	\$ -	0	11,500,000	\$ 11,500,000	Amend: Add new line item, define location to segment: Grand Ave at Thompson Ranch traffic interchange, advance construction from FY2016 to 2015.
DOT13-953	ADOT	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	2014	Jul-15	0.2	4	4	NHS	\$ -	\$ 7,700,000	\$ 4,000,000	\$ 11,700,000	Amend: Defer construction project from FY 2013 to FY 2014 based on the current design schedule.

Maricopa Association of Governments

HIGHWAY			Changes to TIP in Red											Requested Change
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	
CHN13-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway.	2013	Jul-15	1	2	4	HSIP	\$ 139,878	\$ 1,157,061	\$ -	\$ 1,296,939	Amend: Add back into TIP. Project line item was deleted in September 26, 2012 action. Administrative script error.
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening.	2014	Jul-15	1	2	4	HSIP	\$ 3,830,396	\$ 2,250,773	\$ -	\$ 6,081,169	Amend: Add back into TIP. Project line item was deleted in September 26, 2012 action. Administrative script error during rebalancing of ALCP.
MES13-118CZ	Mesa	Southern Ave at Stapley Dr	Construct intersection improvement	2015	Jul-16	0.5	4.0	6.0	HSIP	\$ 381,741	\$ 6,315,471	\$ -	\$ 6,697,212	Amend: Decrease Total project cost and federal cost by \$381,741. Defer project to 2015. ADOT indicates that HSIP funding for project will not be available until 2015.
PHX11-111	PHX	Wilson School District	Construct Sidewalks	2013	Jun-14	0.5	2	2	SRTS	\$ -	\$ 298,724	\$ -	\$ 298,724	Amend: Defer project from FFY2012 to FFY2013
PHX11-112	PHX	Mitchell Elementary School	Construct Sidewalks	2013	Jun-14	0.5	2	2	SRTS	\$ -	\$ 300,000	\$ -	\$ 300,000	Amend: Defer project from FFY2012 to FFY2013
PHX12-106	PHX	Jorgensen Elementary School	Sidewalk, curb, gutter, ADA Ramps, and st lighting on the west side of 17th Ave from Broadway to Roeser	2013	Jun-14	0.5	2	2	SRTS	\$ 20,000	\$ 330,500	\$ -	\$ 350,500	Amend: Defer project from FFY2012 to FFY2013
PHX12-107	PHX	Garcia Elementary School	Sidewalk, curb, gutter, ADA Ramps, and st lighting on the north side of Yuma St between 27th-28th Ave	2013	Jun-14	0.1	2	2	SRTS	\$ 24,200	\$ 398,800	\$ -	\$ 423,000	Amend: Defer project from FFY2012 to FFY2013
TMP12-805	Tempe	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	2013	May-14	1.0	4.0	4.0	CMAQ	\$ 123,600	\$ 1,193,891	\$ -	\$ 1,317,491	Admin: Engineering estimate returned lower total cost. Reduce Local Cost by \$1,327,639, Reduce total cost to \$1,317,491.

Changes to TIP in Red

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Contract Amendment for the MAG Freight Transportation Framework Study

SUMMARY:

In May 2012, the Regional Council approved the FY 2013 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included the MAG Freight Transportation Framework Study. The goal of the study was to identify freight related economic development opportunities in the Sun Corridor. During the past 24 months the freight team conducted surveys, analyzed commodity flows, met with stakeholders, and analyzed 16 freight opportunity locations throughout the Sun Corridor. The current MAG Freight Transportation Framework Study and scope of work are in the final stages of completion. The MAG Economic Development Committee has requested an economic development retreat for the Sun Corridor on March 6, 2013, to seek alignment of the ideas in the study with the Sun Corridor representatives. It has been requested that the MAG and Parsons Brinckerhoff freight team present the freight study recommendations with supporting materials at this retreat. The additional work for this retreat exceeds the current scope of work and budget, therefore, an amendment to the current freight study contract in the amount of \$50,000 is requested to complete this work.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of consultant services will enable MAG to proceed with the Sun Corridor Economic Development Retreat in a timely manner.

CONS: Delaying the above work element would delay the Economic Development retreat and impact plans for the Sun Corridor to implement the recommendations identified in the MAG Freight Transportation Framework Study.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in Freight Transportation. The MAG-Parsons Brinckerhoff freight team identified five (5) key recommendations from the Freight Transportation Framework Study that would provide the Joint Planning Advisory and MAG Economic Development Committee with direction on developing the freight framework for the Sun Corridor. White papers would be developed to coincide with the upcoming MAG Economic Development Sun Corridor retreat in March 2013. The white papers would describe in detail the identified recommendation, discuss best practices from around the country and provide action items for the Sun Corridor to implement the recommended action.

POLICY: This study allows MAG, MAG Economic Development Committee and the Joint Planning Advisory Council to provide the Sun Corridor with information they will need to make decisions regarding land use and transportation strategies and development proposals in the near future.

ACTION NEEDED:

Recommend approval to amend the Parsons Brinckerhoff contract by \$50,000 to be used in the Freight Transportation Framework Study.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Tim Strow, Transportation Planner, MAG (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Salt River Pima-Maricopa Indian Community Project Change Request

SUMMARY:

During the 2008 open application process, Salt River Pima-Maricopa Indian Community (SRPMIC) applied for Congestion Mitigation and Air Quality (CMAQ) funds to pave 7.125 miles of unpaved roads in FY 2012. In March 2009, the MAG Regional Council approved programming \$2.5 million to pave 4.56 miles on Dobson Road, Center Street, Mesa Drive, McDonald Drive, and Alma School Road for FY 2012. In June 2011, the MAG Regional Council approved a request for additional paving on Mesa Drive of approximately \$0.1 million in CMAQ funding to pave 0.8 miles. In November 2011, at the suggestion of MAG staff and based on the schedule, the Community requested to combine the two projects and defer as a single project. The MAG Regional Council approved the request to combine the two paving projects into the current Transportation Improvement Plan (TIP) listing SRP12-801, and defer to FY 2013. The total project mileage after combining projects is 5.36 miles. Since then the Community has requested to make modifications to the project, program a right-of-way phase, and defer construction.

At the time the projects were combined into one project and deferred, preliminary scoping for the project by the consultant for the Arizona Department of Transportation (ADOT) did not indicate that right-of-way (ROW) acquisition would be needed as the roadways to be paved had been in continuous use for a number of years and utilities had been installed. Community ROW maps indicated that all ROW was owned by the Community. Since then it has been determined that there are a number of sections requiring ROW acquisition. To expedite the acquisitions, the Community is requesting to create a federally funded ROW phase to be programmed in FY 2013. At a work session, the SRPMIC Tribal Council authorized Community staff to pursue a ROW request for \$1 million to be removed from the construction phase, and to be put on a ROW phase and offset the \$1 million with tribal funds for construction. The Community is also requesting to defer the construction phase to FY 2015 as ADOT staff has indicated that up to 18 months could be required to obtain the ROW clearance. The ROW clearance will also need to be reviewed by the Bureau of Indian Affairs (BIA). ADOT and its design consultant agree that the timeline to acquire the ROW is achievable. The request to amend the FY 2011-2015 TIP and Regional Transportation Plan (RTP) 2010 Update is attached.

In addition, the Community is requesting to revise the scope of the project without reducing the miles to be paved to address action taken by the Salt River Project (SRP) to dead end the Dobson Road segment. The SRP action reduces the traffic on the Dobson section from approximately 400 vehicles per day to nearly zero. Please refer to the attached materials for additional information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The request to modify the scope of the project keeps the same length of paving, addresses the average daily traffic, keeps the cost of the total project the same, and allows the entire project to move forward.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The ADOT Project Manager and the design consultant have determined that the updated project schedule is achievable. The requests for project modifications are allowable utilizing the federal CMAQ funding. Air quality benefits from completing the project as currently proposed have been evaluated.

POLICY: The MAG Federal Fund Programming Guidelines & Procedures were approved October 26, 2011. As per Section 600, each project is allowed a one-time deferral option. The Community is requesting a second deferral which would require the project be deleted from the TIP. The Community chose to appeal the project being deleted from the TIP. As per Section 900: Appeals Process offers relief to allow the project sponsor to present their request through the MAG committee process.

Additionally in Section 600, actions 'not in the control of an agency' include the actions of third parties such as utility companies, railroads, property owners, the courts, other governmental agencies and reviewing agencies who may fail to provide timely reviews/approvals. Actions also not under the control of a sponsor include issues that could not have been reasonably anticipated when the project was initiated such as the discovery archaeological artifacts, hazardous materials, or impacts to endangered or threatened species in areas where none of these issues had been encountered or known to exist previously. The Community is requesting to defer based on Salt River Project closing access at the end of the Community's road that had been used for a number of years and moving the proposed project construction to roadways that now have the deferred average daily traffic. Additionally, the Community is requesting the construction phase to be deferred until 2015 that will allow the ROW acquisitions that were not identified during initial scoping and review of the Community's maps.

ROW with federal CMAQ funding: The Community is requesting to fund ROW with a portion of the programmed construction phase federal CMAQ funding. Although MAG does not have a written policy prohibiting the funding of ROW purchases for paving projects, ROW acquisition is an eligible use of funds under federal regulations. It has been the practice of MAG to only fund the construction phase for PM-10 paving projects. The practice not to fund the ROW acquisition phase is due to the limited federal CMAQ funding that is available and to prohibit the use of CMAQ to fund private development activities. Typically, current public unpaved roadways have had ROW acquired and cleared when the road was originally developed and put into use.

ACTION NEEDED:

Recommend approval of the changes to the Salt River Pima-Maricopa Indian Community project as described, and for the related amendments and modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the October 25, 2012 agenda. The committee recommended that the project construction be deferred to FY 2015, that a portion of the construction

funding be programmed for the ROW phase with federal CMAQ funding, and to revise the sections to be paved. The motion passed with, one member voting *No (Italics)*.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- # Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- # Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- Queen Creek: Troy White
- Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- ITS Committee: Debbie Albert, Glendale

- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

Attended by Audioconference

Street Committee: This item was on the September 11, 2012 agenda. The committee recommended that the project be deferred to FY 2015. The committee recommended approval of the Community request to revise the sections to be paved. The committee requested additional information on the MAG policy for funding ROW with federal CMAQ funding. The committee also questioned the ROW schedule as documented and suggested that it be reviewed and updated if necessary.

MEMBERS ATTENDING

- Charles Andrews, Avondale, Chairman
- Lupe Harriger, ADOT
- Jose Heredia, Buckeye
- Dan Cook, Chandler
- * Bob Senita, El Mirage
- * Tony Rodriguez, Gila River Indian Community
- Tom Condit for Michael Gillespie, Gilbert
- Purab Adabala for Bob Darr, Glendale
- * Hugh Bigalk, Goodyear
- * Gino Turrubiates, Guadalupe
- * Darryl Crossman, Litchfield Park
- Lee Jimenez for Chris Plumb, Maricopa County

- * Bill Hernandez, Guadalupe
- Maria Deeb, Mesa
- James Shano, Paradise Valley
- Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Todd Taylor for Phil Kercher, Scottsdale
- Nicholas Mascia, Surprise
- Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- * Jim Fox, Youngtown

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

Attended by Audioconference

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, 602.254.6300, kennedy@azmag.gov

Table B. SRPMIC Requested Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program
10/30/2012

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SRP12-801RW	Salt River Pima-Maricopa Indian Community	Pave Dirt Roads: Center Rd, Mesa Dr, McDonald, and Alma School	ROW: Unpaved Road	2013	2016	5.4	2	2	CMAQ	\$ 60,445	\$ 1,000,000	\$ -	\$ 1,060,445	Amend: New right-of-way phase, \$1,000,000 CMAQ from construction phase.
SRP12-801	Salt River Pima-Maricopa Indian Community	Pave Dirt Roads: Center Rd, Mesa Dr, McDonald, and Alma School	Construct: Pave Unpaved Road	2015	2016	5.4	2	2	CMAQ	\$ 2,509,717	\$ 1,589,595	\$ -	\$ 4,099,312	Amend: Reduce CMAQ funding by \$1,000,000 (move to ROW phase), increase local amount by \$1,396,126 on construction phase. Defer construction phase from FY2013 to FY2015. Total federal project cost for ROW and construction remains the same.

Changes to TIP in Red

Request to Defer and Reprogram SRPMIC CMAQ Project

Transportation Review Committee Information Packet



Presented by:

Phil Matthews, P.E.

Jennifer Jack, P.E.

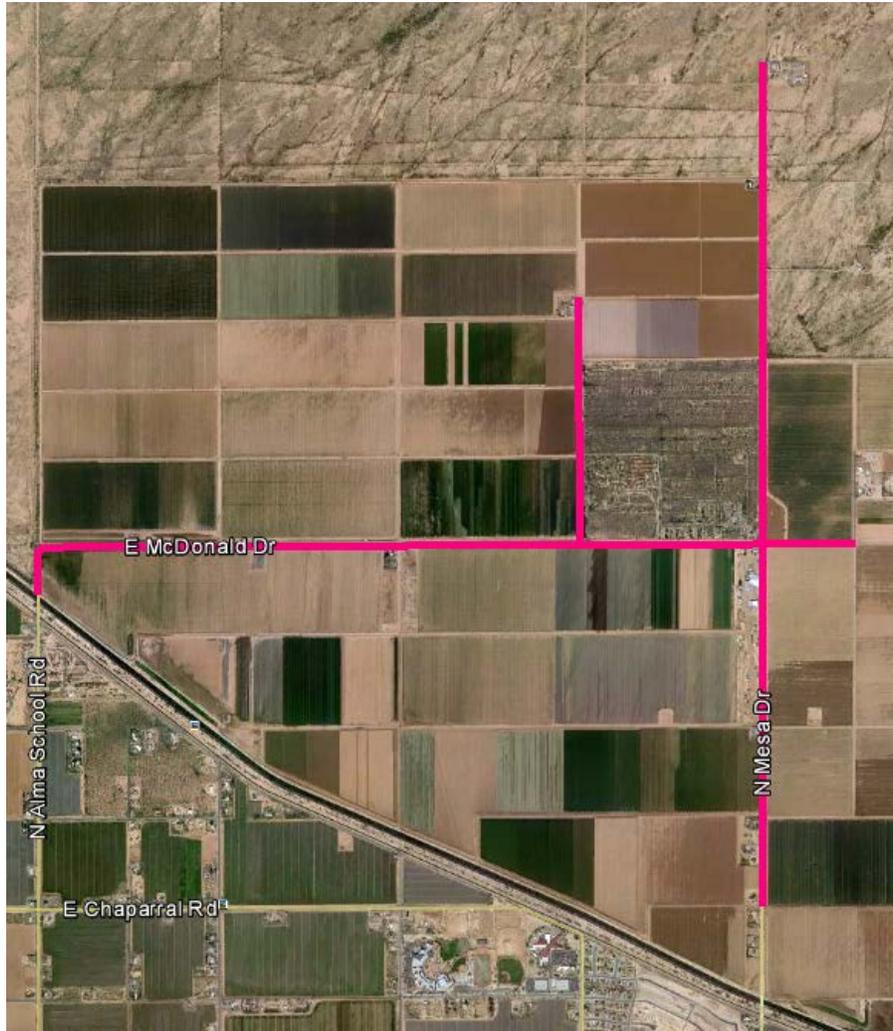
**Salt River Pima-Maricopa Indian Community
Engineering & Construction Services**

October 25, 2012

Request

1. Remove Dobson Road and adjust the length on Mesa Drive and Center Street to maintain 5.36 miles to be paved.

Road	From	To	AADT	ADT Year	Length (miles)
Alma School	AZ Canal	McDonald	315	2011	0.13
McDonald	Alma School	Olive	347	2012	2.25
Mesa Drive	Chaparral	Hummingbird	543	2011	2.30
Center	McDonald	Lincoln			0.68
Total					5.36



2. Reprogram \$1M of the construction funds for right of way acquisition in FY 2013.
3. Defer the construction funds to FY 2015.

Location	Work Description	TIP ID	FY	Federal	Local	Total
Pave Dirt Roads: Center St, Mesa Dr, McDonald Dr, and Alma School Rd	Pave Unpaved Road - ROW Acquisition	SRP12-801RW	2013	1,000,000	60,445	1,060,445
Pave Dirt Roads: Center St, Mesa Dr, McDonald Dr, and Alma School Rd	Pave Unpaved Road - Construction	SRP12-801C	2015	1,589,595	2,509,717	4,099,312

Justification

1. At the time of application, Dobson Rd from Indian Bend to the AZ Canal experienced 439 vehicles per day and was on the Tribal Council's list of priority projects. Since there is no bridge crossing at the AZ Canal, traffic used the AZ Canal access road as a connector to the bridge at Alma School Rd or Mesa Dr. A bridge on Dobson Rd is not desired by the Tribal Council in the near term. Since the time of application, SRP has closed the AZ Canal access road and the ADT has fallen to nearly zero.



Aerial map of Dobson Rd from Indian Bend to AZ Canal



Dobson Rd at Indian Bend looking south

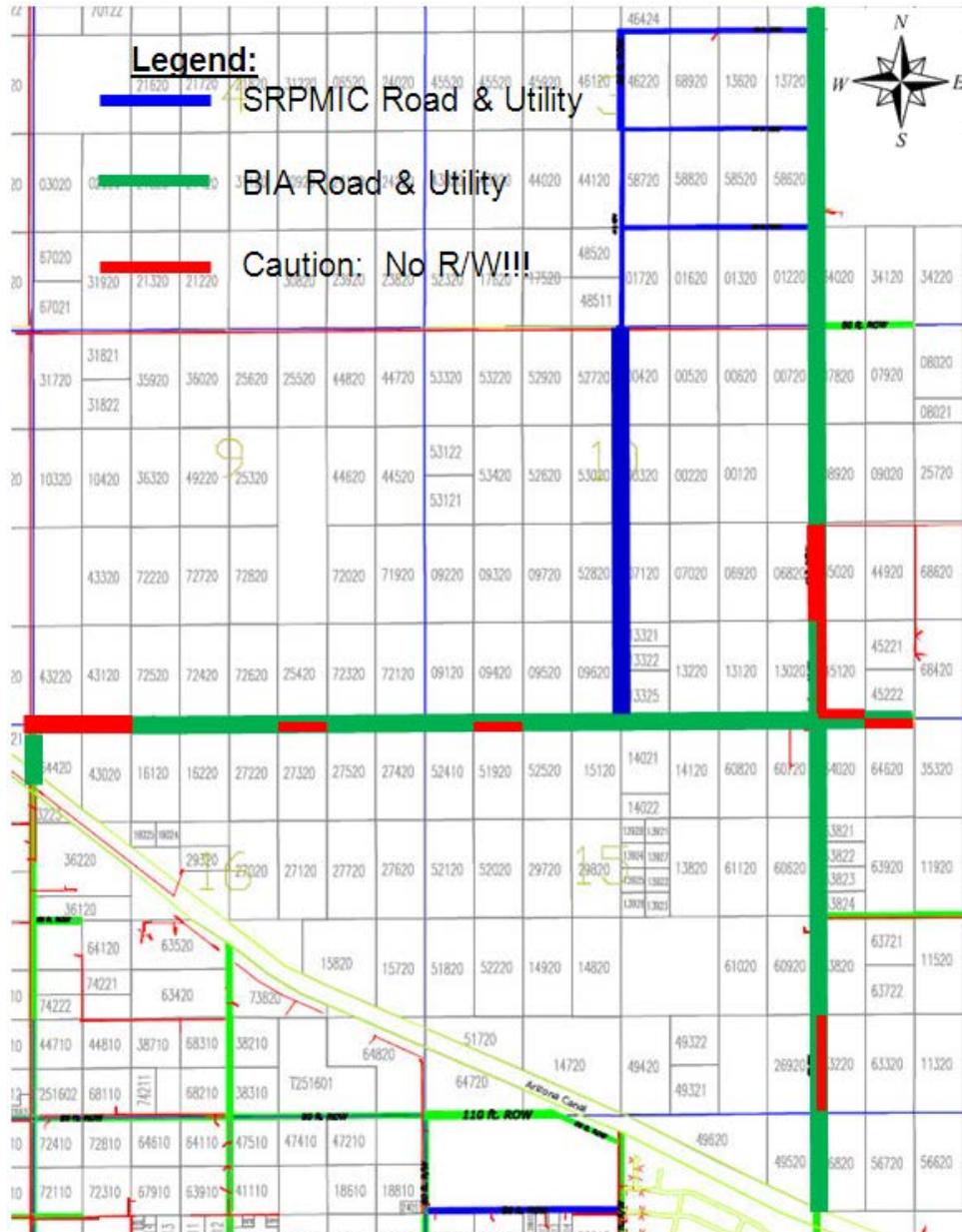


Dobson Rd at AZ Canal looking south



AZ Canal Access road looking east at Dobson Rd

- During preliminary engineering and right of way verification, excepted portions were identified within the Grants of Easement, most notably the portion of McDonald Drive east of Alma School Road. SRPMIC initially intended to make roadway adjustments to utilize the existing right of way and keep the project on schedule under the first deferral. SRPMIC was notified by ADOT and FHWA that in order to use CMAQ funding, they must acquire the missing right of way, which is an eligible project cost. The Tribal Council authorized staff to pursue CMAQ federal funds for right of way acquisition. The total estimated compensation is \$946,800. CMAQ funds are available now to move the project forward, giving the Tribe time to program offset funds for the construction phase.



- It was expected that the project could be completed under the first deferral. However, since right of way is required (as discussed in item 2 above), an additional 2 years will be necessary to complete the right of way acquisition process. Construction funds need to be deferred to FY 2015 in order to allow time for the right of way acquisition process.

Schedule

Phase	Step	Actual/Planned Date		Status
		Start	End	
Design	Construction - Only			
	Preliminary PA	11/15/2011	9/15/2012	Revising Draft
	Final PA	9/15/2012	10/15/2012	Not Started
	30% Plans	10/15/2012	12/15/2012	Not Started
	60% Plans	7/1/2013	9/30/2013	Not Started
	95% Plans	10/1/2013	12/30/2013	Not Started
Env	Construction Or Procurement			
	PS&E	1/1/2014	8/1/2014	Not Started
	Hazmat Report	6/1/2012	10/30/2012	Underway
	Biological Report	6/1/2012	10/30/2012	Underway
ROW	Cultural Report	6/15/2012	11/15/2012	Underway
	Env Document/Clearance	8/1/2012	7/1/2013	Underway
	Inventory Completed	7/28/2011	2/8/2012	Completed
Other	Acquisitions Completed	7/1/2013	7/1/2015	Not Started
	ROW Clearance	7/1/2013	7/1/2015	Not Started
Other	Utilities Clearance	10/15/2012	4/30/2013	Not Started
	Materials Memo	10/15/2012	3/31/2013	Not Started
	IGA/JPA	5/3/2011	12/1/2011	Approved By All Parties
	Authorize Project	8/1/2014	7/1/2015	Not Started

SRPMIC received the FHWA Authorization for preliminary engineering. A consultant has been selected and their task order was approved September 2011. The IGA/JPA for preliminary engineering was approved by SRPMIC Tribal Council and ADOT November 2011. The final PA and environmental reports are underway. ADOT and their consultant have confirmed that the above schedule is realistic and the project will be able to be completed within the timeframes indicated. SRPMIC feels that the external issues relating to the pave unpaved roads project have been identified and can be resolved with approval of this request.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

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 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation Freeway Life Cycle projects, changes to Highway Safety Improvement Program projects, and changes to Safe Routes to School 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 November 30, 2012.

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, METRO/RPTA, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, 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 and Regional Transportation Plan 2010 Update.

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.

October 30, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, METRO/RPTA
William Wiley, Maricopa County Air Quality Department
Al Larson, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
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 2011-2015 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 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation Freeway Life Cycle projects, changes to Highway Safety Improvement Program projects, and changes to Safe Routes to School projects. Comments on the conformity assessment are requested by November 30, 2012.

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 Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 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 2011-2015 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 2011-2015 MAG Transportation Improvement Program include 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 Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 remains unchanged by this action.

Amendment and Administrative Modification to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

HIGHWAY															
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT11-721	ADOT	17: SR101L - Anthem Way	Design FMS	2012	Jun-14	14	8	8	CMAQ	\$ 51,300	\$ 848,700	\$ -	\$ 900,000	Admin Mod: Change project name to "SR101L -Anthem Way" from "SR101L - SR74"	A minor project revision is needed to change the project name. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-139	ADOT	101 (Pima Fwy): Chaparral Rd to SR202L (Red Mtn Fwy)	Design general purpose lane	2012	Jan-16	5	8	10	RARF	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	Amend: Increase total project budget by \$1,000,000 from \$3,000,000 to \$4,000,000. Additional funding is needed due to extensive coordination with the adjacent communities and the need for extensive landscaping and FMS design.	A minor project revision is needed to increase the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-929	ADOT	101 (Pima Fwy): Shea Blvd to Chaparral Rd	Design general purpose lane	2012	Jan-16	5	8	10	RARF	\$ -	\$ -	\$ 4,400,000	\$ 4,400,000	Amend: Increase total project budget by \$1,000,000 from \$3,400,000 to \$4,400,000. Additional funding is needed due to extensive coordination with the adjacent communities and the need for extensive landscaping and FMS design. Cost increase is 129%	A minor project revision is needed to increase the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-152	ADOT	303: El Mirage Rd	Design Transportation Interchange	2013	Feb-16	0.2	4	4	IM	\$ -	\$ 2,640,400	\$ 159,600	\$ 2,800,000	Amend: Increase total project budget by \$1,400,000 from \$1,400,000 to \$2,800,000. Additional funding is needed to address Loop 303 improvements at the intersection.	A minor project revision is needed to increase the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-836	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand at Bell Transportation Interchange, Phase 2	Design traffic interchange	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Amend: Change name add in location: Grand Ave at Bell Rd. Transportation Interchange, increase total amount by \$1,520,000.	A minor project revision is needed to change name and increase the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-952	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Bell Rd Transportation Interchange, Phase 2	R/W Acquisition	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 7,000,000	\$ 7,000,000	Amend: Change name add in location: Grand Ave at Bell Rd. Transportation Interchange, increase total amount by \$ 500,000.	A minor project revision is needed to change name and increase the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT15-140C	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Bell Transportation Interchange, Phase 2	Construct Traffic Interchange	2015	2016	0.25	6	10	RARF	\$ -	\$ -	33,000,000	\$ 33,000,000	Amend: Advance construction from FY2016 to 2015, reduce total amount by \$5,320,000.	The new project would not affect the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-156D	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Thompson Ranch Transportation Interchange, Phase 2	Design traffic interchange	2014	2016	0.25	6	10	RARF	\$ -	\$ -	1,500,000	\$ 1,500,000	Amend: Add new line item, define location: Grand Ave at Thompson Ranch Transportation Interchange.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-156	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Thompson Ranch Transportation Interchange, Phase 2	R/W Acquisition	2014	2016	0.25	6	10	RARF	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	Amend: Change name: Grand Ave at Thompson Ranch Transportation Interchange, and reduce budget by \$1,700,000 to \$3,000,000 Total cost.	A minor project revision is needed to change name and decrease the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT15-156C	ADOT	60 (Grand Ave): SR303L - SR101L Corridor, Grand Ave at Thompson Ranch Transportation Interchange, Phase 2	Construct Traffic Interchange	2015	2016	0.25	6	10	RARF	\$ -	0	11,500,000	\$ 11,500,000	Amend: Add new line item, define location to segment: Grand Ave at Thompson Ranch Transportation Interchange, advance construction from FY2016 to 2015.	The new project would not affect the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-953	ADOT	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	2014	Jul-15	0.2	4	4	NHS	\$ -	\$ 7,700,000	\$ 4,000,000	\$ 11,700,000	Amend: Defer construction project from FY 2013 to FY 2014 based on the current design schedule.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
CHN13-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway.	2013	Jul-15	1	2	4	HSIP	\$ 139,878	\$ 1,157,061	\$ -	\$ 1,296,939	Amend: Add back into TIP. Project line item was deleted in September 26, 2012 action. Administrative script error.	A minor project revision is needed to add project back into TIP. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
CHN14-102CZ	Chandler	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening.	2014	Jul-15	1	2	4	HSIP	\$ 3,830,396	\$ 2,250,773	\$ -	\$ 6,081,169	Amend: Add back into TIP. Project line item was deleted in September 26, 2012 action. Administrative script error during rebalancing of ALCF.	A minor project revision is needed to add project back into TIP. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES13-118CZ	Mesa	Southern Ave at Stapley Dr	Construct intersection improvement	2015	Jul-16	0.5	4.0	6.0	HSIP	\$ 381,741	\$ 6,315,471	\$ -	\$ 6,697,212	Amend: Decrease Total project cost and federal cost by \$381,741. Defer project to 2015. ADOT indicates that HSIP funding for project will not be available until 2015.	A minor project revision is needed to decrease the budget and defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX11-111	Phoenix	Wilson School District	Construct Sidewalks	2013	Jun-14	0.5	2	2	SRTS	\$ -	\$ 298,724	\$ -	\$ 298,724	Amend: Defer project from FFY2012 to FFY2013	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX11-112	Phoenix	Mitchell Elementary School	Construct Sidewalks	2013	Jun-14	0.5	2	2	SRTS	\$ -	\$ 300,000	\$ -	\$ 300,000	Amend: Defer project from FFY2012 to FFY2013	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX12-106	Phoenix	Jorgensen Elementary School	Sidewalk, curb, gutter, ADA Ramps, and street lighting on the west side of 17th Ave from Broadway to Roeser	2013	Jun-14	0.5	2	2	SRTS	\$ 20,000	\$ 330,500	\$ -	\$ 350,500	Amend: Defer project from FFY2012 to FFY2013	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX12-107	Phoenix	Garcia Elementary School	Sidewalk, curb, gutter, ADA Ramps, and street lighting on the north side of Yuma St between 27th-28th Ave	2013	Jun-14	0.1	2	2	SRTS	\$ 24,200	\$ 398,800	\$ -	\$ 423,000	Amend: Defer project from FFY2012 to FFY2013	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP12-805	Tempe	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	2013	May-14	1.0	4.0	4.0	CMAQ	\$ 123,600	\$ 1,193,891	\$ -	\$ 1,317,491	Admin: Engineering estimate returned lower total cost. Reduce Local Cost by \$1,327,639, Reduce total cost to \$1,317,491.	A minor project revision is needed to decrease the budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ Funding

SUMMARY:

The purchase of PM-10 Certified Street Sweepers supports a committed control measure made in regional air quality plans to reduce particulate matter that becomes airborne from vehicle travel on paved roads. The fiscal year (FY) 2013 MAG Unified Planning Work Program and Annual Budget and the FY 2011-2015 MAG Transportation Improvement Program contain \$900,000 in FY 2013 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$346,973 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 \$1,246,973. On October 25, 2012, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding.

Consistent with federal CMAQ guidance, MAG staff evaluated the sweeper projects for estimated emission reductions and cost-effectiveness based on federal funds requested. In addition, the Committee considered other data such as emission reductions, proximity to PM-10 monitors, frequency of sweeping, geographical area to be swept, expansion of areas to be swept, and number of certified street sweepers already purchased. The prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding and evaluation summary are attached.

According to the MAG Federal Fund Programming Guidelines and Procedures, project applications are to be reviewed by the MAG Street Committee. On October 17, 2012, the Street Committee conducted a review of the PM-10 Certified Street Sweeper project applications.

PUBLIC INPUT:

An opportunity for public comment was provided at the MAG Air Quality Technical Advisory Committee meeting. No public comments were received.

PROS & CONS:

PROS: The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Serious Area PM-10 Plan contains the committed measure “PM-10 Efficient Street Sweepers”.

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:

Recommend approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding.

PRIOR COMMITTEE ACTIONS:

Air Quality Technical Advisory Committee: On October 25, 2012, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding.

MEMBERS ATTENDING

- Oddvar Tveit, Tempe, Chairman
- # Elizabeth Biggins-Ramer, Buckeye, Vice Chair
- * Kristen Sexton, Avondale
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Jessica Koberna, Gilbert
- Doug Kukino, Glendale
- * Cato Esquivel, Goodyear
- # Greg Edwards for Scott Bouchie, Mesa
- William Mattingly, Peoria
- Philip McNeely, Phoenix
- Sam Brown for Tim Conner, Scottsdale
- # Margaret Perez for Antonio DeLaCruz, Surprise
- # Mark Hannah, Youngtown
- Ramona Simpson, Queen Creek
- * American Lung Association of Arizona
- Kristin Watt, Salt River Project
- Rebecca Hudson, Southwest Gas Corporation
- * Mark Hajduk, Arizona Public Service Company
- # Gina Grey, Western States Petroleum Association
- Robert Forrest, Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Association
- Jeannette Fish, Maricopa County Farm Bureau
- Steve Trussell, Arizona Rock Products Association
- Amy Bratt, Greater Phoenix Chamber of Commerce
- Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
- * Mannie Carpenter, Valley Forward
- * Kai Umeda, University of Arizona Cooperative Extension
- Beverly Chenausky, Arizona Department of Transportation
- Diane Arnst, Arizona Department of Environmental Quality
- *Environmental Protection Agency
- Frank Shinzel for Jo Crumbaker, Maricopa County Air Quality Department
- * Michelle Wilson, Arizona Department of Weights and Measures
- * Ed Stillings, Federal Highway Administration
- Mary Springer for Judi Nelson, Arizona State University
- * Christopher Horan, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.
 #Participated via telephone conference call.
 +Participated via video conference call.

Street Committee: On October 17, 2012, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for Phoenix, Gilbert, Tempe, Maricopa County, and Glendale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

- | | |
|--|--|
| Charles Andrews, Avondale, Chairman | Chris Plumb, Maricopa County |
| Lupe Harriger, ADOT | Maria Deeb, Mesa |
| Jose Heredia, Buckeye | James Shano, Paradise Valley |
| Dan Cook, Chandler | Ben Wilson, Peoria |
| Bob Senita, El Mirage | Shane L. Silsby, Phoenix |
| * Tony Rodriguez, | Janet Martin, Queen Creek |
| Gila River Indian Community | * Elaine Cabrera, Salt River Pima-Maricopa |
| * Michael Gillespie, Gilbert | Indian Community |
| Bob Darr, Glendale | Phil Kercher, Scottsdale |
| Hugh Bigalk, Goodyear | Nicholas Mascia, Surprise |
| * Gino Turrubiates, Guadalupe | Shelly Seyler, Tempe |
| Thomas Chlebanowski for Darryl Crossman, | Jason Earp, Tolleson |
| Litchfield Park | Grant Anderson for Jim Fox, Youngtown |

*Members neither present nor represented by proxy.

CONTACT PERSON:

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

MAG Air Quality Technical Advisory Committee Recommendation

Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ Funding

\$1,246,973 in CMAQ Funding is Available for Sweeper Projects

										Supplemental Information			
Agency	Federal Cost	Local Cost	Total Cost *	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	The requested certified street sweeper will:				Have local resources been committed for additional staff or equipment to support the sweeper project?		Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers owned and operated by your agency. ++
						Replace non-certified sweeper	Expand	Increase Frequency	Replace older certified sweeper	Yes	No		
Phoenix #2 +	\$194,318	\$11,746	\$206,064	427	\$178				✓	✓		11 th Ave. to 1 st Ave., West Bethany Home Rd. to West Pecos Rd.	34
Phoenix #1 +	\$194,318	\$11,746	\$206,064	419	\$181				✓	✓		11 th Ave. to 1 st Ave., West Bethany Home Rd. to West Pecos Rd.	34
Gilbert +	\$218,220	\$13,191	\$231,411	273	\$312				✓	✓		Baseline Rd. south to Elliot Rd., and Power Rd. west to Arizona Ave.	11
Tempe +	\$203,976	\$12,329	\$216,305	150	\$532				✓		✓	Ray Rd. to Continental Dr.; Evergreen Dr. to Priest Dr.	6
Maricopa County +	\$215,469	\$13,024	\$228,493	62	\$1,346				✓		✓	Various locations on county owned and maintained roads	7
Glendale	\$220,672	\$13,339	\$234,011	1	\$107,999		✓	✓	✓		✓	Southeast of Glendale Ave. and Glen Harbor Blvd.	7
Total	\$1,246,973												

* Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

+ Proposed sweeper projects for Phoenix #2, Phoenix #1, Gilbert, Tempe, and Maricopa County indicate sweeping within four miles of a PM-10 monitor.

++ The total number of certified street sweepers owned and operated by the agency, regardless of funding source.

Project Meeting Notes 10 17 2012 (3)

Street Sweepers	Staff Notes from meeting on 10.17.2012, Street Committee (not official minutes)	10.18.2012 MAG Update/response	Street Committee to recommend funding for project? Street Committee on 11-13-2012
PHX	2003 replacements, no comments from committee	-	
GLB	Miles sweeping, serves a small area and is a backup. About 22 sq. miles. Q: areas for trash collection: yes	-	
GLN	Area around the airport is being swept. Q: how many miles: 22 miles and 9 miles. Q: Do we need to sweep the airports? A: yes we have in the past. The airport does generate a lot of dust. And debris from the service vehicles. FAA funding? FAA usually only funds regular airport operations, and maintenance items are left to the city.	-	
MMA	322 lane mile to sweep. Age of sweeper to be replaced needs to be sent to MAG in 48 hours. Q:	<i>MAG received information that the sweeper being replaced is not CMAQ funded. This sweeper application should be considered a new sweeper application. Application is eligible</i>	
TMP	Arterials are swept once per week, 1100 lane miles. Run four sweepers continuously. Put in service 2005.	-	
Mesa	Not Eligible; purchased in 2006. Sweeper does have many hours: 4,512	<i>MAG will continue to develop the update to the sweeper useful life policy to include mileage, and review lemon policies for FHWA concurrence. Action will require RC approval. Schedule for early 2013.</i>	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Approval of the Draft July 1, 2012 Maricopa County and Municipality Resident Population Updates

SUMMARY:

MAG staff has prepared draft July 1, 2012 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration (ADOA), on October 30, 2012 the MAG Population Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total.

The Arizona Department of Administration Council for Technical Solutions is currently reviewing these updates along with those for the remainder of the State. The Director of the Department of Economic Security (DES) is required to forward the Updates to the Economic Estimates Commission by December 15th of each year.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The July 1, 2012 Maricopa County and Municipality Resident Population Updates are needed to gauge growth in the region, prepare budgets and set expenditure limitations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The July 1, 2012 Maricopa County and Municipality Resident Population Updates have been prepared using a methodology that is consistent for all counties and municipalities in the State of Arizona.

POLICY: The July 1, 2012 Maricopa County and Municipality Resident Population Updates are needed by local officials to accommodate and budget for growth.

ACTION NEEDED:

Recommend approval of the draft July 1, 2012 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

PRIOR COMMITTEE ACTIONS:

MAG POPTAC: On October 30, 2012, the MAG Population Technical Advisory Committee recommended approval of the July 1, 2012 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

Member/Proxy

- Charlie McClendon, Avondale, Chair
- # Tracy Clark, ADOT
- * Bryant Powell, Apache Junction
- # Andrea Marquez, Buckeye
- * DJ Stapley, Carefree
- # Ian Cordwell for Usama Abujbarah, Cave Creek
- # David de la Torre, Chandler
- # Mark Smith, El Mirage
- # Ken Valverde, Fountain Hills
- * Rick Buss, Gila Bend
- Patrick Banger, Gilbert
- Thomas Ritz, Glendale
- # Katie Wilken, Goodyear
- * Gino Turrubiarres, Guadalupe

- * Sonny Culbreth, Litchfield Park
- # John Verdugo for Matt Holm, Maricopa Co. Wahid Alam, Mesa
- * Molly Hood, Paradise Valley
- # Ed Boik, Peoria
- Chris DePerro, Phoenix
- Dave Williams, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Adam Yaron, Scottsdale
- * Lloyd Abrams, Surprise
- # Arlene Palisoc for Lisa Collins, Tempe
- Stuart Boggs for Ratna Korepella, Valley Metro
- * Diane Cordova, Youngtown

- * Those not present
- # Those attending by audioconference

MAG POPTAC Ad Hoc Subcommittee: On October 30, 2012, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee recommended approval of the Maricopa County and Municipality July 1, 2012 Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

Member/Proxy

- Patrick Banger, Gilbert, Chair
- # David De La Torre, Chandler
- Thomas Ritz, Glendale
- Wahid Alam, Mesa

- # John Verdugo for Matt Holm, Maricopa County
- Chris DePerro, Phoenix
- # Adam Yaron, Scottsdale

- * Those not present
- # Participated via audioconference

CONTACT PERSON:

Anubhav Bagley, MAG, (602) 254-6300.

DRAFT
Jurisdiction Population Update
Census 2010 and July 1, 2012

Jurisdiction	Total Population			Percent Change		Share	
	April 1, 2010 (Census 2010)	July 1, 2012	Change	Overall	Annual	Share of Growth	Share of County
Apache Junction*	294	296	2	0.7%	0.30%	0.0%	0.0%
Avondale	76,238	76,853	615	0.8%	0.36%	0.9%	2.0%
Buckeye	50,876	54,091	3,215	6.3%	2.76%	4.8%	1.4%
Carefree	3,363	3,387	24	0.7%	0.32%	0.0%	0.1%
Cave Creek	5,015	5,108	93	1.9%	0.82%	0.1%	0.1%
Chandler	236,326	241,160	4,834	2.0%	0.90%	7.2%	6.2%
El Mirage	31,797	32,060	263	0.8%	0.37%	0.4%	0.8%
Fort McDowell	971	976	5	0.5%	0.23%	0.0%	0.0%
Fountain Hills	22,489	22,690	201	0.9%	0.40%	0.3%	0.6%
Gila Bend	1,922	1,932	10	0.5%	0.23%	0.0%	0.0%
Gila River*	2,994	3,009	15	0.5%	0.22%	0.0%	0.1%
Gilbert	208,352	219,617	11,265	5.4%	2.37%	16.9%	5.7%
Glendale	226,721	228,958	2,237	1.0%	0.44%	3.4%	5.9%
Goodyear	65,275	69,003	3,728	5.7%	2.50%	5.6%	1.8%
Guadalupe	5,523	5,941	418	7.6%	3.30%	0.6%	0.2%
Litchfield Park	5,476	5,620	144	2.6%	1.16%	0.2%	0.1%
Mesa	439,041	444,758	5,717	1.3%	0.58%	8.6%	11.5%
Paradise Valley	12,820	13,103	283	2.2%	0.98%	0.4%	0.3%
Peoria*	154,058	157,618	3,560	2.3%	1.02%	5.3%	4.1%
Phoenix	1,445,632	1,464,405	18,773	1.3%	0.58%	28.1%	37.7%
Queen Creek*	25,912	27,243	1,331	5.1%	2.25%	2.0%	0.7%
Salt River	6,289	6,435	146	2.3%	1.03%	0.2%	0.2%
Scottsdale	217,385	219,664	2,279	1.0%	0.46%	3.4%	5.7%
Surprise	117,517	119,503	1,986	1.7%	0.75%	3.0%	3.1%
Tempe	161,719	164,625	2,906	1.8%	0.79%	4.4%	4.2%
Tolleson	6,545	6,578	33	0.5%	0.22%	0.0%	0.2%
Wickenburg	6,363	6,456	93	1.5%	0.65%	0.1%	0.2%
Youngtown	6,156	6,187	31	0.5%	0.22%	0.0%	0.2%
Balance of County	274,048	276,573	2,525	0.9%	0.41%	3.8%	7.1%
Total	3,817,117	3,883,849	66,732	1.7%	0.77%	100.0%	100.0%

Note: These figures are preliminary and subject to change. Totals may not add due to rounding

* Maricopa County portion only

Sources: U.S. Census Bureau, Arizona State Demographer's Office, Maricopa Association of Governments

See attached document for methodology

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Maricopa County Resident Population and Employment Projections

SUMMARY:

According to Executive Order 2011-04, the Arizona Department of Administration (ADOA) is responsible for preparing an official set of population projections for Arizona and each of its counties. ADOA has prepared a set of draft resident population projections for Maricopa County consistent with the 2010 Census. MAG has also developed draft employment projections which are consistent with the ADOA population projections. Because there may be changes to the State and county projections totals by ADOA, on October 30, 2012, the MAG POPTAC recommended approval of the draft ADOA 2010 to 2040 population projections for Maricopa County; and the draft 2010 to 2040 employment projections for Maricopa County provided the Maricopa County control total is within three percent of the final control total.

The projections are for 2010, 2015, 2020, 2025, 2030, 2035, and 2040. They will be used as the control totals from which MAG will develop a set of sub-regional projections that will be brought to the Management Committee and Regional Council in 2013.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Maricopa County employment and population projections will serve as control totals from which MAG will update its socioeconomic projections.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate the subregional projections which will be input into traffic and air quality models.

POLICY: The final outputs of the population, transportation and air quality models will be used to identify infrastructure requirements.

ACTION NEEDED:

Recommend approval of the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, 2035, and 2040 provided the Maricopa County control total is within three percent of the final control total.

PRIOR COMMITTEE ACTIONS:

On October 30, 2012, the MAG Population Technical Advisory Committee (POPTAC) recommended to the Management Committee approval of the population and employment projections for Maricopa County for 2010, 2015, 2020, 2025, 2030, 2035, and 2040.

Member/Proxy

- Charlie McClendon, Avondale, Chair
- # Tracy Clark, ADOT
- * Bryant Powell, Apache Junction
- # Andrea Marquez, Buckeye
- * DJ Stapley, Carefree
- # Ian Cordwell for Usama Abujbarah, Cave Creek
- # David de la Torre, Chandler
- # Mark Smith, El Mirage
- # Ken Valverde, Fountain Hills
- * Rick Buss, Gila Bend
- Patrick Banger, Gilbert
- Thomas Ritz, Glendale
- # Katie Wilken, Goodyear
- * Gino Turrubiarres, Guadalupe

- * Sonny Culbreth, Litchfield Park
- # John Verdugo for Matt Holm, Maricopa Co. Wahid Alam, Mesa
- * Molly Hood, Paradise Valley
- # Ed Boik, Peoria
- Chris DePerro, Phoenix
- Dave Williams, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- # Adam Yaron, Scottsdale
- * Lloyd Abrams, Surprise
- # Arlene Palisoc for Lisa Collins, Tempe
- Stuart Boggs for Ratna Korepella, Valley Metro
- * Diane Cordova, Youngtown

- * Those not present
- # Those attending by audioconference

On October 30, 2012, the MAG POPTAC Ad Hoc Subcommittee recommended to the MAG POPTAC that the projections be approved.

Member/Proxy

- Patrick Banger, Gilbert, Chair
- # David De La Torre, Chandler
- Thomas Ritz, Glendale
- Wahid Alam, Mesa

- # John Verdugo for Matt Holm, Maricopa County
- Chris DePerro, Phoenix
- # Adam Yaron, Scottsdale

- * Those not present
- # Participated via audioconference

CONTACT PERSON:

Anubhav Bagley, MAG (602) 254-6300

**DRAFT Maricopa County Population and Employment
For July 1 of Each Projection Year**

Year	Total Resident Population	Total Employment
2010	3,824,000	1,706,000
2015	4,063,000	1,931,000
2020	4,504,000	2,313,000
2025	4,931,000	2,491,000
2030	5,354,000	2,697,000
2035	5,770,000	2,892,000
2040	6,168,000	3,097,000

Notes:

Population Projections are from the Arizona Department of Administration Draft Projections, October 2012

Employment projections are based on the methodology described in Employment Projections, Control Totals for Maricopa County , approved by the MAG Population Technical Advisory Committee, October 30, 2012.

Population and employment numbers have been rounded to the nearest thousand.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Proposed 2013 Revisions to the MAG Standard Specifications and Details for Public Works Construction

SUMMARY:

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives from many agency Public Works/Engineering Departments, and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2012 review of proposed revisions to the MAG publication. A summary of cases is shown in Attachment One. A voting summary is shown in Attachment Two.

A summary of these recommendations has also been sent to MAG Public Works Directors for review for a period of one month. The package sent to the MAG Public Works Directors included links to the Draft MAG Standard Specifications and Details for Public Works Construction - 2013 Updates. This information is available online for review at the following internet address:

<http://www.azmag.gov/Events/Event.asp?CMSID=4241>

If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the 2013 revision to the 2012 edition will be available for purchase in early January 2013.

PUBLIC INPUT:

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from working groups (that helped develop cases for the committee) as well as several professional contractor and utility groups, private companies and private citizens.

PROS & CONS:

PROS: Approval of the latest revisions will ensure that the MAG Specifications and Details reflect the latest and best practices in public works construction appropriate for MAG agencies.

CONS: Due to the constant evolutionary change inherent in the Specifications and Details process, annual updates to the printed and electronic versions are necessary.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

POLICY: In prior years, action by the MAG Public Works Committee was the only review needed prior to publication of the revisions. The MAG Public Works Committee was discontinued so formal review by the Management Committee is requested.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

MAG Specifications and Details Committee. Reviewed and provided recommendations for the cases submitted for consideration throughout 2012.

VOTING MEMBERS

Troy Tobiasson, Goodyear, Chair
Tom Wilhite, P.E., Tempe, Vice Chair
Jim Badowich, Avondale
Scott Zipprich, Buckeye
Warren White, P.E., Chandler
Greg Crossman, Gilbert
Mark Ivanich, P.E., Glendale
Robert Herz, P.E., RLS, Maricopa County DOT

Bob Draper, P.E., Mesa
Javier Setovich, Peoria
Syd Anderson, Phoenix (Street Trans.)
Jami Erickson, Phoenix (Water)
Rodney Ramos, P.E., Scottsdale
Jason Mahkovtz, P.E., Surprise
Jim Fox, Youngtown

ADVISORY MEMBERS

Brian Gallimore, AGC
Jeff Benedict, ARPA
Adrian Green, AGC
Jeff Hearne, ARPA

Paul Nebeker, Independent Contractor
Peter Kandaris, Independent Consultant
Bill Davis, NUCA
Anthony Braun, NUCA
Jacob Rodriguez, SRP Engineering

The MAG Public Works Directors are currently reviewing the proposed updates.

CONTACT PERSON:

Gordon Tyus, MAG, (602) 452-5035

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

(Updated information can be found on the website: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>)

RECOMMENDATION SUMMARY OF THE MARICOPA ASSOCIATION OF GOVERNMENTS STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 3, 2012

Detailed information about each case is provided on the 2012 Specs and Details Cases Under Consideration page on the MAG website.

<http://www.azmag.gov/Projects/Project.asp?CMSID=1055&CMSID2=4170>

Most case files include a cover memo listing the purpose of each case and proposed changes. The final version of the working cases are posted, which often include the strike-through changes and other discussion points.

Further discussion on the cases is available in the committee meeting minutes which are posted separately for each meeting. Links can be found on the Standard Specifications & Details Committee page.

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>

Final summary materials for review of the 2013 Revision to the 2012 Edition of the MAG Specifications and Details for Public Works Construction manual including detailed attendance and voting records are posted on the Specifications & Details Public Works Directors Review Deadline page.

<http://www.azmag.gov/Events/Event.asp?CMSID=4241>



2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

(Updated information can be found on the website: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
	CARRY FORWARD CASES FROM 2011						
11-02	Case 11-02: Add an Asphalt Pavement Safety Edge option to Detail 201. Add subsections 321.8.8 and 321.8.9	MCDOT	Bob Herz	01/05/2011 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	A safety edge detail was added to Detail 201 ASPHALT PAVEMENT EDGE DETAILS. The case is based on recommendations provided by the Federal Highway Administration to make it safer for traffic to re-enter the road if they veer onto the shoulder. The safety edge is shown extending past the edge of the roadway at a 30 degree angle. Minor revisions to the other section views were made to make them consistent. The case also adds written specifications, Section 321.8.8 Thickened Edge and Section 321.8.9 Safety Edge. These specifications outline the construction and compaction requirements.						
11-03	Case 11-03: Replace cadmium plated bolts referenced in Section 610.13 with zinc plated bolts as described in ASTM-B633.	Peoria Water/Sewer WG	Paul Nebeker/ Jim Badowich	02/02/2011 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	Updated Section 610.13 COUPLINGS, JOINTS, CASKETS AND FLANGES part C) to make zinc coated bolts the default preference rather than cadmium plated due to cadmium's expense and environmental considerations. Cadmium was retained as an option along with stainless steel coating currently used by the City of Phoenix. The revised specification referred to the appropriate ASTM and AWWA standards. It also removed any reference to different sized pipes, and added specifications for T-head bolts used on mechanical joint connections.						
11-12	Case 11-12: Modifications to Regulatory Requirements, MAG 107.	OROW WG/ SRP	Peter Kandaris	05/04/2011 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	This case simplified Section 107. It removed references to specific ARS statutes, some of which were outdated, and added a more general statement: <i>"The Contractor shall keep fully informed of, observe and comply with all Federal and State laws, County and City ordinances, regulations, codes and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any way affect the conduct of work."</i> This case also added Section 107.2 PERMITS to clarify the duties of the contractor in obtaining, maintaining and closing required permits.						
11-14	Case 11-14: Update Fire Hydrant Detail 360-1, and add Wet Barrel Option (360-2) and Details (360-3).	Water/Sewer WG/ Buckeye	Scott Zipprich	07/13/2011 07/17/2012	Approved 08/01/2012	11 0 0	Yes No Abstain
Summary	The existing fire hydrant detail (360) was removed and replaced with Detail 360-1 DRY BARREL FIRE HYDRANT INSTALLATION. A new Detail was added, Detail 360-2 WET BARREL FIRE HYDRANT INSTALLATION, to allow this type of hydrant. Detail 360-3 added details for connections, offset fittings and concrete pad construction. Reference to "COREY TYPE" was removed from the details, and mechanical joints were allowed as an option to thrust blocks. These details were thoroughly reviewed by the water/sewer working group and the main committee. During the final review, general notes were clarified.						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

(Updated information can be found on the website: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
11-16	Case 11-16: Modify Section 415: Steel Flexible Metal Guardrail.	OROW WG/ SRP	Peter Kandarlis	07/13/2011 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>This section was revised to match Maricopa County’s supplement. Since the out-of-date guardrail details were removed in the 2012 edition, Section 415 was updated to refer to Maricopa County guardrail details, which in turn were based on those from ADOT. Possible addition of the details into MAG was discussed, and may be a future case after the county has finished making their revisions. It was decided that end treatments would be determined by the agency, since there are many variations. There was also discussion about temporary end treatments used during construction, but rather than referencing specific standards, they were left to be specified by the engineer.</p>						
11-18	Case 11-18: Update Section 350: Removal of Existing Improvements.	OROW WG/ SRP	Peter Kandarlis	07/13/2011 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>This section was updated to clarify when and how utilities could be abandoned in place. It also provided language for the proper method of removing and recording utility removal. The major revision to Section 350.2.1 Utilities included this language:</p> <p><i>A utility may be abandoned in place below a new major structure that is part of the work only if approved by the Agency and solidly filled with grout using methods approved by the Agency. All abandoned utilities to remain and the approved abandonment method shall be noted on the installation record drawings.</i></p> <p><i>Utilities to be removed by the Contractor shall be disconnected and taken out in accordance with the requirements of the utility owner to the limits shown on the plans. Utility removal shall not be performed until a release has been obtained from the utility stating that their respective service connection and appurtenant equipment have been disconnected, removed or sealed and plugged in a safe manner.</i></p> <p><i>The Engineer shall be notified when utilities are encountered that are not shown on the plans.</i></p> <p>There were revisions to the backfill and disposal specifications and Section 350.4 PAYMENT was also clarified to read: <i>Payment for removals will be made at the unit proposal price for each removal item, which price shall be full compensation for the item complete, as described herein or on the plans.</i></p>						
11-21	Case 11-21: Add new Section 623: Special Bedding for Mainline Storm Drain Pipe.	Phoenix	Syd Anderson	07/13/2011 01/04/2012	Withdrawn 07/11/2012	0 0 0	Yes No Abstain
Summary	<p>The scope relating to this case expanded during discussion at the water/sewer working group meetings to include various methods of trenching and backfilling for both flexible and rigid pipe types. The working group thought the proposed new section would be better incorporated as one possible option for backfill as part of a larger revision to the trenching and pipe installation specifications. The case was withdrawn for additional revision by the working group, with possible reintroduction in 2013.</p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

(Updated information can be found on the website: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
11-30	Case 11-30: Update Section 702: Base Material. Moved all ABC material to Section 310. Revise Section 310: Untreated Base Course. Revise for current standards. Update all references to Section 702. (Combined with previous Case 11-35.)	AGC/ Materials WG	Brian Gallimore	07/13/2011 03/07/2012	Approved 03/07/2012	12 0 0	Yes No Abstain
Summary	<p>The purpose of this case was to simplify base material requirements with physical properties shown in a single table, delete information that was redundant to Section 701 (redefining general aggregate requirements) and remove language that was vague and cannot be enforced through objective tests. Major changes are summarized below:</p> <p>(a) Deleted references to specific aggregate materials such as decomposed granite, slag, etc., as these should be covered by Section 701 requirements.</p> <p>(b) Added functional descriptions for ABC and Select Material.</p> <p>(c) Consolidated all material requirements into Table 702-1. This includes PI, fractured face and LA abrasion testing.</p> <p>(d) Fractured face for ABC was changed from 50% to 30% to match ADOT requirements. Fractured Face was left at existing 50% - moved from 701.2.1</p> <p>(e) Changed from 1-1/4" sieve to 1" sieve in Table 702-1 as plants do not have the capability to separate at 1-1/4". Modified the gradation requirement for the 1" sieve to meet the same gradation as before.</p> <p>(f) Included a referee test for aggregates that exceed a PI of 5. A white paper was prepared by the Materials Working Group to give the rational for using an R-value of 70 if the PI is too high. Minor updates to the tables in 310 relating to PI were also made.</p> <p>Additional changes to Section 702 and 310 were made to incorporate recycled materials in a separate case. (See Case 12-11.)</p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

(Updated information can be found on the website: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1055>)

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
	NEW CASES FOR 2012						
12-01	Case 12-01: Miscellaneous Corrections A. Section 108 typographic errors B. Remove space in Section 108.9 C. Correct references in Detail 160 D. Correct typo in Section 610.3	Goodyear/ Mesa	Troy Tobaisson/ Bob Draper/ Warren White	02/01/2012 05/02/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	Several typographic errors were corrected including: revising the spelling of Warantee to Warranty in several parts of Section 108, as well as fixing typographic errors in 108.4 and 108.9. A reference to Section 722 was corrected to 772 in Detail 160. Finally the word 'project' was changed to 'product' in Section 610.3.						
12-02	Case 12-02: Modify Section 710 Asphalt Concrete to include low traffic gyration levels.	ARPA/ Asphalt WG	Jeff Benedict	02/01/2012 03/12/2012	Approved 05/02/2012	11 0 1	Yes No Abstain
Summary	<p>MAG 710 was updated to include a provision for utilization of gyratory asphalt mixes in low traffic (residential) situations. Additionally, the test procedure for Tensile Strength Ratio (TSR) testing was changed from AASHTO T 283 to ASTM D4867. Other revisions included:</p> <p>a) Language was added to Section 710.3.1(5) stating that either gyratory or Marshall mix design may be used for both high and low traffic conditions.</p> <p>b) The reference to AASHTO T 283 was changed to ASTM D 4867 in Section 710.3.1(6).</p> <p>c) The test procedure for Tensile Strength Ratio and Dry Tensile Strength in Tables 710-3 and 710-4 was changed from AASHTO T 283 to ASTM D4867. A small formatting change was made to the bottom of Table 710-4 to evenly distribute the column spacing.</p> <p>d) Language was added in Section 710.3.2.2 to describe how the specimens are to be compacted and then volumetrics for other gyration levels calculated.</p> <p>e) The test procedure for moisture sensitivity testing in Section 710.3.2.3 was changed from AASHTO T 283 to ASTM D4867. The comment regarding the freeze/thaw cycle was removed since ASTM D4867 does not include a freeze/thaw cycle.</p>						
12-03	Case 12-03: Revisions to Details 260-2: Driveway Entrances	MCDOT	Bob Herz	02/01/2012 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>Detail 250-2 was updated to meet new accessibility requirements that recommend 4' minimum wide sidewalks widths. To reduce the total size and amount of concrete, the sidewalk pathway was designed to keep a minimum 4' width around the driveway entrance. The expansion joints had to move 1' away from the edge of the warped curb in order to remain perpendicular to the curb. Initially there was some confusion about the allowable slope since it showed 2% on the plan view and 1 -1/2% on the detail. To clarify the note was changed to SLOPE 1.5% DESIRABLE, 2% MAXIMUM.</p> <p>To make sure there was adequate run-off note 14 was added stating: <i>Elevation at top of driveway ramp shall be equal to or higher than normal curb elevation.</i></p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
12-04	Case 12-04: Revisions to Section 317: Asphalt Milling	ARPA/ Asphalt WG	Jeff Benedict	02/28/2012 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>This case adds an option for using ½ the tack coat for dust control. The following was added to Section 317.2 CONSTRUCTION REQUIREMENTS:</p> <p><i>The work shall result in a clean milled surface to the specified depth for the area indicated by the construction documents including the areas immediately around and next to any individual hazard within the area to be milled. The edge of milled area shall form a straight clean cut line.</i></p> <p><i>For milled surfaces on major streets (arterial and collector streets) that will be subject to traffic prior to overlay, a tack coat per Section 329 may when authorized by the Engineer be applied to the milled surface as a dust control measure. The tack coat shall be applied after sweeping and prior to allowing traffic on the milled surface. The tack coat application rate shall be half of the prescribed tack rate or contract amount or an alternate rate as prescribed by the Engineer. The Contractor shall be responsible for clean-up of any tack coat tracking that occurs.</i></p> <p>The case also noted that “No additional payment for the application of dust control tack coat shall be made.”</p>						
12-05	Case 12-05: Revisions to Section 711: Asphalt Paving (Table 711-1)	ARPA/ Asphalt WG	Jeff Benedict	04/04/2012 04/09/2012	Approved 07/11/2012	12 0 0	Yes No Abstain
Summary	<p>This case included modifications to Table 711-1. It fixed a typo in the math nomenclature on the original binder section. PG64-16 was added since it is used extensively as a both regular binder and asphalt base for asphalt rubber. PG 82 grade was deleted because has never been used and is not recommended for use. The PG 76-16 is included because ADOT uses it in desert climates, but it is not expected to be used regularly.</p> <p>All of the AASHTO tests were changed to ASTM which also eliminates the temporary test methods. The direct tension test was removed because although it is still used for modified asphalts, the standard Bending Beam Rheometer is used to determine low temperature qualities in neat paving asphalt. The direct tension can be specified for modified asphalt tests.</p>						
12-06	Case 12-06: New Detail: Modified ADA Compliant Alley Entrance	Chandler	Warren White	04/04/2012 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>DETAIL 260: ALLEY ENTRANCE was removed in the 2012 edition since it did not meet ADA requirements for accessibility. This case reintroduces an alley entrance detail that does. It has a 5' wide depressed sidewalk at the alley entrance that allows a 2% maximum cross slope. Two plan versions are shown, one with a retaining curb and one without. The surfacing material behind the sidewalk in the alley entrance is to be shown on the plans. To make it consistent with other details, the concrete thickness in Section A-A is shown as 9". Final discussion included correcting and clarifying notes, and adding a note (8) for a control joint for the back curb if used.</p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
12-07	Case 12-07: Revisions to Section 332.6: Protection of Uncured Surface	Phoenix	Jami Erikson	04/04/2012 07/02/2012	Approved 08/01/2012	10 0 1	Yes No Abstain
Summary	SECTION 332.6 PROTECTION OF UNCURED SURFACE: was changed from: “Adequate methods such as barricades, flagmen, pilot cars, etc., shall be used to protect the uncured slurry surface from all types of traffic.” to read, “Adequate means shall be provided by the Contractor to protect the uncured product. Any damage done to the product shall be repaired at the Contractor’s expense.” Rather than specifying how it should be done, this allows the contractor to determine the best method to protect the uncured project and makes the contractor responsible for any damage.						
12-08	Case 12-08: Revisions to Section 611: Disinfecting Water Mains – Addition of Refreshing Plans	Phoenix	Jami Erikson	04/04/2012	Withdrawn 08/01/2012	0 0 0	Yes No Abstain
Summary	Citing the need for additional research in-house, and possible discussion at the water/sewer working group, this case was withdrawn for consideration.						
12-09	Case 12-09: ASTM Updates A. Section 770: Structural Steel	OROW WG/ SRP	Peter Kandarlis	04/04/2012	Approved 07/11/2012	12 0 0	Yes No Abstain
Summary	<p>Section 770.2 references various ASTM steel standards that have been removed or replaced. This subsection was updated and simplified to be more consistent with general steel standards. The 2nd and 3rd paragraphs below were updated with the correct references. Section 770.2 now reads as follows:</p> <p>770.2 STRUCTURAL STEEL:</p> <p><i>Stock Materials: The Contractor shall select the material he wishes to use from stock. The Contractor shall furnish 3 certified mill reports for each of the heat numbers. Two samples shall be taken by a representative of the Engineer from each heat number, one for the tension test and one for the cold bend test. If the heat numbers cannot be identified, the representative of the Engineer shall select random test specimens from the unidentifiable heats. The number of such test specimens shall be at the discretion of the Engineer. The cost of all tests on stock material shall be borne by the Contractor.</i></p> <p><i>High Strength Low-Alloy Structural Steel: The material shall conform to the requirements of ASTM A572 as specified in the special provisions.</i></p> <p><i>General Purpose Structural Steel: Structural steel shall conform to the requirements of ASTM A36 with a minimum of 0.2 percent copper.</i></p>						
12-10	Case 12-10: Proposed revision to Section 505.6.3 Bridge Deck Joint Assemblies.	MCDOT	Bob Herz	06/06/2012 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>The purpose of the revision to Section 505.6.3 Bridge Deck Joint Assemblies was to eliminate the MCDOT supplement to this section by incorporating the requirement into the MAG specification, specifically by updating the welding requirements. A part (7) was added to 505.6.3.3 Construction Requirements to read: (7) <i>Welding: All welding and inspection of welding for structural steel shall be performed in accordance with the requirements of the latest revision of the AASHTO/AWS D1.5M/D1.5 Bridge Welding Code. The use of electro-slag welding process on structural steel will not be permitted.</i></p> <p>Other minor corrections were made including deleting references to deck joint assemblies for pre-tensioned and post-tensioned concrete structures, and a reference to cadmium plating.</p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
12-11 A	Case 12-11: Use of Reclaimed/Recycled Materials A. Sections 701, 702, 310 (Base Materials)	Materials, Asphalt & Concrete WG	Brian Gallimore	07/02/2012 09/05/2012	Approved 09/05/2012	10 0 1	Yes No Abstain
Summary	<p>The case incorporated the use of reclaimed materials by updating several sections. Due to the size and complexity of the case it was broken into the three parts: A, B and C as shown below. A summary of the changes follows.</p> <p>PURPOSE: Addresses the use of reclaimed and/or recycled materials along with proper reference adjustments to their respective corresponding sections.</p> <p>REVISIONS:</p> <p>Section 701: 1) Added Section 701.4 “RECLAIMED CONCRETE MATERIAL (RCM); a definition and general statement to describe the product – with reference to AASHTO M 319. The exclusion of RCM in the use of Portland Cement Concrete without approval of the Engineer was also included. 2) Added Section 701.5 “RECLAIMED ASPHALT PAVEMENT (RAP); a definition and general statement to describe the product. Again, the exclusion RAP in the use of Portland Cement Concrete without approval of the Engineer was also included.</p> <p>Section 702: 1) Added additional material descriptions to include reclaimed materials to Section 702.1 “GENERAL”. 2) Revised primary applications for Select material in 701.2.</p> <p>Section 725: 1) Added exclusion of RCM and RAP in the use of Portland Cement Concrete without approval of the Engineer to Section 725.3.</p> <p>Section 310: 1) In Section 310.3 “COMPACTION” added the note to AASHTO T-99 regarding the proper use of method “C” or “D” as required based upon the gradation of the material.</p>						
12-11 B	Case 12-11: Use of Reclaimed/Recycled Materials B. Sections 709, 710, 719 (Asphalt/RAP)	Materials, Asphalt & Concrete WG	Brian Gallimore	07/02/2012 09/05/2012	Approved 09/05/2012	10 0 1	Yes No Abstain
Summary	<p>PURPOSE: Addresses the incorporation of Reclaimed Asphalt Pavement (RAP) into Asphalt Concrete along with proper reference adjustments to their respective corresponding sections.</p> <p>REVISIONS:</p> <p>Section 709 and 719: Removed these in their entirety.</p> <p>Section 710: 1) NOTE: As the starting point for this revision, the most current Section 710 that was approved by the Standards Committee on May 2, 2012 was used. 2) Added a new Section 710.2.3 “Reclaimed Asphalt Pavement (RAP)”. This section references Section 701.5 regarding material constituents and provides the appropriate methods for the incorporation of RAP into an asphalt mix design. References used here are: NAPA IS123, COP SHIA Specification for P-403, and the NCAT Third Edition HMA Materials Mixture Design and Construction. 3) Renumbered existing specifications as needed to include new language for inclusion of RAP and RAP binder in the mix design. 4) Corrected two spelling errors in the third paragraph of 710.3.2.2 “Gyratory Mix Design”, by adding an “r” to the make the word “Traffic.” Also corrected typographic errors in table 710-1, and changed the word “Utilized” to “when used” or “used.”</p>						

2012 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
12-11 C	Case 12-11: Use of Reclaimed/Recycled Materials C. Section 728 (CLSM)	Materials, Asphalt & Concrete WG	Brian Gallimore	07/02/2012 09/05/2012	Approved 09/05/2012	11 0 0	Yes No Abstain
Summary	<p>PURPOSE: Addresses the use of alternate or reclaimed materials along with proper reference adjustments to their respective corresponding sections.</p> <p>REVISIONS:</p> <p>Section 728: 1) Added the option of alternate materials, ABC (per City of Phoenix Supplements) or Reclaimed Concrete Materials (RCM) to Section 728.2 “Materials” – with Engineer approval.</p> <p>2) Added additional clarification to Note 2 or Table 728-1 regarding the prohibition of “structural” concrete or “grout” in lieu of CSLM (per City of Phoenix Supplements).</p>						
12-12	Case 12-12: New Section 739 – Steel Reinforced Polyethylene Pipe (SRPE)	Scottsdale	Rod Ramos	07/11/2012 08/09/2012	Carry forward to 2013	0 0 0	Yes No Abstain
Summary	<p>This case was introduced to introduce Steel Reinforced Polyethylene Pipe as an approved material. The new section is based on a similar Section: 738 High Density Polyethylene Pipe. Some committee members wanted installation requirements included and separate from the materials specification. Since the case was late in being introduced, the sponsor proposed to carry the case forward to 2013 to allow additional work as part of the water/sewer working group review of pipe trench/installation specifications.</p>						

MAG Specification & Detail Committee VOTING SUMMARY for 2012

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen-Creek	Scottsdale	Surprise	Tempe	Youngtown	Voting Summary Y-N-A-NP
11-02	Add an Asphalt Pavement Safety Edge option to Detail 201.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
11-03	Replace cadmium plated bolts referenced in Section 610.13 with zinc plated bolts as described in ASTM-B633.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
11-12	Modifications to Regulatory Requirements, MAG 107.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
11-14	Update Fire Hydrant Detail 360, and Add Wet Barrel Option and Details.	Approved 08/01/12	Y	Y	Y	—	Y	Y	Y	Y	Y	—	Y	—	—	Y	Y	—	11-0-0-3
11-16	Modify Section 415: Steel Flexible Metal Guardrail.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
11-18	Update Section 350: Removal of Existing Improvements.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
11-21	Add new Section 623: Special Bedding for Mainline Storm Drain Pipe.	Withdrawn 07/11/12																	0-0-0-0
11-30	Update Section 702: Base Material. Moved all ABC material to Section 310. Revise Section 310: Untreated Base Course. Revise for current standards.	Approved 03/07/12	Y	Y	Y	—	Y	Y	Y	Y	Y	—	Y	—	Y	Y	Y	—	12-0-0-4
12-01	Misc. Corrections: A. Section 108 typographic errors B. Remove extra space in Section 108.9 C. Correct references in Detail 160 D. Correct typo 'product' in Section 610.3	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	0-0-0-0

Voting Abbreviations: Y: Yes N: No A: Abstain — : Not Present (NP)

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*: Indicates changes made to proposal prior to vote.

MAG Specification & Detail Committee VOTING SUMMARY for 2012

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	ELMirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen-Creek	Scottsdale	Surprise	Tempe	Youngtown	Voting Summary Y-N-A-NP
12-02	Modify Section 710 Asphalt Concrete to include low traffic gyration levels.	Approved 05/02/12	Y	—	Y	—	Y	Y	Y	Y	Y	A	Y	—	Y	Y	Y	—	11-0-1-4
12-03	Revisions to Details 260-2: Driveway Entrances	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
12-04	Revisions to Section 317: Asphalt Milling	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
12-05	Revisions to Section 711: Asphalt Paving (Table 711-1)	Approved 07/11/12	Y	Y	Y	—	Y	Y	Y	Y	Y	—	Y	—	Y	Y	Y	—	12-0-0-4
12-06	New Detail: Modified ADA Compliant Alley Entrance	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
12-07	Revisions to Section 332.6: Protection of Uncured Surface	Scheduled 08/01/12	Y	Y	Y	—	Y	Y	Y	A	Y	—	Y	—	—	Y	Y	—	10-0-1-3
12-08	Section 611: Disinfecting Water Mains – Addition of Refreshing Plans	Withdrawn 08/01/12																	0-0-0-0
12-09	Case 12-09: ASTM Updates A. Section 770: Structural Steel	Approved 07/11/12	Y	Y	Y	—	Y	Y	Y	Y	Y	—	Y	—	Y	Y	Y	—	12-0-0-4
12-10	Case 12-10: Proposed revision to Section 505.6.3 Bridge Deck Joint Assemblies.	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
12-11A	Case 12-11A: Reclaimed and Recycled Materials – Aggregates	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	A		Y	Y	Y	—	10-0-1-3
12-11B	Case 12-11B: Reclaimed and Recycled Materials – Asphalt	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	A		Y	Y	Y	—	10-0-1-3

Voting Abbreviations: Y: Yes N: No A: Abstain — : Not Present (NP)

*: Indicates changes made to proposal prior to vote.

MAG Specification & Detail Committee VOTING SUMMARY for 2012

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	ElMirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen-Creek	Scottsdale	Surprise	Tempe	Youngtown	Voting Summary Y-N-A-NP
12-11C	Case 12-11C: Reclaimed and Recycled Materials – CLSM	Approved 09/05/12	Y	Y	Y		—	Y	Y	Y	Y	—	Y		Y	Y	Y	—	11-0-0-3
12-12	Case 12-12: New Section 739 - Steel Reinforced Polyethylene Pipe	Carry Forward																	0-0-0-0

Voting Abbreviations: Y: Yes N: No A: Abstain — : Not Present (NP)

*: Indicates changes made to proposal prior to vote.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension

SUMMARY:

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds. The Transportation Policy Committee and the MAG Regional Council in meetings on October 17, 2012 and October 24, 2012, respectively, approved deleting the ALCP projects, using the federal STP funds for the LRT extension, and starting the Major Amendment process.

Please see attached memorandum and analysis for further information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Gilbert Road extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program.

CONS: The proposed action deletes funds from the Arterial Life Cycle Program (ALCP) which reduces the amount of federal highway funds available for street improvements. However, most of the streets projects have been or will be completed as development occurs adjacent to the streets.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the ALCP. Most of the streets projects have been or will be completed as development occurs adjacent to the streets. The Higley projects are not deemed feasible due to neighborhood concerns and have been determined by Mesa as not being a viable concept.

POLICY: The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added. The deletion of the projects from the ALCP are not subject to the major amendment requirements in state law for the RTP. The movement of federal highway funds from the ALCP to the transit program is a change in the RTP. Although the transfer of Proposition 400 sales funds between modes is not allowed under the terms

of the proposition and state law, the transfer of federal highway funds is not subject to the same restriction.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee (TRC): On October 25, 2012, the TRC voted to support Mesa's request.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrlich
- # Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- # Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- Queen Creek: Troy White
- Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- ITS Committee: Debbie Albert, Glendale
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

Regional Council: On October 24, 2012, the MAG Regional Council approved (1) removing federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and using the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) programming federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consulting with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Councilwoman Robin Barker, Apache Junction
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- * Mayor Linda Kavanagh, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community

- Councilmember Ben Cooper for Mayor John Lewis, Gilbert
- # Mayor Elaine Scruggs, Glendale
- # Mayor Georgia Lord, Goodyear
- * Mayor Yolanda Solarez, Guadalupe
- * Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa Co.
- Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Mayor Greg Stanton, Phoenix
- 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
- Councilman Rui Pereira, Wickenburg
- Mayor Michael LeVault, Youngtown
- * 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

Transportation Policy Committee (TPC): On October 17, 2012, the TPC recommended approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Mayor W. J. "Jim" Lane, Scottsdale, Chair
- Mayor Jackie Meck, Buckeye, Vice Chair
- F. Rockne Arnett, Citizens Transportation Oversight Committee
- Ron Barnes, Total Transit
- # Mayor Bob Barrett, Peoria
- * Dave Berry, Swift Transportation
- * Jed Billings, FNF Construction
- * Councilmember Ben Cooper, Gilbert
- Mayor Mark Mitchell, Tempe
- * Councilmember Dick Esser, Cave Creek
- Joseph La Rue, State Transportation Board

- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Garrett Newland, Macerich
- * Mayor Marie Lopez Rogers, Avondale
- Mayor Georgia Lord, Goodyear
- # Mayor Elaine Scruggs, Glendale
- Councilmember Jack Sellers, Chandler
- Mayor Scott Smith, Mesa
- * Mayor Greg Stanton, Phoenix
- # Karrin Kunasek Taylor, DMB Properties
- Supervisor Max W. Wilson, Maricopa County
- Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

ACTION NEEDED:

Information, discussion, and input.

CONTACT PERSON:

Eric Anderson, (602) 254-6300

October 30, 2012

TO: Members of the MAG Management Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM PROJECT REMOVAL AND GILBERT ROAD
LIGHT RAIL EXTENSION

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds.

On October 24, 2012, the MAG Regional Council approved (1) removing federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and using the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) programming federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consulting with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

This item is on the agenda for information, discussion, and input.

Arterial Life Cycle Program (ALCP) Overview

The Arterial Life Cycle Program (ALCP) began with the approval of the 2003 Regional Transportation Plan (RTP) and the passage of Proposition 400 in November 2004. Regional funding for the Arterial Life Cycle Program (ALCP) incorporates three revenue sources: federal Surface Transportation Program (STP) funds, federal Congestion Mitigation and Air Quality (CMAQ) funds, and Regional Area Road Funds (RARF), otherwise known as the half-cent sales tax. RARF funds comprise about 46.5 percent of the total ALCP funding, STP accounts for about 45.5 percent of the total funding, and CMAQ makes up the remaining three percent. The ALCP program

was added to the Proposition 400 plan to help regionally balance the planned transportation investments. In this regard, the funding is allocated to each jurisdiction for use on approved ALCP projects.

Arizona State Revised Statutes (ARS) 'firewalls' the RARF funds from being transferred from the arterial account to another mode (transit or freeways). The federal STP and CMAQ funds in the ALCP are not subject to this statutory provision but are governed by the ALCP policies that have been established by MAG. Under the ALCP policies, jurisdictions are allowed to transfer funds from one project to another as long as the projects are evaluated and approved through the MAG process. Federal STP funds are the most flexible federal funds and can be used on highway projects or transit projects. Unlike the transit and freeway life cycle programs, the RTP identified specific projects, fixed reimbursement budgets, and five-year phases for reimbursements per project for the ALCP.

Additionally, like the other life cycle programs in the region, the ALCP has been subject to decreased revenues over the years. To balance the program, each Lead Agency's allocation or "share" of the program has been reduced proportionally according to their share of the ALCP.

Project Changes to ALCP Projects

Per the ALCP Policies, the ALCP is updated annually, and includes the provision to request project changes that can include: scope changes, schedule changes, segmenting projects, cost changes, deletion and replacement projects, exchanges, among other types of changes. Since the first year of the ALCP, 2006, there have been many approved project changes including the deletion of original arterial projects and replacing them with other arterial projects.

The ALCP policy does not address the type of request being made by Mesa to remove 16 street projects and use the federal funding for the extension of the light rail corridor to Gilbert Road. Removal of the sixteen ALCP projects does not trigger a major amendment per state regulations § 28-6301.7, but adding the 1.9 mile LRT extension does.

Mesa provided a list of 16 ALCP projects that they are proposing to delete from the ALCP program. MAG staff analyzed each of the 16 projects being proposed for deletion and in general, the projects fall into three categories: 1) projects that have been substantially completed and/or will be completed by adjacent property developers; 2) projects that are not deemed feasible due to concerns over neighborhood impacts; and, 3) projects that are not needed in the planned time horizon due to a change in the rate and pattern of development. Attachment #1 is a summary of the 16 proposed projects for deletion from the ALCP with detailed project overviews and maps.

MAG staff has examined each project and have confirmed the analysis. In addition, MAG staff has run the regional travel demand model without the projects that are not expected to be completed during the plan time horizon and determined that the impact on system performance is minimal.

Major Amendment Definition and Process

If the Mesa request to use the federal funds to build another 1.9 miles of light rail is approved, this action would trigger the RTP major amendment process that was part of the Proposition 400 legislation and can be found in

ARS § 28-6301.7, which includes “the addition or deletion of a freeway, route on the state highway system or a fixed guideway transit system as a major amendment.”

The Major Amendment Process and schedule related to this specific request is outlined in Attachment #2. Once MAG takes action to approve the Mesa request, the proposed change to the RTP is sent to the Maricopa County Board of Supervisors, the Regional Public Transportation Authority (RPTA), and the State Transportation Board, who each must take action on the proposed change to approve, modify, or disapprove the proposed change and provide MAG written notice of the action within 30 days. Following that consultation, the item would be brought back to the MAG Management Committee, Transportation Policy Committee, and Regional Council for approval.

If any of these three organizations do not recommend approval, then a vote of 17 members of the Transportation Policy Committee is needed to move the recommendation forward to the MAG Regional Council. The Citizens Transportation Oversight Committee (CTOC), Native American Indian Communities, and local cities and towns may also provide comments to MAG within the same 30-day period.

Analysis and Information Related to Requests

The City of Mesa, MAG, and METRO staff have worked together to compile the following information related to the request:

1. ALCP Project removal analysis and project overviews
2. Major Amendment Process Schedule
3. Gilbert Rd. LRT project information and analysis
4. Gilbert Rd. LRT financial plan and analysis

ATTACHMENT #1: Mesa Arterial Projects Proposed for Removal

RTP Project	Total amount of STP-MAG Funding (FY 2013 ALCP 2011\$)	Years of Funding	Reason For Removal
Baseline Rd.: Power Rd. to Ellsworth Rd.	\$ 8,935,601	2016	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Baseline Rd.: Ellsworth Rd. to Meridian Rd.	\$ 9,361,106	2016, 2017	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Country Club Dr./Brown Rd.: Intersection Improvements	\$ 4,029,722	2017-2019	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Crismon Rd.: Ray Rd. to Germann Rd.	\$ 12,326,562	2016-2018	1) Remaining improvements will be completed by adjacent property developers
Germann Rd.: Ellsworth Rd. to Signal Butte Rd.	\$ 12,795,322	2016-2019	1) Remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Power Rd. to Hawes Rd.	\$ 8,789,743	2021-2023	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Hawes Rd. to Crismon Rd.	\$ 8,921,370	2018-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Crismon Rd. to Meridian Rd.	\$ 7,558,111	2018-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Higley Rd. Parkway: SR 202L to Brown Rd.	\$ 8,581,650	2020-2021	2) Project is not feasible due to concerns over neighborhood impacts
Higley Rd. Parkway: Brown Rd. to US 60	\$ 8,581,521	2021-2022	2) Project is not feasible due to concerns over neighborhood impacts
Higley Rd. Parkway: US 60 to SR-202L Grade Separations	\$ 22,490,292	2021-2024	2) Project is not feasible due to concerns over neighborhood impacts
McKellips Rd./Power Rd.: Intersection Improvements	\$ 3,393,384	2017-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
McKellips Rd./Val Vista Dr.: Intersection Improvements	\$ 2,910,774	2016-2018	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Meridian Rd.: Baseline Rd. to Ray Rd.	\$ 17,223,818	2017-2018	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Meridian Rd.: Ray Rd. to Germann Rd.	\$ 12,721,129	2019-2020	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Thomas Rd.: Gilbert Rd. to Val Vista Dr.	\$ 4,745,938	2020-2021	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development

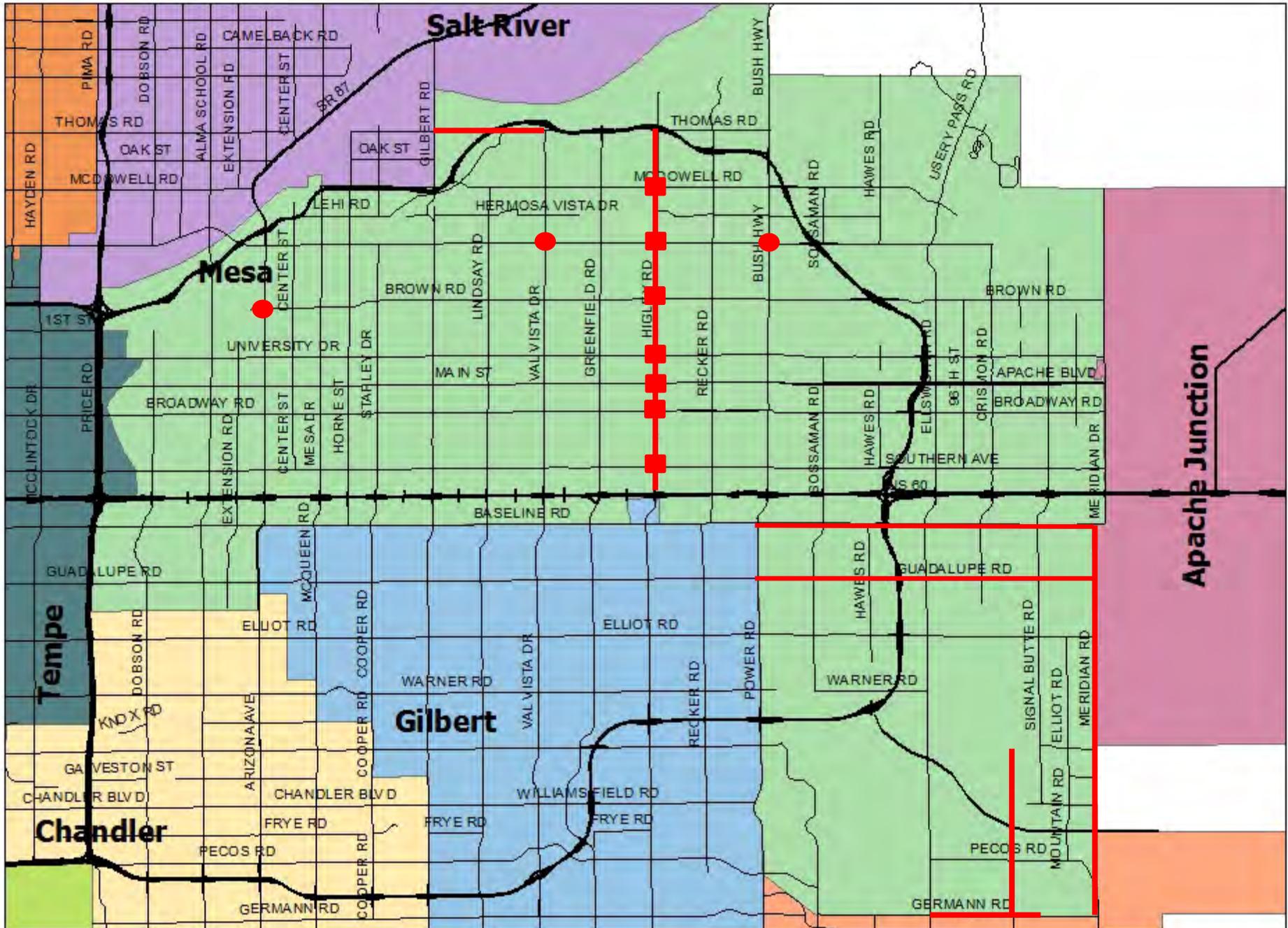
\$ 153,366,043

ATTACHMENT #1: (continued)

Years of STP-MAG Funding Availability

	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
STP-MAG Funding	\$ 18,764,931	\$ 17,988,020	\$ 24,475,939	\$ 27,492,547	\$ 19,298,987	\$ 14,210,771	\$ 20,682,022	\$ 6,334,126	\$ 4,118,698	\$ 153,366,042

Locations of Requested Removal of 16 Arterial Life Cycle Program Projects



ALCP Project Name: Baseline: Power Rd to Ellsworth

Original ALCP Scope: Baseline to be improved from 4 to 6 lanes. Power, Sossaman, Hawes and Ellsworth intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts.

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: 6 lanes are existing on Baseline Road: Power Road to 1,400ft east of Superstition Springs Blvd. 5 lanes are existing from S 72nd Street to Sossaman Road. 6 lanes are existing on Baseline Road: Hawes Road to 400 ft. east of Loop 202.

Street improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Improvements include 4 to 6 lane construction for a length of 4,240 ft. from Sossaman to Hawes Rds. and 1,800 ft. from 1,040 ft. east of Loop 202 to 2,920 ft. East of Loop 202. Improvements also include construction of 1 lane (5 to 6 lanes) at Baseline Road: S 72nd Street to Sossaman Road and Baseline Road: Hawes Road to 400 ft. east of Loop 202. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,935,601

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Baseline Rd:
Power Rd to Ellsworth Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Baseline: Ellsworth to Meridian Rd.

Original ALCP Scope: Baseline to be improved from 4 to 6 lanes. Crismon, Signal Butte, and Meridian intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts.

Lanes in 2004: 4

Lanes in 2012: 5

Work Completed Between 2004 - 2012: 4 to 5 lanes have been constructed from Ellsworth to 2,375 feet east of Ellsworth, Crismon to 810 feet east of Crismon and from 1,240 east of Signal Butte to 2,060 feet east of Springwood Boulevard. All segments between these have been fully improved to 6 lanes

Street improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: 5 to 6 lanes will be constructed from Ellsworth to 2,375 feet east of Ellsworth, Crismon to 810 feet east of Crismon and from 1,240 east of Signal Butte to 2,060 feet east of Springwood Boulevard. From 2,060 feet east of Springwood Boulevard to Meridian Road (1,670 feet) a 3 lane roadway (3 to 6 lane road) will need to be constructed. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$9,361,106

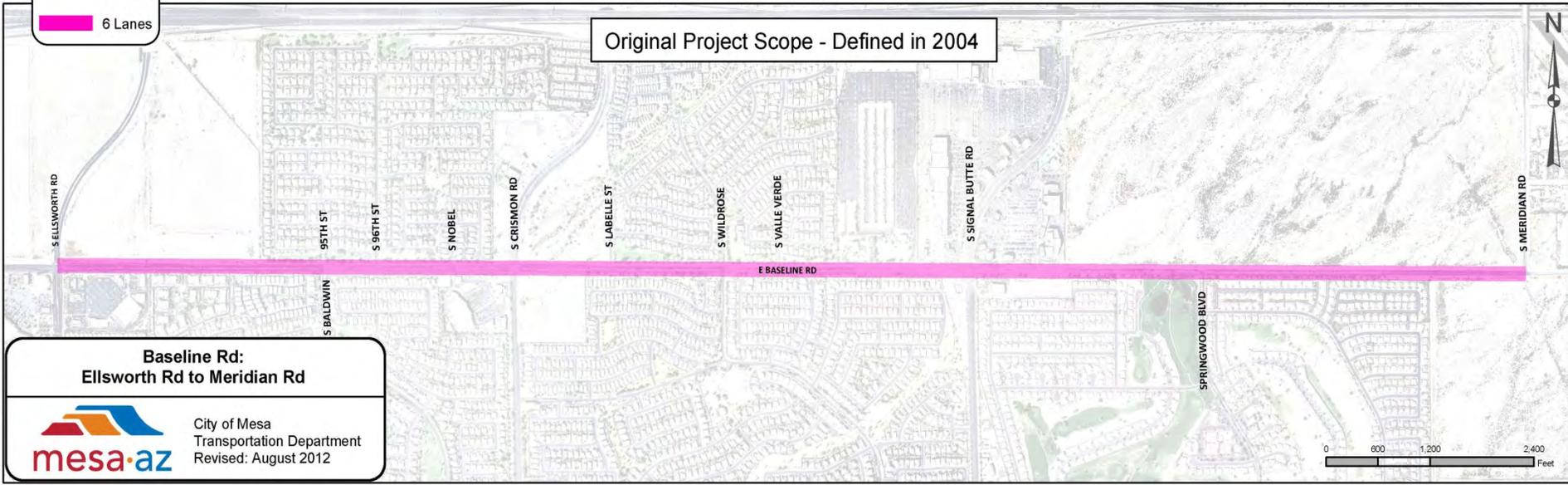
After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Baseline Rd:
Ellsworth Rd to Meridian Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Country Club @ Brown: Intersection Improvement

Original ALCP Scope: Country Club Dr/Brown Road intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

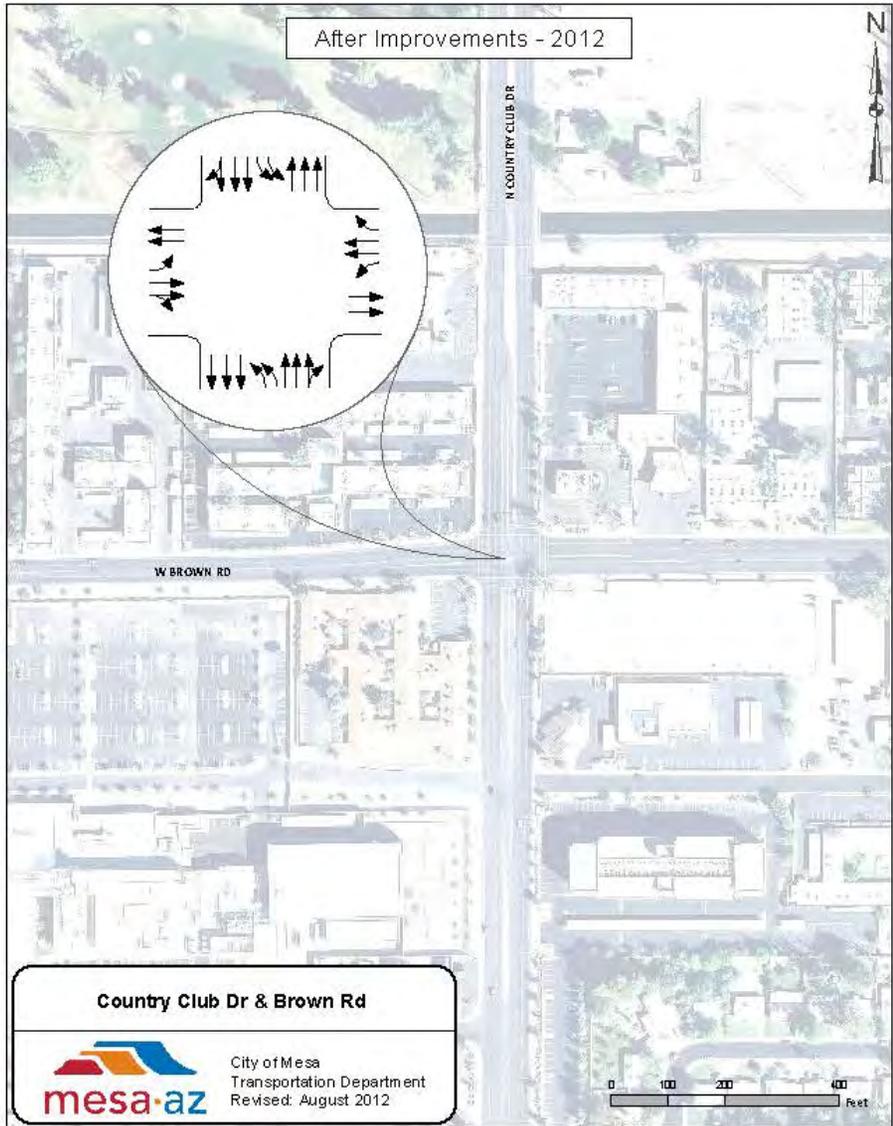
Lanes in 2012: 6

Work Completed Between 2004 - 2012: Currently, Country Club is a 6 lane roadway and Brown Road is a four lane roadway. The MAG 2031 24 hour volumes (run September 14, 2011) has modeled this intersection with the current configuration (no improvements to intersection or widening of roads). The results of this MAG run are volumes on Brown eastbound up to 2000. No improvements to the intersection are needed in light of this result.

Projected Improvements Post-2012: None. Project is not needed in the planned timeframe due to a change in the rate and pattern of development. The revised MAG traffic volume forecast (2031) does not justify the improvements.

ALCP Funding: \$4,029,722

After Improvements - 2012

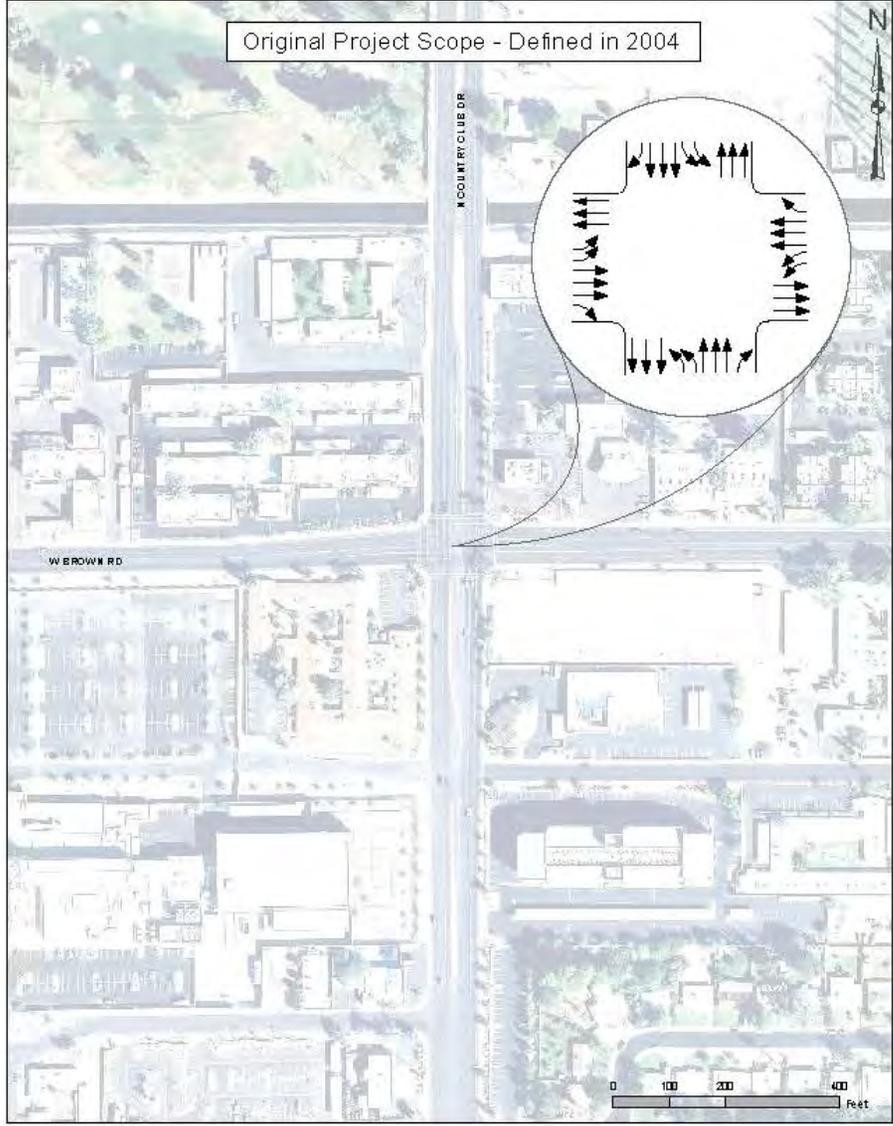


Country Club Dr & Brown Rd



City of Mesa
Transportation Department
Revised: August 2012

Original Project Scope - Defined in 2004



ALCP Project Name: Crismon Rd: Ray Rd to Germann Rd

Original ALCP Scope: Crismon has been identified in the 2025 Transportation Plan as a 6 lane Road.

Lanes in 2004: 0

Lanes in 2012: 0

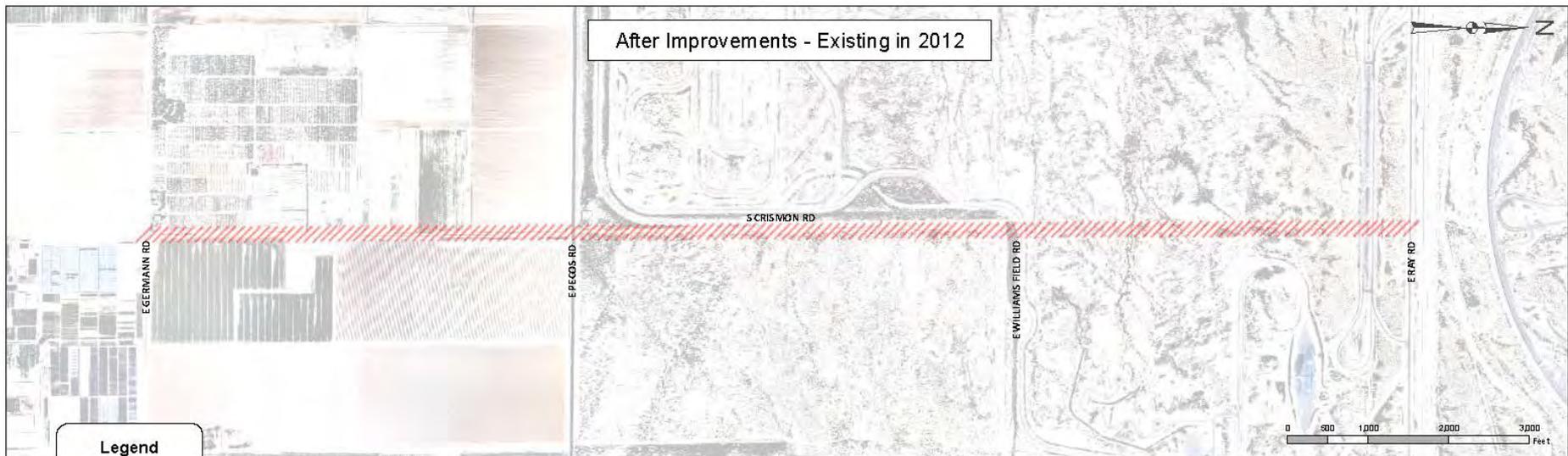
Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: Crismon: Ray to Williams Field is part of an approved development as a 4 lane roadway to be built by the private developer. Crismon from Williams Field to Germann is planned to be built as a 6 lane roadway by private development. Estimated date 2020.

Improvements, as scoped in 2004, will be done by developers.

Reason for Removal: Remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$12,326,562



Legend

6 Lanes

No Road



**Crismon Rd:
Germann Rd to Ray Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Germann Rd: Ellsworth to Signal Butte

Original ALCP Scope: Germann has been identified as a 6 lane roadway. Ellsworth, Crismon and Signal Butte intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in all directions.

Lanes in 2004: 2

Lanes in 2012: 2

Work Completed Between 2004 - 2012: From 300 feet east of Ellsworth to Signal Butte, Germann is a 2 lane roadway.

Projected Improvements Post-2012: From 300 feet east of Ellsworth to Signal Butte, Germann will be developed to a 6 lane roadway by private development. Estimated date 2030.

Improvements, as scoped in 2004, will be done by developers.

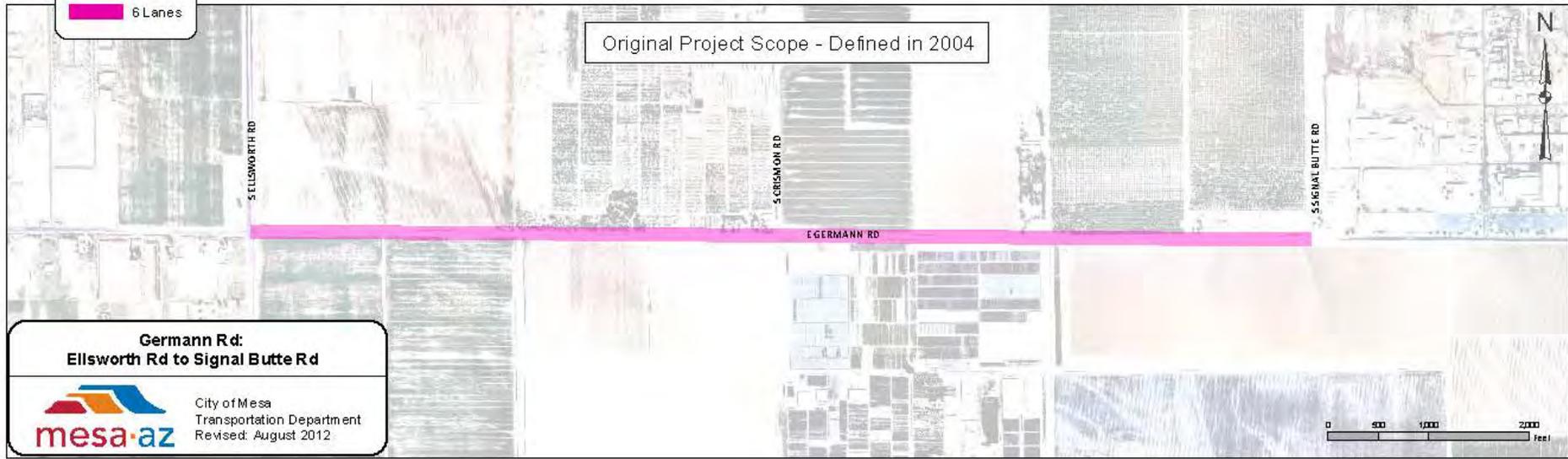
Reason for Removal: Remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$12,795,322



Legend

- 2 Lanes
- 6 Lanes



**Germann Rd:
Ellsworth Rd to Signal Butte Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Power to Hawes

Original ALCP Scope: Guadalupe Road to be improved from 4 to 6 lanes. Power, Sossaman, and Hawes intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in all directions.

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: Guadalupe from Sossaman to Hawes has been fully improved to a 6 lane roadway. Guadalupe from Power to 1,500 feet east of Power the roadway was improved to a 5 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: On Guadalupe from Power to 1,500 feet east of Power 1 lane with sidewalk will be constructed. From 1,500 feet east of Power to Sossaman 2 lanes plus sidewalk (4 to 6 lane roadway) will be constructed. Estimated date 2030.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,789,743

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Guadalupe Rd:
Power Rd to Hawes Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Hawes to Crismon

Original ALCP Scope: Guadalupe Road to be improved from 4 to 6 lanes. Crismon and Ellsworth intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 4 or 6

Work Completed Between 2004 - 2012: Guadalupe Road from Joslyn Avenue to Crismon is fully improved to 6 lane roadway. Guadalupe Road from Joslyn Avenue to Hawes is a 4 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Guadalupe Road from Joslyn Avenue to Hawes is to be improved to a 6 lane roadway by constructing 2 lanes including sidewalks. Estimated date 2018.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,921,370

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Guadalupe Rd:
Hawes Rd to Crismon Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Crismon to Meridian

Original ALCP Scope: Guadalupe Road to be improved to 6 lanes. Signal Butte and Meridian intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 2

Lanes in 2012: 2 or 6

Work Completed Between 2004 - 2012: Guadalupe from Crismon Road to Signal Butte Road is a 2 lane roadway. Undeveloped State land is located on the north side of Guadalupe. From Signal Butte to Wattlewood Guadalupe is a 6 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Guadalupe from Crismon Road to Signal Butte Road will be improved from 2 to 6 lanes with private development. From Wattlewood to Meridian, Guadalupe will be constructed to 6 lanes by private development. This is not foreseen in near future. Estimated date 2035.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$7,558,111



After Improvements - Existing in 2012

Legend

- 2 Lanes
- 6 Lanes



Original Project Scope - Defined in 2012

**Guadalupe Rd:
Crismon Rd to Meridian Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Higley Rd Parkway: SR202L to Brown Rd

Original ALCP Scope: Higley Road to be a 6 lane roadway

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: Higley Road from Loop 202 to McKellips is a 6 lane roadway missing sidewalks. Higley Road: McKellips to Indigo is a fully improved 6 lane. From Indigo Street to Brown 4 to 5 lanes roadway is existing.

Projected Improvements Post-2012: The impacts to the neighborhood are too severe. The City would have to potentially condemn nearby homes. The community has already expressed opposition to this. The impacts on businesses would also be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$8,581,650



**Higley Rd:
Brown Rd to SR 202L**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Higley Rd Parkway: Brown Rd to US 60

Original ALCP Scope: Higley Road to be a 6 lane roadway

Lanes in 2004: 4

Lanes in 2012: 4

Work Completed Between 2004 - 2012: Higley Road from Loop 202 to McKellips is a 6 lane roadway missing sidewalks. Higley Road: McKellips to Indigo is a fully improved 6 lane. From Indigo Street to Brown 4 to 5 lanes roadway is existing.

Projected Improvements Post-2012: The impacts to the neighborhood are too severe. The City would have to potentially condemn nearby homes. The community has already expressed opposition to this. The impacts on businesses would also be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$8,581,521



ALCP Project Name: Higley Rd Parkway: SR202L to US 60 Grade Separations

Original ALCP Scope: Higley Road to be a 6 lane roadway and grade separated intersections to be completed.

Lanes in 2004: 4

Lanes in 2012: 4, 5 or 6

Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: The impacts on businesses would be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$22,490,292



Higley Rd:
SR 202L to US 60



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: McKellips @ Power Rd: Intersection Improvement

Original ALCP Scope: McKellips/Power intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 6

Work Completed Between 2004 - 2012: The north, south, and east legs of the intersection have been fully improved, and provide 3 thru lanes, 2 left turn lanes and 1 right turn lane in each direction. The west leg has 2 through lanes and 2 left turn lanes.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Construct 1,193 feet of additional through lane plus a right turn lane on the west leg, to be done by private development. Northbound bus pullout may be needed in future. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$3,393,384

After Improvements - Existing in 2012



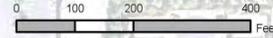
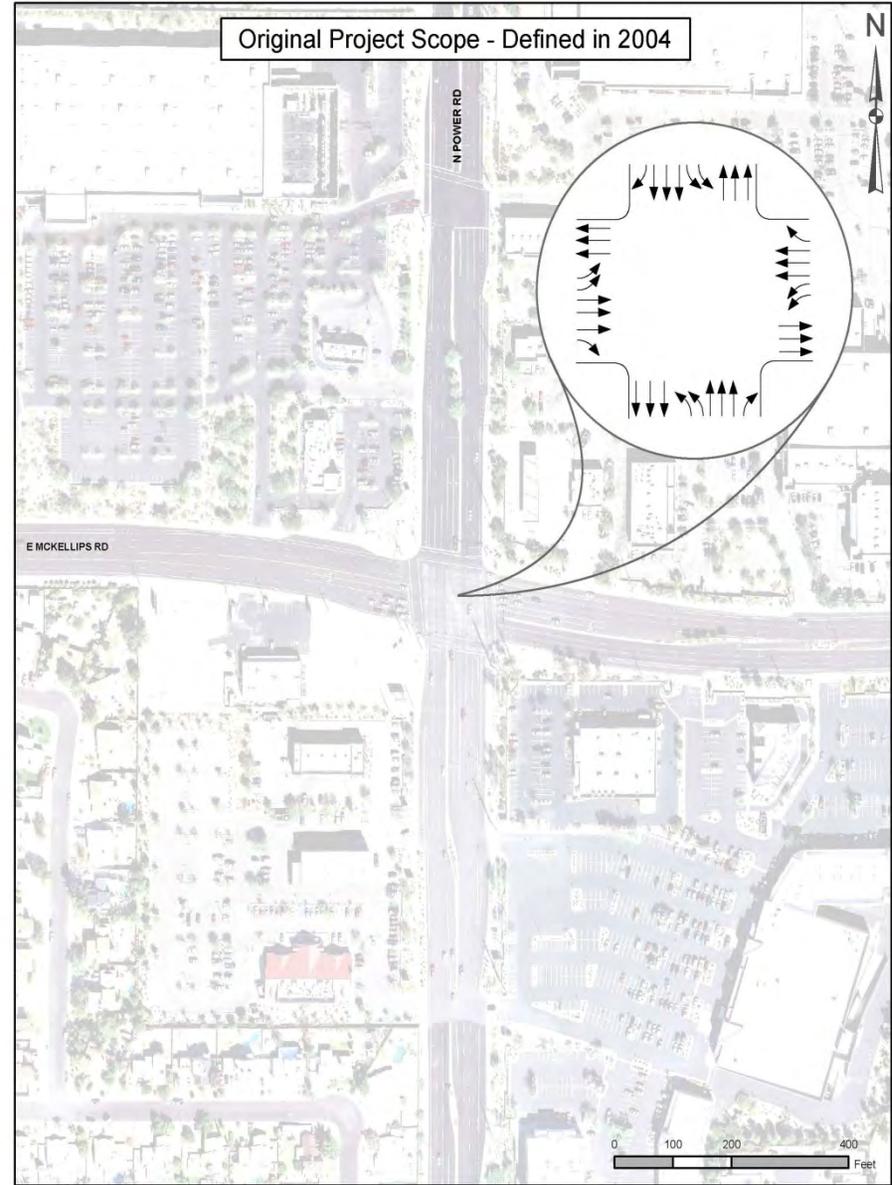
McKellips Rd & Power Rd



City of Mesa
Transportation Department
Revised: August 2012



Original Project Scope - Defined in 2004



ALCP Project Name: McKellips @ Val Vista Dr: Intersection Improvement

Original ALCP Scope: McKellips/Val Vista intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 6

Work Completed Between 2004 - 2012: The north leg is fully improved for 6 through lanes, 1 right turn lane and 1 left turn lane; the west leg is fully improved for 6 through lanes, 2 left turn lanes, and 1 right turn lane; the south leg is fully improved for 6 through lanes and 2 left turn lanes, and the east leg has 4 through lanes and 1 left turn lane.

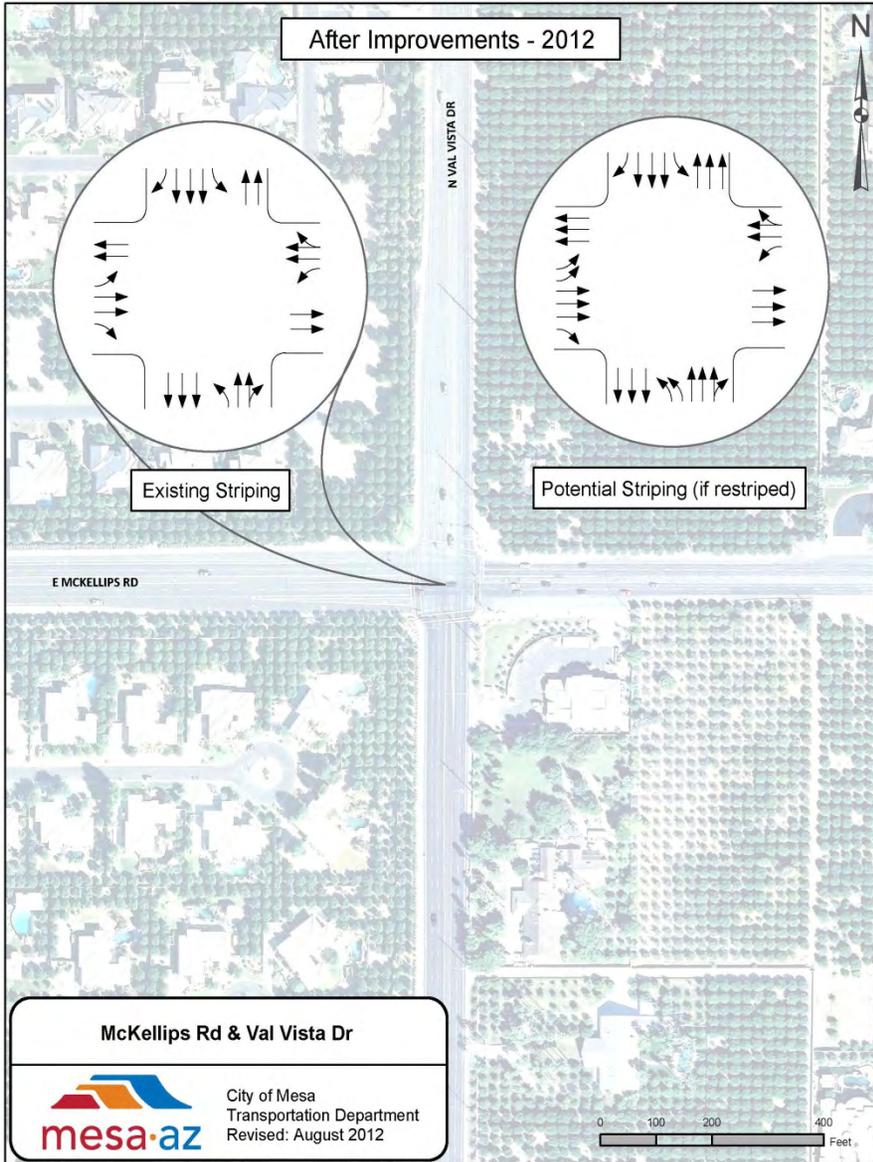
Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: The east leg is to be improved with 1 additional through lanes, 1 additional right turn lane and 1 additional left turn lane to be done by private development. Estimated date 2025.

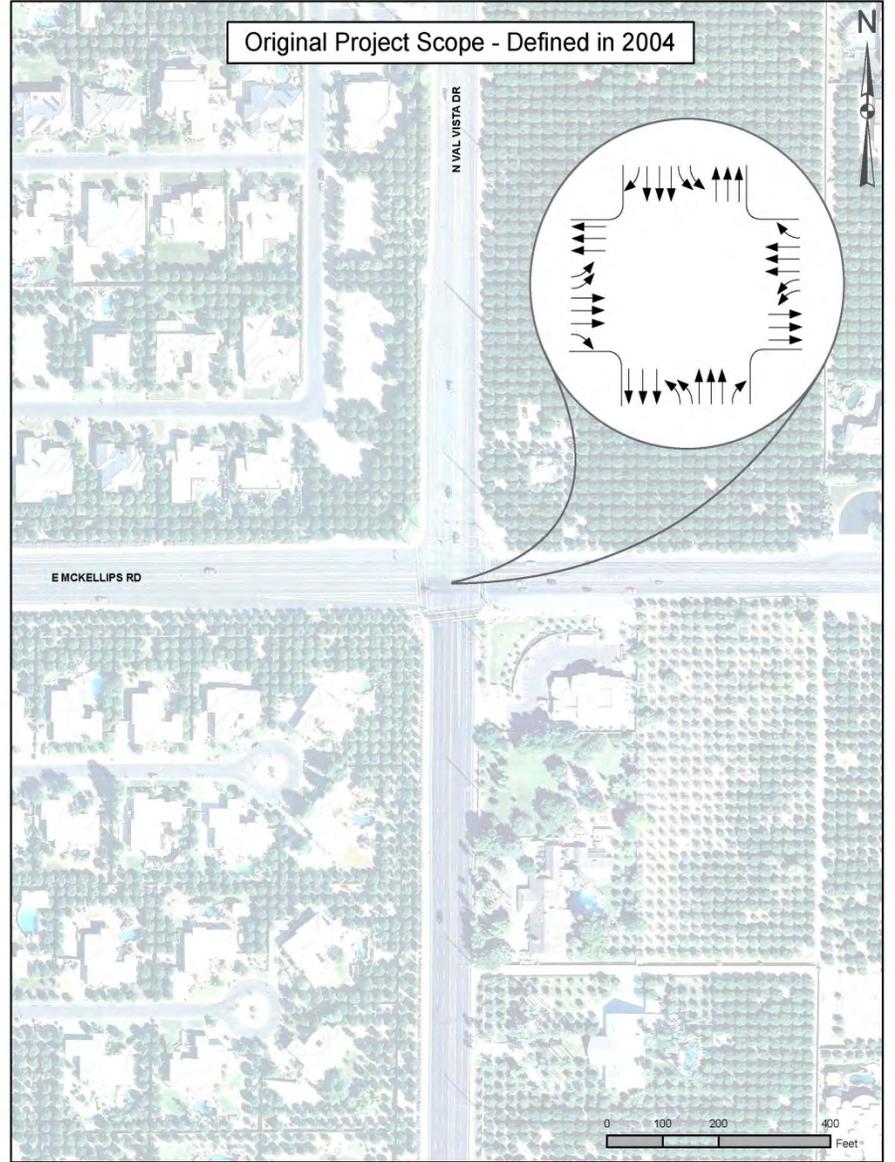
Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$2,910,774

After Improvements - 2012



Original Project Scope - Defined in 2004



ALCP Project Name: Meridian Rd: Baseline to Ray

Original ALCP Scope: Meridian Rd to be a 6 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 2

Work Completed Between 2004 - 2012: Meridian from Paloma to Warner and Warner to Starfire is a 2 lane roadway. Meridian from Baseline to Paloma and Starfire to Ray will need to be constructed to a new 6 lane roadway.

Projected Improvements Post-2012: The road is at the edge of the City of Mesa and does not lie within Mesa City limits. Mesa's interests in improving these streets are minor. Meridian is being planned as a 6 lane roadway by other jurisdictions.

Reason for Removal: Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$17,223,818



**Meridian Rd:
Ray Rd to Baseline Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Meridian Rd: Ray to Germann

Original ALCP Scope: Meridian Rd to be a 6 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 0

Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: The road is at the edge of the City of Mesa and does not lie within Mesa City limits. Mesa's interests in improving these streets are minor. Meridian is being planned as a 6 lane roadway by other jurisdictions.

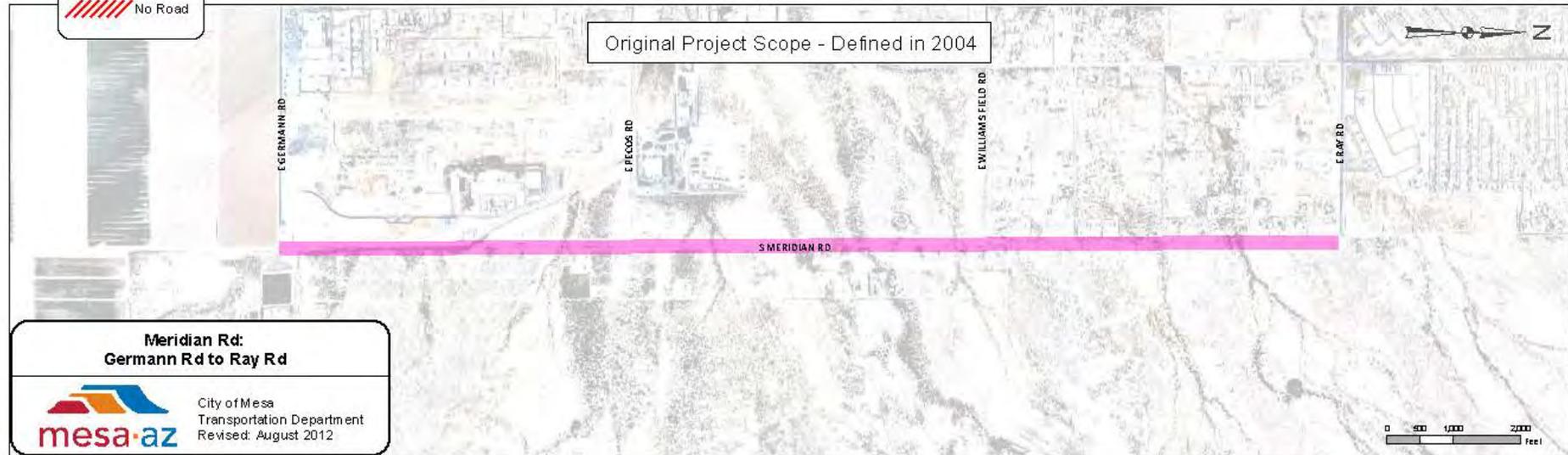
Reason for Removal: Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$12,721,129



Legend

- 6 Lanes
- No Road



**Meridian Rd:
Germann Rd to Ray Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Thomas Rd: Gilbert to Val Vista

Original ALCP Scope: Meridian Rd to be a 4 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 2

Work Completed Between 2004 - 2012: Thomas Rd from Lehi to Val Vista was developer constructed (Lehi Crossing Subdivision) as a 2 lane roadway. Thomas from Lehi to Gilbert is currently a dirt path that provides access to farm land and a mining operation.

Projected Improvements Post-2012: The anticipated traffic volume do not justify the expense, given that there alternative routes available. Low traffic volumes make it a very low priority. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$4,745,938

After Improvements - Existing in 2012



Legend

- 2 Lanes
- 4 Lanes
- No Road

Original Project Scope - Defined in 2004



**Thomas Rd:
Gilbert Rd to Val Vista Dr**



City of Mesa
Transportation Department
Revised: August 2012

ATTACHMENT #2 - Schedule for Major Amendment Process

Policy Approval & Major Amendment		
Committee	Date	Action
MAG Transportation Policy Committee	October 17, 2012	Recommend approval to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right of way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road.
MAG Regional Council	October 24, 2012	Recommend approval to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right of way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road.

Major Amendment		
Committee	Date	Action
RPTA	November 15, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
State Transportation Board	November 16, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
Maricopa County Board of Supervisors	October 31, 2012 or November 14, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
MAG Member Agencies (Indian Communities, cities, towns) and CTOC	30 Days	Comments on proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
MAG Transportation Review Committee	December 13, 2012	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.
MAG Management Committee	January 9, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.

MAG Transportation Policy Committee	January 16, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.
Major Amendment (continued)		
Committee	Date	Action
MAG Regional Council	January 23, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.

TIP/RTP/ALCP New Finding of Conformity and Amendment Approval		
Committee	Date	Action
30-Day Public Review/Notice	January 24, 2013	30 Day (prior to Regional Council)
MAG Transportation Review Committee	January 24 or 31, 2013	Recommend approval of TIP, RTP, and ALCP Amendments
MAG Management Committee	February 13, 2012	Recommend approval of TIP, RTP, and ALCP Amendments and New Finding of Conformity
MAG Transportation Policy Committee	February 20, 2012	Recommend approval of TIP, RTP, and ALCP Amendments
MAG Regional Council	February 27, 2012	Approval of TIP, RTP, and ALCP Amendments and New Finding of Conformity

Information Summary

ATTACHMENT #3



DATE

September 25, 2012

SUBJECT

Gilbert Road Light Rail Transit Extension

PURPOSE

The purpose of this information summary is to provide background information related to the Gilbert Road Light Rail Transit Extension.

BACKGROUND/DISCUSSION/CONSIDERATION

In September 2009, the Maricopa Association of Governments (MAG) Regional Council approved a set of Alternatives Analysis recommendations, which included a locally preferred alternative (LPA) for a 3.1-mile LRT extension along Main Street from Sycamore to just east of Mesa Drive. Also as part of the Alternatives Analysis recommendations, MAG approved consideration of a 1.9-mile LRT extension on Main Street east to Gilbert Road as a future phase.

The extension to Gilbert Road was included in the Regional Transportation Plan (RTP) as an “illustrative” project, meaning the project will be considered in future regional planning efforts, but is unfunded at this time. This was recommended because of strong ridership demand along this segment, opportunities to optimize regional bus connections, and a preferred long-range site for an end-of-line park and ride near Gilbert Road given the travel patterns observed in the regional model.

The Gilbert Road Extension project would also help ensure the equitable distribution of transit services across the city, and support community economic growth initiatives for sustainable development. Investments in transportation infrastructure must produce travel improvements for both personal and economic reasons. An investment in light rail within the corridor will allow for easier and faster movement of people to reach additional desired destinations in Mesa and the central valley region. The need for the project is demonstrated in five areas:

- Accommodating the travel needs of a growing population
- Improving local and regional mobility, especially during peak travel times
- Providing a reliable transportation service and optimize regional transit network efficiency
- Linking Mesa and East Valley populations with regional employment centers and activity destinations
- Maximizing the economic development potential of the corridor

The project is bounded by University Drive to the north, Broadway Road to the south, Gilbert Road to the east, and Mesa Drive to the west (Figure 1).

Ridership

As part of the planning process for the Central Mesa Extension that would extend light rail service through downtown Mesa, ridership was forecast between the current end-of-line station at Sycamore and at various points east towards the Superstition Springs Mall. A series of travel forecast analyses were conducted to estimate potential ridership along Main Street. The findings of these analyses suggested that extension of light rail to Gilbert Road showed high demand and could yield an additional 4,000 daily riders in opening year (Figure 2).

Capital & Operating Costs

The total project capital cost is estimated at \$133 million in year of expenditure dollars. The capital cost estimate is a planning-level estimate, which includes uncertainty in project elements such as stations, right-of-way requirements, placement of underground utilities etc. Valley Metro will refine the cost estimates during the environmental and design phase of the study. Funding for this project would be obtained from federal Surface Transportation Program (STP) funds, with the local match provided by the City of Mesa. Annual operating expenses are estimated at \$3.2 million in 2012 dollars and will be paid from fares and City of Mesa funds. The project is scheduled to open in 2017 (Figure 3).

APPROVAL PROCESS

City of Mesa City Council, May 18, 2009
METRO Board of Directors, June 17, 2009
MAG Regional Council, September 30, 2009

RECOMMENDATION

For information only, no action is required.

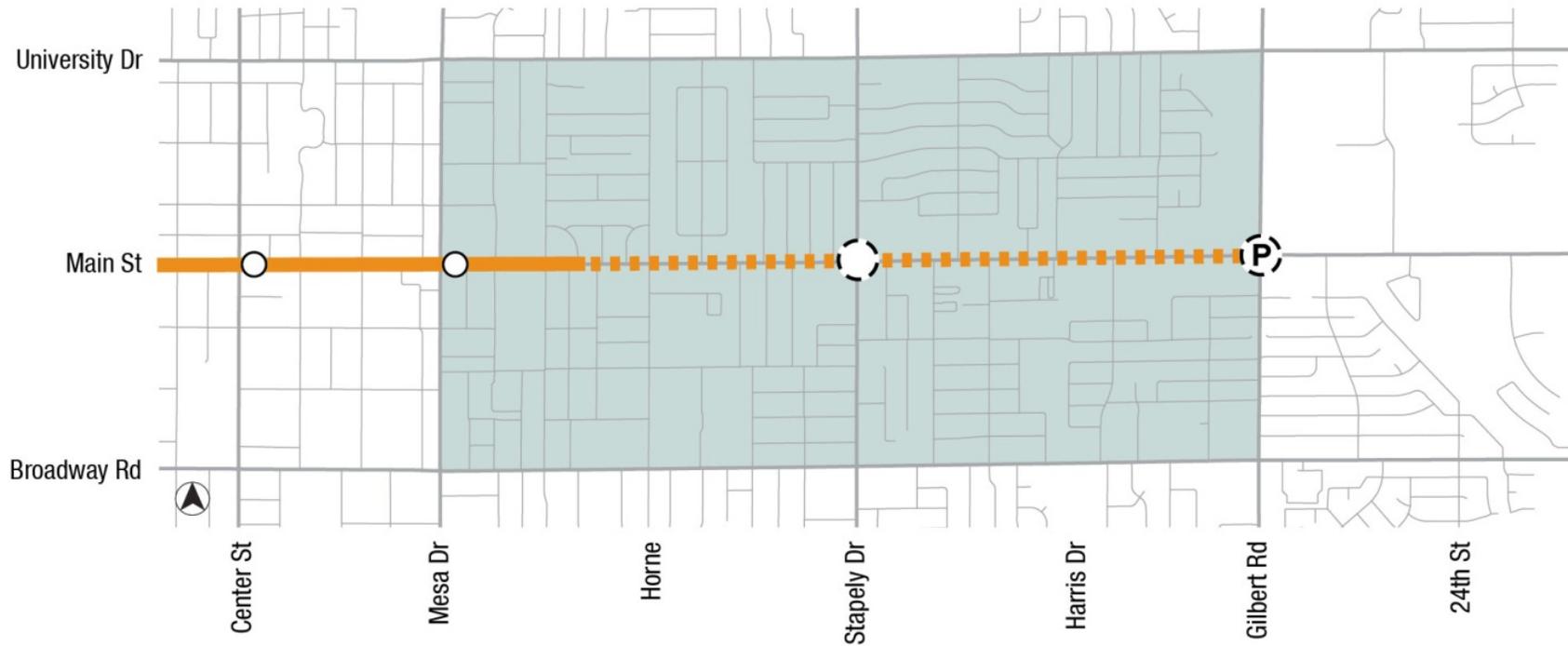
CONTACT

Wulf Grote
Director, Planning and Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENTS

Financing Plan to Extend Light Rail to Gilbert Road in Mesa

FIGURE 1: GILBERT ROAD LRT EXTENSION AND STUDY AREA



LEGEND

- | | | |
|--------------------------------|------------------------|---------------------------|
| Central Mesa Extension | Gilbert Road Extension | Gilbert Road Study Area |
| Central Mesa Extension Station | Station Opportunity | Park-and-Ride Opportunity |

FIGURE 2: GILBERT ROAD LRT EXTENSION RIDERSHIP MARKET

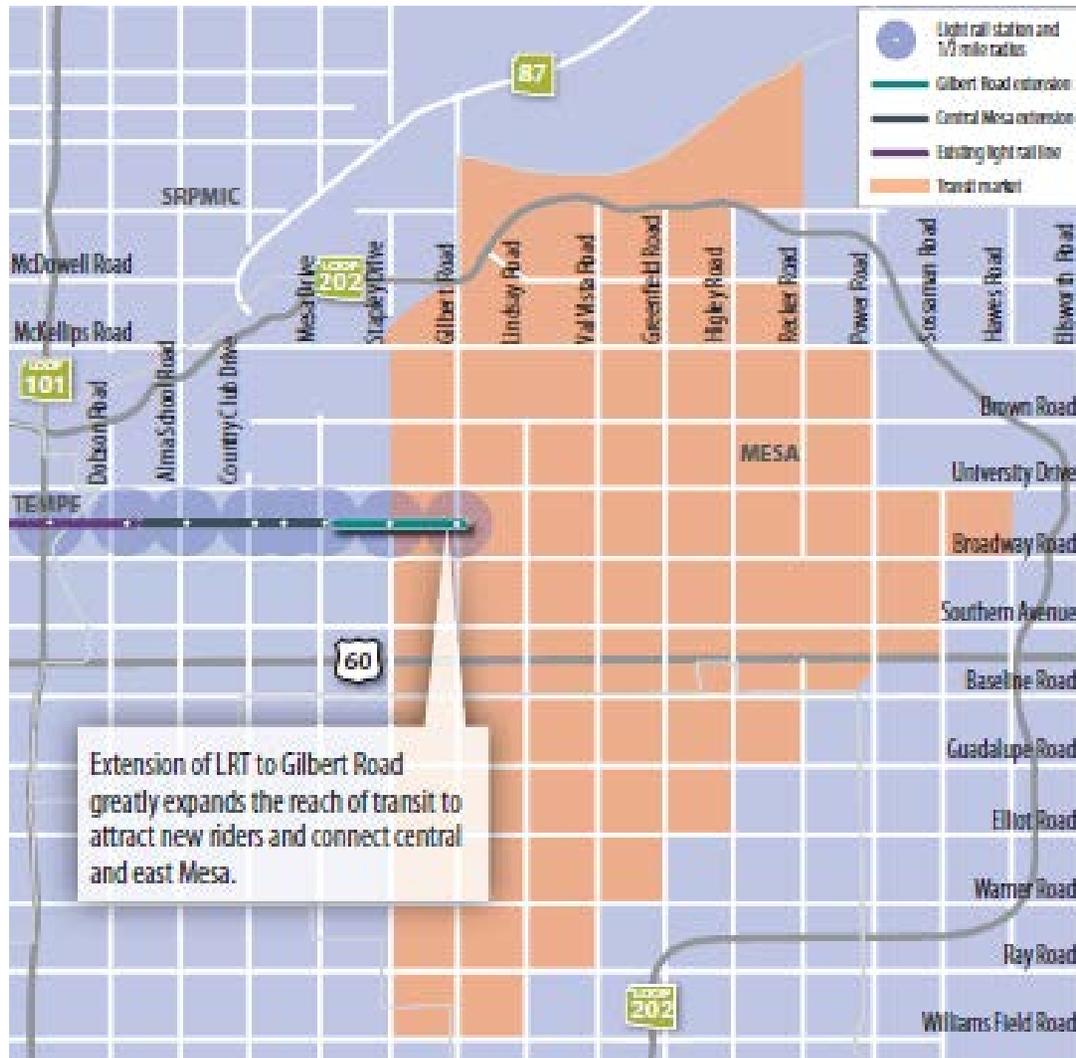
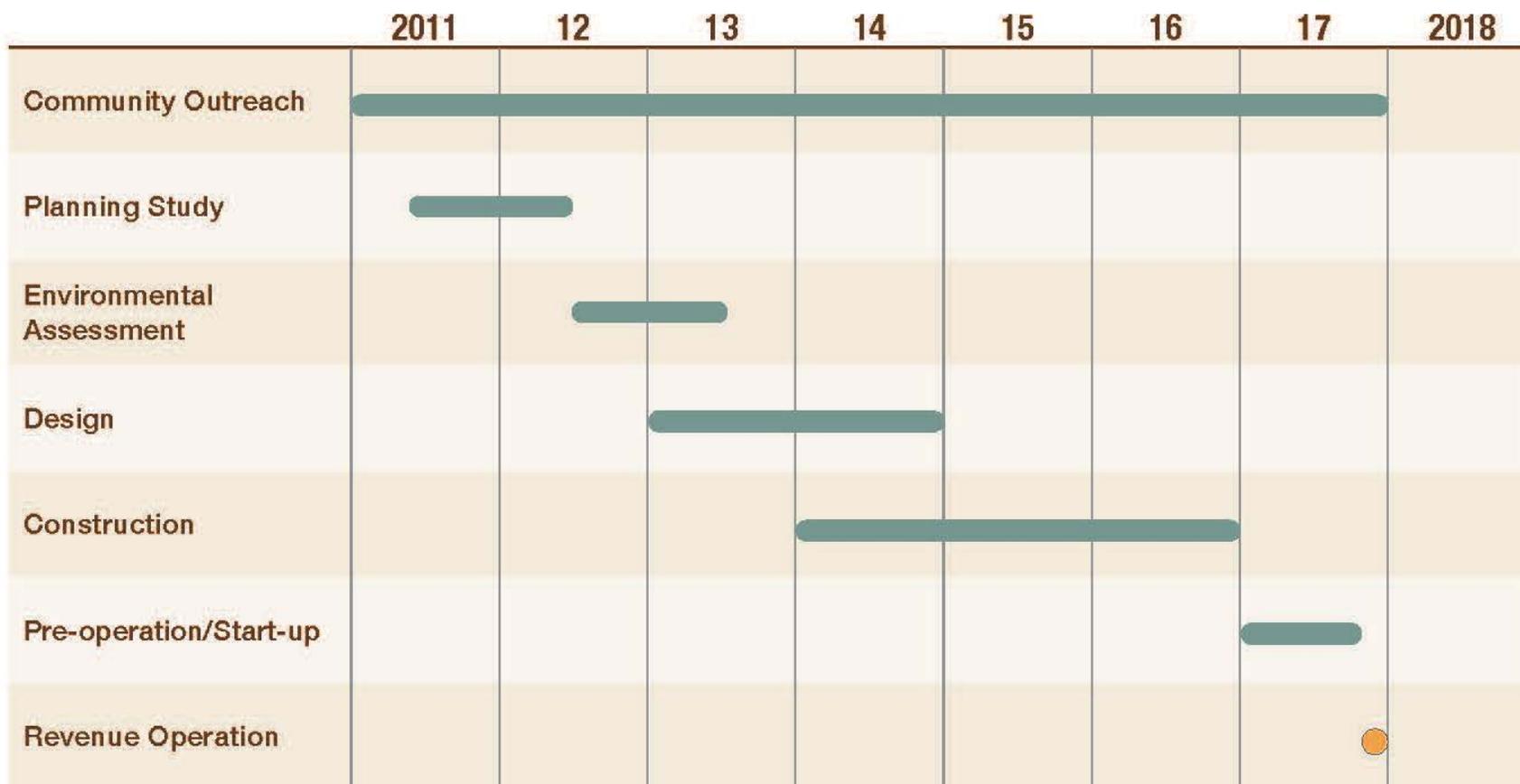


FIGURE 3: GILBERT ROAD LRT EXTENSION PRELIMINARY SCHEDULE



All dates reflect the year the activity is expected to begin.

ATTACHMENT #4

PROPOSED FINANCING TO EXTEND LIGHT RAIL TO GILBERT ROAD IN MESA

Subject: Financing Plan to Extend Light Rail to Gilbert Road in Mesa

Summary: Mesa has requested consideration of a proposal to advance the design, right-of-way acquisition and construction of a 1.9 mile extension of light rail transit (LRT) on Main Street, from Mesa Drive to Gilbert Road. Several planning studies have been conducted on this corridor including an Alternatives Analysis in 2009, which recommended the extension to Gilbert Road. Later that year, the MAG Regional Council adopted the Gilbert Road extension as an illustrative corridor to the MAG Regional Plan. In 2011, a planning study was completed to better define the proposed project and now an Environmental Assessment is underway with completion set for late 2013. Mesa is proposing to begin design and right-of-way acquisition in 2014 following the selection of a design-build contractor by METRO.

The underlying funding for this Project would come from federal Surface Transportation Program (STP) funds totaling \$153.4 million (2011\$) that are currently programmed for 16 Arterial Life Cycle Program (ALCP) projects in Mesa. Mesa is proposing to remove these funds from the ALCP and instead fund the LRT extension. The Mesa City Council established the extension of LRT to Gilbert Road as a Council priority and has determined that the extension is a better use of its limited transportation funds than the 16 ALCP projects. MAG staff also modeled regional travel demand without the ALCP projects proposed for deletion and found the impact on system performance to be minimal.

Since the funding for these ALCP projects does not align with the timing needed for light rail construction, Mesa is proposing to provide interim funding using Transportation Project Advancement Notes (TPANs). These notes would be repaid with federal STP funds as they become available in the program beginning in 2016. The TPAN financing would be secured by the City's excise tax and since Mesa would issue the notes, there would be no impact on the region's financing capacity. This financing is similar to the approach used to accelerate SR 24 by four years which saved the program roughly \$100 million by doing it earlier than planned.

The cost for this extension is currently estimated by METRO at \$112 million in year of expenditure dollars for design, right-of-way and construction. The Project cost also includes contingency funds of over 30% as required by the Federal Transit Administration. The interest expense for this financing is estimated to be about \$21 million for a total Project cost of about \$133 million. As indicated above, the repayment of the interim funding for the Project would come from STP funds totaling about \$153.4 million (2011\$). The additional STP funds being set aside (\$20 million) above the estimated Project cost could be used, if needed, as additional funds to repay the City's advance of interim funding or to fund light rail vehicles in the future if required by METRO policy at some future date.

Mesa understands and agrees that if the schedule for the Project is delayed due to higher program costs and/or lower program revenues, the reimbursement to Mesa would be delayed as other projects are also delayed.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2012

SUBJECT:

Intelligent Transportation Systems Strategic Plan 2012

SUMMARY:

In May 2012, the MAG Intelligent Transportation Systems (ITS) Committee launched a consultant project to develop the region's ITS Strategic Plan, which was previously updated in 2001. The project has been successfully completed with the development of the final report. The primary purpose of the Plan is to provide guidance for making strategic investments in regional infrastructure related to transportation technology on the freeway, arterial and the transit systems. Recommendations included in the Plan are compatible with established regional transportation goals, objectives and policies. The key changes from the previous plan are the transition from "projects" to "programs" and the introduction of ITS applications for improving safety. The ITS Strategic Plan 2012 was recommended for approval by the ITS Committee on October 3, 2012, and by the MAG Transportation Review Committee on October 25, 2012.

The Plan identifies four focus areas for continued regional investments in ITS technology: Freeway System; Arterial System; Transit System and Safety Applications. The priorities for ITS on freeways are established by MAG in partnership with ADOT and are identified in the Regional Transportation Plan (RTP). Transit ITS applications are funded separately through the RTP, except for potential enhancements to traffic signal systems to accommodate transit. All ITS applications on the local street system are funded with Congestion Mitigation and Air Quality (CMAQ) improvement funds through the MAG Transportation Improvement Program (TIP) process. The RTP has allocated nearly \$6-7 million in CMAQ funds per year for local streets. Four focus areas have been identified for the allocation these funds along with investment targets. These focus areas are:

- 1) Arterial ITS projects that would improve arterial operations.
- 2) Projects that would enhance coordination of operations between arterials and freeways.
- 3) ITS projects that improve road safety.
- 4) Projects that would develop local ITS plans.

The strategy envisioned for implementing the Plan is described as an interactive process that involves close coordination between the MAG planning process and stakeholders at state and local agencies directly engaged in traffic management operations, often involving the same ITS professionals playing different roles.

PUBLIC INPUT:

No public input was received. Opportunities for public input were provided at four MAG ITS Committee meetings where the development of the ITS Strategic Plan was discussed.

PROS & CONS:

PROS: The ITS Strategic Plan has developed a framework for making strategic investments in transportation technology infrastructure in the MAG region. The recommendations are consistent with the Regional Transportation Plan and are geared toward making improvements in the operation and management of freeway, arterial, and transit systems, and also for improving road safety.

CONS: Nearly all ITS technology applications require skilled technical staff for operating and maintaining infrastructure who are hard to find and retain. Public agencies responsible for this complex infrastructure layer may need to periodically reassess associated staffing requirements and agency readiness for planned ITS projects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Plan has laid out a realistic roadmap for expanding ITS technology solutions essential for improving the transportation system in the MAG region. Successful implementation of the Plan would depend on effective regional collaborations and regional initiatives that would address the priority areas identified in the Plan.

POLICY: The Plan will influence the recommendation of regional funds for projects that are needed for the management and operation of the regional multimodal transportation system.

ACTION NEEDED:

Recommend approval of the MAG ITS Strategic Plan 2012.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On October 25, 2012, the MAG Transportation Review Committee recommended approval of MAG ITS Strategic Plan 2012.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- # Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- # Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- Queen Creek: Troy White
- Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- ITS Committee: Debbie Albert, Glendale
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

MAG Intelligent Transportation Systems Committee: On October 3, 2012, the MAG Intelligent Transportation Systems Committee recommended approval of MAG ITS Strategic Plan 2012.

MEMBERS ATTENDING

- Glendale: Debbie Albert, Chair
- Tempe: Cathy Hollow, Vice Chair
- ADOT: Reza Karimvand
- * ASU: Soyoung Ahn
- Avondale: Bennie Robinson
- # Buckeye: Thomas Chlebanowski
- Chandler: Mike Mah
- DPS: Burley Copeland
- El Mirage: Jorge Gastelum
- FHWA: Jennifer Brown
- Gilbert: Erik Guderian
- Goodyear: Luke Albert
- Maricopa County: Faisal Saleem for Nicolaas Swart
- Mesa: Avery Rhodes
- Peoria: Ron Amaya
- Phoenix: Marshall Riegel
- Phoenix Public Transit: Nancy Steptoe
- * Queen Creek: Bill Birdwell
- # Scottsdale: Steve Ramsey for Bruce Dressel
- Surprise: Nicholas Mascia
- RPTA: Ratna Korepella

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Sarath Joshua (602) 254-6300.



ITS Strategic Plan 2012



ITS Strategic Plan

2012



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ITS Strategic Plan 2012



Acknowledgements

MAG Member Agencies

Apache Junction, City of

Arizona Department of Transportation

Avondale, City of

Buckeye, Town of

Carefree, Town of

Cave Creek, Town of

Chandler, City of

El Mirage, City of

Fort McDowell Yavapai Nation

Fountain Hills, Town of

Gila Bend, Town of

Gila River Indian Community

Gilbert, Town of

Glendale, City of

Goodyear, City of

Guadalupe, Town of

Litchfield Park, City of

Maricopa County

Mesa, City of

Paradise Valley, Town of

Peoria, City of

Phoenix, City of

Queen Creek, Town of

Salt River Pima-Maricopa Indian Community

Scottsdale, City of

Surprise, City of

Tempe, City of

Tolleson, City of

Wickenburg, Town of

Youngtown, Town of

***The following additional agencies provided input to the
ITS Strategic Plan as part of the MAG ITS Committee:***

Arizona Department of Public Safety

Valley Metro

ITS Strategic Plan

2012



Executive Summary

The MAG region is a relatively robust area in terms of deployment and integration of ITS technologies and systems. The 2001 MAG ITS Strategic Plan helped to guide and prioritize implementation of key systems to support traffic management and operations, traveler information, and traffic incident management.

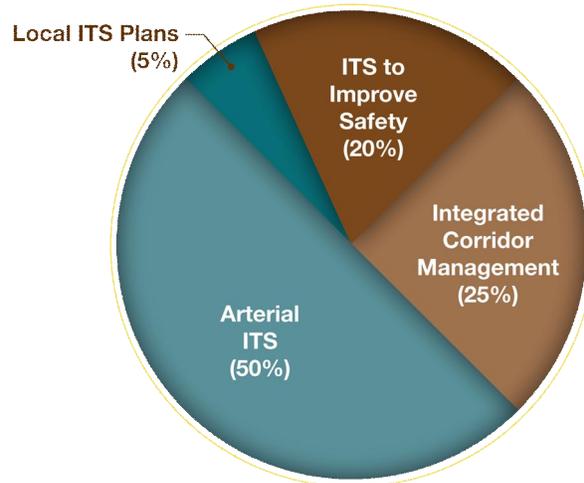
As the region looks ahead, there is a key focus on improving connectivity among systems and agencies, as well as developing a sustainable path for the region's investments in ITS for supporting a more integrated and coordinated multimodal transportation network. The MAG ITS Strategic Plan provides a framework, a set of regional ITS priorities and a strategy for focusing available funding toward achieving regional mobility and safety objectives as well as continuing to support local agencies in deploying and enhancing their ITS programs.

The following represent the ITS goals for the MAG region:

- ⇒ Actively manage transportation systems with available tools and technologies to better respond to recurring and non-recurring congestion in a way that improves both mobility and safety for the region's travelers.
- ⇒ Operate and maintain our ITS infrastructure to maximize its effectiveness and impact on the transportation network, and provide adequate staff, training and funding resources to accomplish the required operations and management.
- ⇒ Plan and coordinate deployments, and collaborate on strategies that will help to balance demand across transportation modes in the region to maximize our available network capacity.
- ⇒ Leverage staff technical resources, regional systems and tools, and agency operations across the region to provide for more coordinated system management and operations.
- ⇒ Focus on new technology applications and operational improvements to enhance safety on our region's multi-modal transportation network.
- ⇒ Pursue cost-effective and technically feasible alternatives and partnerships to better leverage agency funding resources for ongoing system management and operations.
- ⇒ Provide the region's travelers with accurate and up to date information on the transportation network through a variety of systems and technologies.
- ⇒ Actively promote the benefits and impacts of ITS investments in the region to local decision makers and to the public.
- ⇒ Measure performance and report on the impact of ITS and regional operations strategies, and use outcomes of performance measures to better inform transportation system.

MAG's ITS goals and focus on modal priorities and investment allocation goals directly support the MAG Regional Transportation Plan and the Congestion Management Plan.

As part of this MAG ITS Strategic Plan, an important objective is to establish regional and programmatic priorities to help direct regional investments in ITS infrastructure, through the MAG Transportation Improvement programming process, based on strategic regional goals and objectives. This regional investment strategy marks a focused effort within the MAG region to target the available funding resources toward important initiatives, including Integrated Corridor Management strategies, continued build-out and enhancement of arterial management capabilities as well as support for smaller agencies in the region in developing ITS plans to guide their growing programs.



Freeway and transit ITS, funded separately through the MAG Regional Transportation Plan, can align and coordinate future investments with the priorities identified with the Regional ITS Strategic Plan.

In addition to the federal Congestion Mitigation and Air Quality (CMAQ) funding through the MAG Transportation Improvement Program and available local funds, state and local agencies are encouraged to explore public-public and public-private partnering strategies for ITS projects and programs.

The MAG ITS Strategic Plan emphasizes a transition from “projects” to “programs”. An important regional objective is to expand Integrated Corridor Management strategies and principles which are aimed at balancing demand and capacity across freeway, arterial and multimodal transportation systems. The region needs to develop an Integrated Corridor Management strategy to guide the planning, implementation, integration and operation of local and regional ITS investments to work toward this goal. This may include evaluating future Freeway Management System investments and priorities to support enhanced real-time monitoring and operations strategies to support future Integrated Corridor Management and Active Traffic Management Strategies.

Monitoring, measuring and reporting on performance of the region’s transportation networks will be critical to ensuring operational strategies and ITS investments are having the desired impact on mobility, safety, and demand management. Key to an effective performance monitoring program will be a robust and comprehensive data set, as well as an agreed-upon set of metrics for freeways, arterials and transit. Performance monitoring goes beyond generating performance reports, and real-time performance data across modes can benefit freeway, arterial and transit operations to support better real-time strategy implementation.

The ITS Strategic Plan has been developed to allow for flexibility and innovation in how agencies in the MAG region plan for and implement ITS projects. Over time, certain factors could warrant an update to the Plan, such as a new Regional Transportation Plan, a shift in regional priorities, the need to re-evaluate funding allocation targets, specific policy direction that affects how ITS projects are prioritized, or changes to local or federal funding availability for ITS projects in the region. The MAG ITS Committee will periodically review the goals and strategies contained within the ITS Strategic Plan and recommend updates as appropriate for formal adoption by MAG.

ITS Strategic Plan 2012

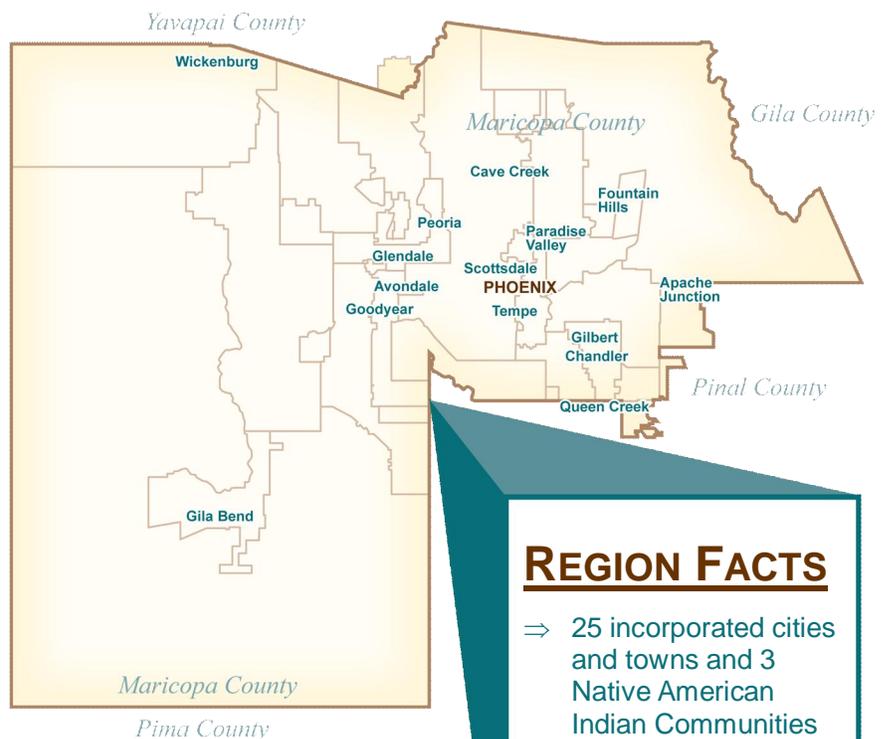


MAG Regional Overview

REGIONAL BACKGROUND

The Maricopa Association of Governments (MAG) is the metropolitan planning organization for the Phoenix metropolitan region that is made up of 31 member agencies, including the Arizona Department of Transportation (ADOT), Maricopa County, 25 cities and towns, three Native American communities and the Citizen's Transportation Oversight Committee. The long-term planning for transportation infrastructure in the region (arterial, freeway and transit) and related funding decisions are made at MAG. These are documented in the Regional Transportation Plan (RTP). Intelligent Transportation Systems, or ITS, collectively refers to advanced technology applications used for efficient traffic operations and management. The recommendations identified in this Strategic Plan will guide regional investments in ITS, starting with the programming of projects in FY2015 - 2017. These regional ITS priorities will also be incorporated in the next update of the RTP.

The MAG region has grown from a population of 1.5 million people in 1980 to 3.8 million people in 2010. By 2030, the region is projected to grow to more than 6,000,000 people, essentially adding more than one million people per decade over the next 25 – 30 years. The transportation system as a whole has experienced significant growth, including an expanded freeway network, additional arterials, and transit services expanding to meet the demands of the region's growing population and geographic expansion. With these population projections, the transportation network will need to accommodate almost double the daily trips compared to today.



REGION FACTS

- ⇒ 25 incorporated cities and towns and 3 Native American Indian Communities
- ⇒ 700 freeway/highway centerline miles
- ⇒ Arterials carry more than half of the total vehicle-miles-traveled in the region

Over the last two decades, the state, local agencies, transit and public safety agencies have been actively implementing management systems and infrastructure which have significantly enhanced the capability of agencies in the region to operate and manage the transportation system.

STRATEGIC DIRECTION FOR ITS IN THE MAG REGION

The MAG region is a relatively robust area in terms of deployment and integration of ITS technologies and systems. The 2001 MAG ITS Strategic Plan helped to guide and prioritize implementation of key systems to support traffic management and operations, traveler information, and traffic incident management.

As the region looks ahead, there is a key focus on improving connectivity among systems and agencies, as well as developing a sustainable path for the region's investments in ITS for supporting a more integrated and coordinated multimodal transportation network. Important objectives for the region's ITS program include the following:

- ⇒ Agencies need to collaborate on traffic management and operations strategies that will maximize available capacity and leverage the tools and systems that are available across freeway, arterial and transit networks and across jurisdictions;
- ⇒ Integrated Corridor Management (ICM) principles should be applied to different geographic areas to address unique freeway/arterial coordination issues to improve safety and mobility during periods of recurring congestion as well as support traffic management during non-recurring congestion;
- ⇒ Available regional funding needs to be focused toward those strategies, systems and technology applications that can address issues with regional impact, while still helping to support local agencies in addressing their ITS program needs; and
- ⇒ Continued improvement of the data quality of the regional traffic data archive so that it can support real-time operations, mobility and safety analyses, and system performance monitoring.

MAG ITS Committee stakeholders identified the following needs as key priorities that should be incorporated into the goals and focus areas for the ITS Strategic Plan:

- ⇒ Operations and maintenance (O&M) of ITS systems and devices, and having adequate funding to support required O&M;
- ⇒ Build out communications infrastructure to provide the needed connectivity to current and future devices, as well as to enable agency-to-agency communications (i.e., migrate away from leased lines);
- ⇒ Focus device deployment, integration and coordination on those arterials that will have the highest impact on regional mobility;
- ⇒ Need to be able to actively measure benefits and effects of systems and ITS investments, and articulate these benefits to regional decision makers and officials;
- ⇒ Focus on expanding real-time traveler information capabilities; and
- ⇒ Need to focus on staff development, staff resources for sustaining a robust regional system, and providing technical staff with the appropriate training.

ITS TECHNOLOGY APPLICATIONS ON THE FREEWAY NETWORK

The Arizona Department of Transportation builds, operates and maintains the regional freeway network. As part of this network, ADOT operates a Freeway Management System (FMS) currently covering approximately 150 miles of the Phoenix metropolitan area freeway system. The FMS supports traffic management, incident management and response, special event traffic management and traveler information. Components of ADOT's FMS include vehicle detection, closed-circuit television (CCTV) camera surveillance, dynamic message signs (DMS), ramp meters, and a fiber-optic/wireless communications network. The FMS fiber-optic communications paths also provide connectivity to local agency traffic management systems via the Regional Community Network (RCN).

ADOT's Traffic Operations Center (TOC) is staffed 24 hours per day, 365 days per year. A recent upgrade to the TOC supports improved traveler information, incident management coordination, and real-time monitoring capabilities. The 2003 MAG Regional Transportation Plan provided nearly \$143 million for expanding the FMS to cover nearly 224 miles. Current FMS plans indicate a complete build-out of the Phoenix FMS by 2023; however, evolving technology, new data collection methods and new regional priorities may result in the need to revise the FMS implementation schedule. This will be carried out by the MAG ITS Committee in partnership with ADOT considering future anticipated travel demand on the freeway network.

ADOT has been enhancing the FMS to better support traveler information (including additional travel time display signs on freeways), reduce congestion due to traffic incidents through better regional coordination with the Traffic Incident Management (TIM) Coalition. A major improvement is the 2011 upgrade of the central control system that has provided the capability to control devices such as ramp meters. Other new initiatives for ADOT include managing all ADOT operated traffic signals at interchanges with a centralized signal control system, and developing an alternate routing plan for freeways.



ITS TECHNOLOGY APPLICATIONS ON THE ARTERIAL NETWORK

The MAG region is served by a robust arterial street network comprised of several key east-west and north-south arterial corridors that traverse multiple jurisdictions. ITS applications currently in use in the region to support arterial traffic operations and management include:

- ⇒ Vehicle detection – loops, video detection and some limited use of Bluetooth technology;
- ⇒ CCTV cameras on key routes and at some intersections;
- ⇒ Permanent arterial DMS;
- ⇒ Central traffic control and management systems operated from city, town and County traffic management centers;
- ⇒ Wireless and fiber telecommunications to enable real-time device operations and control; and
- ⇒ Agencies also have invested in innovative ITS infrastructure and systems including adaptive traffic signal control, arterial travel times on DMS, and Bus Rapid Transit.



A recent state-of-the-system survey completed by MAG noted the following about arterial ITS in the region:

- ⇒ Over 70% of the traffic signals in the region are operated from centralized signal management systems;
- ⇒ Agencies plan to double the number of CCTV on arterials and half of all cameras have shared control/viewing between at least two jurisdictions; and
- ⇒ 95% of agencies are planning for additional devices, additional staff resources, and regional connectivity.

Local agencies plan to double the number of CCTV on arterials, and the number of arterial DMS is expected to grow by 75%

ITS TECHNOLOGY APPLICATIONS IN PUBLIC TRANSIT

Public transit services (bus, RAPID, local circulators, light rail and LINK/Bus Rapid Transit) in the region are operated and managed by Phoenix Public Transit, Valley Metro, and local agencies including the Cities of Tempe and Glendale. These entities have been implementing technologies and systems to support transit operation for fixed route, rapid and local circulator buses. Phoenix Public Transit hosts the following ITS systems on behalf of the region:

- ⇒ Vehicle Management System (VMS);
- ⇒ Fare Collection System (FCS);
- ⇒ Radio Communications for bus and rail operations (VMS and RWC);
- ⇒ Route planning and schedule (HASTUS); and
- ⇒ Bus Stop Management (BSM).

Transit traveler information is provided through a variety of dissemination channels. Valley Metro hosts the www.valleymetro.org web site which includes route, schedule and fare information for bus and light rail services as well as an on-line trip planning tool. The trip planning application is updated every minute with current information from the VMS from Phoenix Public Transit servers. The Valley Metro call center also is equipped with VMS workstations to provide call center operators with current information about schedules and routes. There is a link from the www.az511.gov site to the Valley Metro web site, and the 511 phone system includes a transfer option to the transit customer service call center.

Phoenix Public Transit provides a Bus Operation Control Center, which monitors fleet movements and radio communication for region buses utilizing VMS and radio communications. Valley Metro operates a separate rail control center for light rail.

There are multiple operating garages for transit and each are equipped with VMS workstations and transmit data to Phoenix Public Transit servers. These workstations allow operators to monitor their assigned vehicles. The VMS system (software application, central servers and garage workstations) will complete an upgrade in December 2012.



PLANNING FOR OPERATIONS IN THE MAG REGION

Planning for Operations is a joint effort between operations and planning that encompasses the important institutional underpinnings needed for effective regional transportation systems management and operations. A framework developed by FHWA has helped to guide planning for operations and improved operations collaboration at the regional levels. Planning for operations includes three important aspects:

- ⇒ Regional transportation operations collaboration and coordination activity that facilitates Regional Transportation Systems Management and Operations;
- ⇒ Management and operations considerations within the context of the ongoing regional transportation planning and investment process; and
- ⇒ The opportunities to link regional operations collaboration and regional planning.

MAG encourages and supports these principles through its ITS program development, regional project prioritization strategies, and through the MAG ITS Committee decision-making process.

Key initiatives in the MAG region that support enhanced planning for operations are described below.

Regional Concept of Transportation Operations (RCTO)

The 2003 RCTO identified the need for traffic management and operations with a regional perspective; defined roles and responsibilities at three different levels of transportation operations; and sets performance measures against goals. An update to this document will set a new bar and initiatives for the region's ITS development.

The RCTO was a first step in addressing operations priorities and initiatives at a regional level. The priorities and initiatives within the RCTO has helped to guide greater collaboration in the MAG region for traffic management and operations.

MAG's RCTO was nationally recognized as a benchmark in regional operations planning.



Regional Dynamic Traffic Assignment Model

The effectiveness of traffic management strategies can be difficult to evaluate before they are implemented, especially when these strategies have system-wide impacts. MAG has developed an important transportation simulation tool to support operations planning and in the evaluation of benefits of ITS applications in the MAG region. The Dynus-T Dynamic Traffic Assignment (DTA) model is a mesoscopic model that provides a cost-effective and efficient means of evaluating area-wide impacts. This tool will be used to support some of the analysis required for key operational initiatives, such as integrated corridor management strategies, incident impacts across a large area, or other multi-agency operations strategies.

REGIONAL SYSTEMS AND RESOURCES

There are several important regional systems and resources that are in place to help support agency information sharing, regional traveler information, as well as analysis and evaluations.

Highway Conditions Reporting System (HCRS)

The HCRS is ADOT's closure and restriction information system which consolidates planned event information, construction impacts and restrictions, and incident information. The information input to HCRS populates the public website (www.az511.gov) and the 511 phone system. Local agencies also can input local road impact and closure information into HCRS. However, none of the agencies operate on a 24-hour basis. A new feature allows agencies to select an Area of Influence to receive alerts about incidents or impacts on freeways and arterials that could impact their jurisdiction.

Regional Community Network (RCN)

The MAG RCN is planned to establish a fiber communications network through a topology of three sub-rings (West of I-17 Region, Northeast Region, and Southeast Region). The RCN links multiple agencies throughout the MAG region to facilitate the sharing of traffic management technologies, video conferencing capabilities, disaster recovery backups, and 9-1-1 communications. The first phase, funded by MAG, has been completed. This phase consists of fiber deployment and physical connection of 11 agencies utilizing mostly existing agency-owned fiber and the hardware/software to share information.

The RCN has linked 21 facilities thus far enabling participating agencies to utilize this fiber communications network to share traffic cameras, exchange data, video conferencing, and provide additional paths between 9-1-1 dispatch centers. The RCN will be extended to link local agencies in the West Valley and other parts of the region utilizing available capacity in the FMS fiber backbone.

AZTech™ Regional Archived Data System (RADS)

The AZTech™ RADS collects and stores traffic data, in a centralized archive data server located at the ADOT TOC, from the various systems in the MAG region. The primary data in RADS comes from the ADOT FMS, ADOT HCRS and Phoenix Fire Dispatch Center. The archive has the ability to store traffic signal information and traffic data, such as volumes and speeds. Plans are underway to add transit data to the RADS database. ADOT FMS data stored in RADS is used to calculate and display travel times on freeway DMS. Enhancements to the RADS system and servers have been recommended in the past by MCDOT as new arterial ITS improvement projects and have been programmed by MAG using Arterial ITS funds.

ADVANCING ITS IN THE REGION

The MAG region has had a strong focus on continued deployment and integration of ITS systems and technologies to support enhanced regional mobility and safety. Over the last two decades, the state, Maricopa County, local cities and transit agencies have made key investments in infrastructure and systems for freeways, arterials and transit networks, as well as worked toward leveraging these investments toward a more collaborative regional operations strategies.

Key ITS achievements in the MAG region include:

- ⇒ Thirteen local agency traffic management and operations centers and one statewide 24/7 center operated by ADOT provide centralized points for monitoring and managing ITS and traffic control systems.
- ⇒ Travel times on Phoenix area freeways are available on a select number of dynamic message signs during morning and afternoon commute periods. ADOT plans to expand travel times to include additional signs and destinations in the near future. The City of Chandler provides arterial travel times, which was the first such application in the region for arterials.

- ⇒ The RCN establishes physical connectivity among transportation management and operations centers (and other entities) in the region, and the AZTech™ Center-to-Center network provides for the virtual connectivity to allow for data sharing among centers, shared CCTV camera viewing and control and shared DMS message posting (per established operational protocols). A concept has been prepared for transit data integration into the Center-to-Center system.
- ⇒ MAG's Traffic Signal Optimization Program (TSOP) provides funding for local agency corridor traffic signal timing and coordination activities. Since 2003, MAG has invested approximately \$1.5 million in the TSOP program which has improved signal operations, timing and coordination at more than 2,100 intersections throughout the region.

Over the last few years, there have been some key initiatives that are helping to advance important operations objectives in the MAG region. These have involved multiple agencies and partners, and build on key regional priorities for ITS and traffic management and operations.

Traffic Incident Management Coalition

A study by MAG indicated that more than 40% of the congestion on the region's freeway system is caused by non-recurring congestion. Improved freeway incident management has been identified as a key priority for the MAG region dating back to the original Strategic Plan in 2001.

Established in 2010 as a result of a Traffic Incident Management Workshop organized by FHWA, MAG and AZTech™, the AZTech™ regional TIM Coalition is dedicated to collaborating for safer and more efficient management of incidents that occur on, or significantly impact, the region's roadways to meet the objectives of the National Unified Goal (NUG). Successful TIM procedures will decrease the length and effects of traffic incidents while improving the safety of motorists, crash victims and emergency responders.



The AZTech™ TIM Coalition is initially focused on improving processes and coordination to support freeway incidents, but there also is a focus on improving freeway-arterial coordination to support incident management.

Operations Action Plan

In 2009, the Federal Highway Administration (FHWA) identified Arizona and several other states as "Opportunity States", and encouraged the region to develop an Operations Vision and Action Plan to help shift the focus from a "build culture" to an "operations culture". Within the Plan are a number of vision statements that have related focus areas and action steps that incorporate numerous agency roles and responsibilities in being able to complete the action steps, none of which involve any regional decisions on transportation resource allocation.

The Opportunity State discussions were carried out as part of AZTech™ meetings, with participation from state and local agencies throughout the MAG region. Activities have included an Operations Summit, and development of Transportation Performance Measures focused on traffic operations. A few of the performance measures that were not currently included in the MAG performance measures for the region will be included in future MAG reports on performance measures. This will result in an enhanced report on transportation performance measures produced by MAG.

SAFETY AND EFFICIENCY BENEFITS OF ITS

The evaluation of the benefits of ITS investments is important, not only to identify if the investment in ITS infrastructure is improving safety and mobility, but they are also an important tool for communicating to local leaders and to the traveling public about how agencies are improving travel on the region's roadways. Some local benefits experienced as a result of improved operations through ITS include:

Arterial Operations Benefits:

Bell Road Traffic Signal Timing and ITS (2008-2010) – 25% westbound travel time reduction (5 minutes saved) ¹

Town of Gilbert Town-wide Retiming Project – 30% reduction in delay in the peak direction ²

Freeway Incident Management Benefits:

DPS Average Time to Remove Blockage from Travel Lanes – 49.8 min 2011 Q2 to 34.2 min 2011 Q4 (31% improvement) ³

Traveler Information Benefits:

ADOT DMS Travel Time Program – Users who changed their route based on travel time information provided went from 25.4% to almost 42% during the first year of the program. The increase is attributed to user confidence in the information provided. ⁴

Special Event Management Benefits:

Using real-time systems for vehicle ingress and egress (traveler information, signal operations and CCTV), agencies have been able to reduce the number of law enforcement officers in the field directing traffic such as in Scottsdale. ⁵

¹ Maricopa County DOT Bell Road 2010 Before and After Study

² Town of Gilbert 2011 Bi-Annual Signal Retiming Before-and-After Study

³ "TIM Performance Measures and Reducing Secondary Crashes," webinar presented by Capt. Jeff King, AZDPS, April 18-19, 2012

⁴ ADOT DMS Travel Time Pilot Project Evaluation, Final Report, April 2011

⁵ Anecdotal information from the City of Scottsdale, AZ

ITS Strategic Plan 2012



Previous Regional ITS Planning Efforts

CAREFUL PLANNING GUIDES ITS IMPLEMENTATION

The MAG region has been systematically planning and updating various ITS related plans for more than 10 years. Efforts to develop these plans have all have provided valuable guidance on ITS needs and priorities for the MAG region. Previous planning efforts by MAG and its partner agencies that have guided ITS implementation and operations in the region are shown in the table below.

Several local agencies in the MAG region have embarked on various ITS strategic or master plans over the last decade. These have been primarily focused on individual agency needs, recommended ITS infrastructure and deployment timeframes, and identifying how ITS could help to support other city/agency needs, such as law enforcement. Agencies have used these plans to help guide project development, Capital Improvement Program planning and programming, to provide support for MAG TIP funding requests and applications, as well as to help identify where ITS could

Regional ITS Planning Effort	Summary Description
ITS Strategic Plan (2001)	Identified needs for the MAG Region that could be addressed through ITS. Included a multi-year deployment plan and telecommunications plan to guide TIP project development and phasing.
Regional Concept of Transportation Operations (2003)	This was a comprehensive effort to plan for more effective and multi-agency operations in the MAG Region, and included three- and five-year goals. Initial performance metrics also were developed.
MAG Regional ITS Architecture (2001, 2009, 2010)	The 2001 Regional ITS Architecture (RIA) was updated in 2009 and 2010. This included capturing existing functional relationships as well as mapping out future desired capabilities. The MAG RIA is web-based and accessible by agencies to help support ITS project development and systems engineering.
Arterial Transportation Systems Management and Operations Survey (2011)	In 2011, MAG conducted a survey of the current state of arterial ITS implementation, operations, and plans for future deployment. This survey captured existing and planned infrastructure, current agency operating practices, and obtained input on future needs for arterial ITS in the region.
ITS Planning Guidelines for Smaller Jurisdictions (2012)	In 2012, MAG developed guidelines that could be readily utilized by smaller jurisdictions to plan, implement and operate ITS and traffic management infrastructure in these communities.

be integrated with other capital improvements.

KEY FACTORS

Through these regional planning efforts and discussions at the MAG ITS Committee, a number of key factors for the region have emerged and are brought forward into this planning effort:

- ⇒ Deployment of ITS devices on freeways and arterials has progressed through local agency capital projects and MAG TIP funded projects.
- ⇒ Arterial traffic signal coordination, in particular across jurisdictional boundaries, continues to emerge as a priority as part of ITS planning processes in the region.
- ⇒ Freeway and arterial incident management, and coordination between law enforcement, emergency responders and traffic management were identified as priorities dating back to the initial 2001 ITS Plan.
- ⇒ Transit mobility through signal priority has been identified as part of each ITS plan.
- ⇒ ITS strategies for non-motorized modes (pedestrian and bike) remain one of the few priorities from the original ITS Strategic Plan that have not been addressed as part of a regional strategy.
- ⇒ ITS applications to support safety had not been specifically identified in previous regional ITS strategic plans, although safety benefits may be an outcome of several strategies.
- ⇒ Articulating the benefits of ITS, improved operations, and overall benefit of investing in ITS remains a challenge. This includes communicating these benefits to decision makers and local/regional officials, as well as to the public.

ITS Strategic Plan

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MAG Region ITS Goals and Strategic Priorities

ITS GOALS

The following ITS goals have been identified for the MAG region, and will seek to provide a baseline for alignment with the MAG TIP prioritization process for ITS project investments:

- ⇒ Actively manage transportation systems with available tools and technologies to better respond to recurring and non-recurring congestion in a way that improves both mobility and safety for the region's travelers.
- ⇒ Operate and maintain our ITS infrastructure to maximize its effectiveness and impact on the transportation network, and provide adequate staff, training and funding resources to accomplish the required operations and management.
- ⇒ Plan and coordinate deployments, and collaborate on strategies that will help to balance demand across transportation modes in the region to maximize our available network capacity.
- ⇒ Leverage staff technical resources, regional systems and tools, and agency operations across the region to provide for more coordinated system management and operations.
- ⇒ Focus on new technology applications and operational improvements to enhance safety on our region's multi-modal transportation network.
- ⇒ Pursue cost-effective and technically feasible alternatives and partnerships to better leverage agency funding resources for ongoing system management and operations.
- ⇒ Provide the region's travelers with accurate and up to date information on the transportation network through a variety of systems and technologies.
- ⇒ Actively promote the benefits and impacts of ITS investments in the region to local decision makers and to the public.
- ⇒ Measure performance and report on the impact of ITS and regional operations strategies, and use outcomes of performance measures to better inform transportation system management and operations.

ITS Strategic Plan

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ITS PRIORITIES

The following table summarizes the ITS priorities that have been identified for the MAG region. These priorities are intended to provide a framework within which agencies will develop and collaborate on ITS programs and opportunities.

Focus Areas	Modal Priorities
Freeways	<ol style="list-style-type: none"> 1. Integrate dynamic traffic management technologies and operational strategies with ADOT FMS to improve safety and travel time reliability. 2. Seek out new cost-efficient technologies and partnerships. 3. Improve coordination with local agencies and operational responses to freeway incidents. 4. Expand and enhance real-time traveler information systems.
Arterials	<ol style="list-style-type: none"> 1. Support agency needs to connect ITS devices for real-time operations and management. 2. Support multi-agency efforts to streamline resources needed to manage, operate and maintain the network. 3. Collaborate on operational strategies on multi-jurisdictional corridors and expand arterial data and video sharing across regional systems. 4. Expand and increase the availability of arterial traveler information available to users. 5. Support interagency partnerships among traffic management, public safety, emergency response, transit, and maintenance. 6. Enable multi-agency operations for integrated corridor management and improved travel time reliability.
Transit	<ol style="list-style-type: none"> 1. Seek out opportunities to leverage multi-modal and arterial operations data. 2. Enhance real-time transit traveler information region wide. 3. Partner with arterial management agencies for improved transit mobility. 4. Collaborate with freeway and arterial traffic tools to influence mode shift. 5. Create a safe and secure transit system for customers. 6. Collect comprehensive system wide information on boardings and alightings.
Safety	<ol style="list-style-type: none"> 1. Improve safety on freeway and arterials through appropriate use of ITS technology and active traffic management. 2. Evaluate safety impacts of technology on freeways and arterials.

ALIGNING ITS GOALS WITH THE REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan identifies regional investments for improvements in the transportation network. ITS applications have a direct impact on transportation network efficiency and operations and therefore have an important link to the RTP.

A number of goals and objectives have been identified for the region in the RTP, and the items that can be directly linked to the ITS Strategic Plan are as follows:

MAG Regional Transportation Plan Goal	MAG ITS Strategic Plan Alignment
<p>System Preservation and Safety Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.</p>	<ul style="list-style-type: none"> ⇒ The ITS Strategic Plan emphasizes the importance of operations and maintenance of technology investments. ⇒ Agencies are encouraged to incorporate lifecycle planning and replacement of outdated infrastructure to maintain reliability of traffic management equipment and systems. ⇒ Safety is a key part of the ITS goals for the region as well as the modal priorities.
<p>Access and Mobility Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.</p>	<ul style="list-style-type: none"> ⇒ Emphasizes integration of systems across modes to promote balancing demand and capacity across freeways, arterials and transit systems. ⇒ Integrated corridor management strategies are a priority emphasis area.
<p>Sustaining the Environment Transportation improvements that help sustain our environment and quality of life.</p>	<ul style="list-style-type: none"> ⇒ The ITS Strategic Plan and project programming process supports the CMAQ process for evaluating projects based on reducing delay and air quality impacts.
<p>Accountability and Planning Transportation decisions that result in effective and efficient use of public resources and strong public support.</p>	<ul style="list-style-type: none"> ⇒ MAG TIP funding resources for ITS are targeted toward high priority focus areas for the MAG Region ⇒ MAG ITS Committee members provide input to project ranking and project priority to balance project requests geographically and among agencies

ITS Strategic Plan 2012



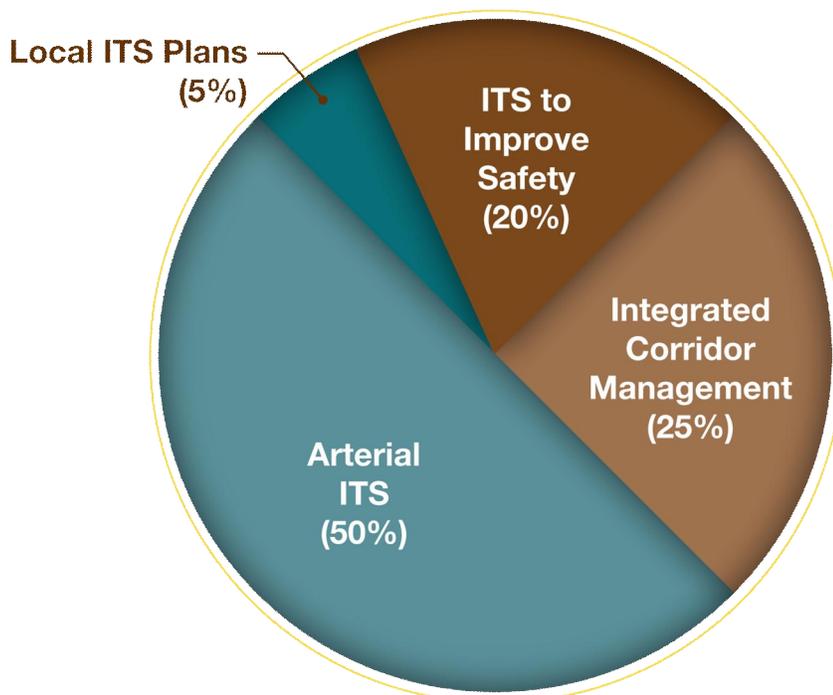
MAG Region's ITS Investment Priorities

REGIONAL ITS INVESTMENT STRATEGY

As part of this MAG ITS Strategic Plan, an important objective was to establish regional and programmatic priorities to help direct regional investments in ITS infrastructure, through the TIP programming process, based on strategic regional goals and objectives.

The TIP programming process since the 2001 ITS Strategic Plan has focused primarily on building ITS infrastructure that was desired by local agencies, that met all federal requirements for ITS, and that complied with the Regional ITS Architecture. By defining specific priorities for TIP funding allocation, along with a process to do so, it is envisioned that the region will be able to establish targets for the types of projects that are funded with regional TIP funds. These prioritization strategies are focusing ITS investments in strategic areas that are in addition to complying with CMAQ program funding requirements.

The following investment priorities are identified for the MAG region, and these targets and have been incorporated into the TIP programming process for ITS projects to be funded in FY 2015-2017. Future updates to this Plan will review and potentially modify these targets.



This regional investment strategy marks a focused effort within the MAG Region to target the available federal funding resources toward important initiatives, including Integrated Corridor Management strategies, continued build out and enhancement of arterial management capabilities as well as support for smaller agencies in the region in developing ITS plans to guide their growing programs.

These resource investment priorities and allocations do not include freeway ITS or transit ITS. The freeway and transit programs are separately funded through the MAG RTP; the RTP establishes the priorities for program expansion as well as dedicates funding to support expansion and operations. Transit and freeway funding come from federal as well as local funding sources (through proposition 400).

The modal priorities and investment priorities are intended to provide guidance for future freeway management system planning and enhancements, as well as can be used to support transit ITS planning and implementation by Valley Metro and Phoenix Public Transit.

The MAG ITS Strategic Plan recognizes that the regional ITS program will continue to evolve over time and through incremental project development and implementation. Below is a summary of the types of projects envisioned for the different ITS Investment Priority areas.

By targeting available ITS funds toward high priority focus areas, the MAG region will be able to make effective use of funds to achieve important regional objectives.

ITS Investment Priority	Resource Allocation Goal	Example Projects for MAG TIP Funding
Arterial ITS Applications	50%	Includes traffic signals and traffic signal management systems, local traffic management centers and associated equipment, telecommunications, monitoring and detection, transit signal priority, arterial traveler information systems
Integrated Corridor Management	25%	Includes infrastructure and connectivity to support freeway/arterial coordination, multimodal integration and data sharing, inter-agency connectivity (transportation/transportation or transportation/public safety)
ITS Applications to Improve Safety	20%	Includes signal upgrades and enhancements that improve safety at intersections, pedestrian and crosswalk technologies, technologies to support warnings and alerts, technologies to support incident management
Local ITS Plans	5%	Includes funding to help local agencies develop or update their ITS strategic plans, implementation plans or deployment plans

The region's focus on ICM strategies is the result of the evolution of the region's transportation network and ITS program. ICM addresses a key need for the region to be more proactive in managing recurring and non-recurring congestion.

MAG began planning for an ICM program in 2007 in the west portion of the metropolitan area on I-10. This corridor segment is prone to daily congestion during AM and PM commute periods, and carries a significant number of freight vehicles.

In the MAG region, ICM strategies will be used during periods of recurring congestion to:

- ⇒ Effectively balance demand among freeway, arterial and transit modes by managing available capacity across modes and implementing strategies that encourage mode shift;
- ⇒ Actively monitor demand on freeways, arterials and transit to be able to identify availability capacity; and
- ⇒ Collaborate to share information among agencies in real-time to be able to proactively implement traffic management strategies across the network.

ICM strategies also will be used in the MAG region to support more effective operations during incidents and other non-recurring events, including:

- ⇒ Implement technologies and systems that will support enhanced real-time monitoring and agency communications;
- ⇒ Support proactive freeway-arterial coordination and operations strategies; and
- ⇒ Inform travelers of conditions through a variety of means to support en-route decision making and traveler route decisions.

Integrated Corridor Management

Integrated Corridor Management Strategies will require new systems and approaches in the MAG region to support an enhanced capability across modal networks to implement strategies and communicate in real-time.

Through the investment priorities and CMP weighting criteria, arterial ITS projects that support ICM are strongly encouraged.

For freeways, although funding is allocated through the RTP for expansion of the FMS, to support the regional objective of more Integrated Corridor Management, future FMS expansion may be evaluated to identify how systems to support ICM and more active traffic management should be integrated into the current Freeway Management System.



RESOURCES AVAILABLE FOR ITS PLANNING AND IMPLEMENTATION

ITS projects in the MAG region are funded through a number of ways:

- ⇒ Federal CMAQ funding is used for freeway and arterial ITS projects. Local agencies submit ITS project applications for the TIP, and the MAG ITS Committee evaluates and recommends projects for inclusion in the approved TIP.
- ⇒ MAG Work Program funds specific ITS-related efforts including the Traffic Signal Optimization Program (TSOP) as well as special studies and evaluations that have a regional impact.
- ⇒ Agencies can use local funding to implement projects and as a match as required by CMAQ funding.

The following summarizes currently available (and anticipated) funding levels to support ITS in the MAG region.

Source of Funds	Application	Amount	Duration
TIP/RTP	Freeway ITS	\$76M (remaining)	2015 - 2026
TIP/RTP	Arterial ITS	\$ 6-7m/Yr	2015 - 2026 *
RTP	Transit ITS	TBD	
MAG Work Program	TSOP	\$400,000/Yr	
MAG Work Program	ITS Planning Studies	As needed	

*Historically, the MAG Region has been allocated between \$6-7M in ITS funding to support the arterial ITS program and local agency ITS projects. With the investment priority targets established for the Region, MAG encourages agencies to develop their projects to help support the ITS priorities and resource allocation goals.

In addition to traditional project applications through the MAG TIP, agencies in the MAG region are encouraged to explore public-public and public-private partnerships as a means of delivering ITS programs and services, as well as maximizing available funding.

AGENCY PARTNERSHIPS

Agencies in the MAG region have a long history of cooperating on operational strategies through the MAG ITS Committee and AZTech™ Committees. With the increased focus toward integrated corridor management, leveraging staff resources and expertise, as well as collaboration to support incident management on freeways and arterials, continued partnering among agencies in the Region is an integral component of the region's ITS program.

Future operational strategies and program delivery will require a focus on partnerships among agencies, as well as partnerships within agencies. Examples include:

- ⇒ Corridor signal timing strategies on multi-jurisdictional corridors;
- ⇒ Event traffic management planning and operations among freeway, arterial, transit, law enforcement and emergency response;
- ⇒ Multi-agency procurements and requirements development;
- ⇒ Utilization and expansion of regional programs and tools, including the RCN, HCRS and RADS platforms; and
- ⇒ Cooperative interagency operational agreements, such as shared operations or collocation of local agency TMC and law enforcement dispatch.

PUBLIC-PRIVATE PARTNERING OPPORTUNITIES

The private sector is most widely recognized for its role in partnering or supporting traveler information, although the private sector does participate as a partner in the ITS community on a variety of levels. From an ITS and system management/operations perspective, there are some emerging models that utilize the private sector in various roles, including traditional contracted relationships (fee for service or for product), sponsorship of services (i.e., freeway service patrol), ad-based sponsorships (traveler information systems or roadside signs), or trade relationships, such as exchanging right-of-way for use of private telecommunications infrastructure.

Examples of Public-Private Partnerships for ITS include:

- ⇒ **Telecommunications infrastructure agreements:** These are widely used in the MAG Region to allow for shared conduit or shared fibers to be able to support expansion of telecommunications infrastructure to support traffic management. In some cases, right-of-way may be granted from an agency to a telecommunications provider in exchange for fiber or conduit (or spare conduit).
- ⇒ **Contracted TMC operations:** Outsourcing TMC operational functions to a third party, usually under a contracted relationship. Can be performance based, and agency can specify specific operational parameters and expectations. Examples of this are typically found in statewide TMC/TOC facilities.
- ⇒ **Sponsorship of traveler information systems (511)** – There are growing examples of ad-based services on public agency 511 sites, and emerging models of sponsoring regional and statewide traveler information programs.
- ⇒ **Business-based Traveler Information Systems:** In larger urban areas, there is a growing trend for businesses along transit routes to install next-bus arrival screens for the benefit of their patrons. This is similar to the screens that were installed in the Sky Harbor Rental Car Center, except these screens show estimated transit vehicle arrival times along that route.

ITS APPLICATIONS FOR IMPROVING ROAD SAFETY

Safety is the top priority for all public agencies in the MAG region, and the region is committed to exploring and implementing cost-effective technology solutions that will also support increased safety for the region's travelers: drivers, pedestrians, transit users and bicyclists.

Examples of technology applications and systems to improve road safety include:

- ⇒ Technologies to support active traffic management on freeways, including variable speed limits, dynamic merge warning and dynamic ramp metering. These technologies help to advise and regulate vehicles during periods of heavy congestion;
- ⇒ Signal operations to reduce crash risks at intersections;
- ⇒ Pedestrian crosswalk enhancements, including countdown and audible alert capabilities, as well as technologies to support elderly and visually impaired pedestrians;
- ⇒ Bicycle and pedestrian detection systems as well as motorist warning signs;
- ⇒ Wrong-way ramp detection and warning systems; and
- ⇒ Enhanced security monitoring on transit vehicles and at transit stations.



EMERGING TECHNOLOGIES

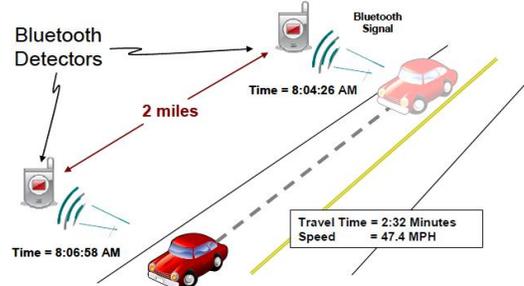
Agencies in the MAG region have a long history of testing and implementing innovative technology approaches to address mobility, safety, and real-time information sharing needs. Although there is no funding source at MAG for supporting ITS research projects, Arizona universities have performed ITS research and developed ITS applications. Their past successes are linked to the high level of support their research programs received from the Arizona DOT through the Arizona Transportation Research Center. An example university-developed application is RHODES adaptive traffic control; early phases of RHODES were jointly funded by MAG and ADOT.

Adaptive Signal Control Technology (ASCT)

These systems adjust traffic signal timings in real-time and based on current traffic conditions and capacity. Some agencies in the MAG region are already embarking on some adaptive strategies, and others are evaluating whether they are a cost-effective or feasible option to address specific operations needs.

New Data Collection Strategies

Bluetooth readers and third party probe data providers can provide speed information for segments of corridors that are not instrumented with agency-operated detection devices. Bluetooth readers pick up the anonymous MAC addresses emitted from Bluetooth-equipped mobile devices and can translate that information into segment speeds and travel times. The City of Chandler is utilizing Bluetooth to develop arterial travel times, the first such application for arterials in the MAG region.



Source: University of Maryland

Connected Vehicles and Connected Travelers

Although still very much in the research and testing phases, Connected Vehicles envisions utilizing the car as an important source of data (weather, current traffic conditions, driver response to conditions, among others), as well as provide a platform to be able to communicate real-time alerts to the traveler. There is research underway through USDOT and other partners in the Connected Vehicle community, and agencies in the MAG region are among the early testers of vehicle-to-vehicle mobile communications and vehicle-to-roadside communications as part of the MCDOT SmartDrive™ program, which is funded by MCDOT, ADOT and federal research funds.

Active Traffic Management (ATM)

Active Traffic Management is an emerging approach to managing recurring and non-recurring congestion on heavily congested freeway corridors. An ATM strategy incorporates real-time detection, dynamic traffic management capabilities (including dynamic merge and dynamic ramp metering), variable speed limits and speed harmonization, dedicated travel time signs, and lane closure signs, and operational strategies such as hard shoulder running.

Washington State has launched its initial ATM program and others are in the planning stages in Minneapolis and Virginia. In Europe, ATM strategies have shown a 30 percent decrease in freeway injury collisions and a 22 percent increase in roadway capacity (source: Washington State DOT I-5 ATM Project, www.wsdot.wa.gov).



Source: UK Highways Agency

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2012



Aligning ITS Priorities in the CMP Process

The Congestion Management Process (CMP) is a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. A CMP is a requirement of federal funding; federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a CMP and use it to inform transportation planning and decision-making.

MAG's CMP is intended to guide and complement the process used to prioritize projects, including ITS projects in the region.

MAG developed its *Performance Measurement Framework and Congestion Management Update* in 2010. Performance measures have been defined for freeway general purpose and High Occupancy Vehicle (HOV) lanes, arterial performance, transit performance and bicycle and pedestrian performance. These include access and mobility measures as well as safety measures. Congestion management strategies have been defined for the region which is consistent with the same goals and objectives of the original 2003 RTP, and the CMP process will continue to use the same congestion mitigation criteria in the assessment and evaluation of the projects submitted for consideration.

MAG's CMP objectives are to:

- ⇒ Reduce crash rates on the system;
- ⇒ Minimize delay and improve travel time;
- ⇒ Reduce travel time variability in all modes;
- ⇒ Minimize delay and improve travel time in freight corridors;
- ⇒ Improve system connectivity;
- ⇒ Develop and maintain a functional roadway hierarchy;
- ⇒ Minimize delay in HOV lanes;
- ⇒ Manage congestion on facilities used for bus service;
- ⇒ Promote travel demand management programs; and
- ⇒ Reduce emissions and fuel consumption through congestion management.

MAG's focus on modal priorities and investment allocation goals directly support the CMP Congestion Management Objectives to minimize delay, reduce crash rates, manage congestion on key corridors and improve system connectivity through integrated corridor management strategies.

A key facet of MAG’s congestion management activities is the updating of the TIP. For years where programming is occurring, MAG has an established process for ITS project applications, including a programming schedule, project evaluation process, and project selection process. This evaluation and selection process was updated in 2012 in conjunction with the update of the ITS Strategic Plan to reflect resource allocation goals and targets established by the MAG ITS Committee.

The following is intended to guide the process for ITS project programming through the MAG TIP:

- ⇒ Agencies are to develop project ideas, and collaborate with partner agencies on project ideas, that support the four priority areas of Arterial ITS, Integrated Corridor Management, ITS Projects to Improve Road Safety and Local ITS Plans;
- ⇒ Project applications submitted to MAG must first be evaluated against CMAQ Air Quality requirements; and
- ⇒ A CMP weighting criteria has been established for ITS projects submitted for TIP programming consideration.

The following weights will be applied to projects:

ITS Investment Priority	CMP Weight
Arterial ITS Applications	6.5
Integrated Corridor Management	6.5
ITS Applications to Improve Safety	5.5
Local ITS Plans	2.5

The combined CMAQ and CMP scores will result in a ranked list of projects for discussion at the MAG ITS Committee, which also will factor in the funding allocation targets.

As new funding sources become available, the updated CMP will play a greater role in the planning and programming of future transportation investments in the MAG region.

ITS Strategic Plan

2012



Implementing the ITS Strategic Plan

MAG and the MAG ITS Committee have collectively developed a set of strategic priorities to guide ITS deployment, integration and operations in the region. The 2012 MAG ITS Strategic Plan marks an important shift from “projects” to “programs”.

This ITS Strategic Plan does not prescribe or recommend specific projects to be implemented, but rather establishes priorities and TIP funding allocation targets to help achieve regional objectives for ITS and system operations as well as continue to support local agency ITS program needs.

INTEGRATED CORRIDOR MANAGEMENT AND OPERATIONS

The MAG region has identified Integrated Corridor Management as an important priority. ICM strategies will support real-time system operations needs during non-recurring events (such as a major incident on the freeway which diverts traffic on to arterials) as well as to support day-to-day congestion management and mobility options for travelers in the region.

Many of the strategic ITS priorities point to a need for better real-time data, improved coordination and information sharing among agencies, as well as operational strategies that balance demand across modes and help to respond to real-time conditions on freeway, arterial and transit systems.

Steps toward this objective include:

- ⇒ Plan for Integrated Corridor Concepts—evaluate key corridors and unique issues that could be addressed through ICM strategies and develop specific plans to update and implement ITS equipment and the necessary institutional and operational relationships.
- ⇒ Identify ITS technology and infrastructure needs—utilize the TIP programming process to implement projects that help to achieve ICM goals.
- ⇒ Evaluate FMS needs to support ICM—assess infrastructure needs and evaluate priority of FMS improvements to incorporate ICM strategies.
- ⇒ Implement a Pilot Program—deploy, operate, test and evaluate ICM under recurring and non-recurring conditions, and report on performance.

Collectively, and over time, MAG member agencies can strategically develop, implement and integrate systems and projects to help support this important regional initiative while still addressing local ITS and system management needs.

In 2007, MAG developed a Concept of Operations for ICM for the I-10 Corridor west of downtown to Loop 303. This provided an initial step in defining a coordinated plan for multi-agency operations. The impetus for that Concept of Operations was a large-scale interstate widening project that would impact I-10 capacity for several years. Today, ICM concepts for I-10 may focus more on specific traffic incident management strategies, real-time monitoring and sharing of information with more robust arterial capabilities in the West Valley, as well as look to integrate multimodal operations into the overall corridor management plan.

Other corridors in the MAG Region could also benefit from ICM, and each has their own unique operating requirements, attributes, constraints, and institutional considerations. A pilot program is underway looking at ICM strategies on the Loop 101 Pima freeway in the northeast part of the Valley. This effort includes coordination among ADOT and the City of Scottsdale to identify operational requirements and processes for diverting traffic on to arterials during a freeway incident or closure. Future ICM considerations in the region could include:

- ⇒ I-17 is a north-south freeway corridor through Phoenix with no available right-of-way to expand this freeway to add capacity; operational strategies would need to factor in parallel arterials such as 35th Avenue and 19th Avenue.
- ⇒ In the East Valley, US60 traverses through Phoenix, Tempe, Mesa, Maricopa County, Pinal County, and Apache Junction. Loop 202 to the north and south of this corridor could provide an alternate freeway option for some travelers.

EVALUATING SYSTEM PERFORMANCE

Continued improvement of operations and management, as well as identifying locations for high priority ITS investments, is dependent on a regional strategy for performance monitoring and reporting. MAG is responsible for reporting on regionwide transportation system performance. Performance measures relevant to traffic operations are currently incorporated in MAG system performance reports and additional measures recommended by the ITS Committee will be added in the future.

As the region moves toward a strategy focusing on ICM, coordinating performance monitoring and reporting across modes will be an integral part of that strategy; impacts of real-time operations as well as trend analysis will help to better inform regional ITS priorities and investment needs.

Freeway Performance Metrics

Freeway performance monitoring will help to better inform real-time operational strategies as well as target FMS funding and program enhancement/expansion priorities. There are a range of measures for freeway performance, including mobility, safety and travel time reliability metrics. A key activity for the MAG region is to define specific data needs and requirements, including data sources. ADOT's FMS detector data can support some metrics, but additional data types and sources could be explored for their feasibility to support required freeway performance monitoring.

Arterial Performance Metrics

Agencies in the region have been measuring and monitoring impacts of traffic signal timing and signal operations on throughput, delay and environmental impacts as part of specific projects and on specific corridors. MAG has implemented a required component for TSOP projects to include a before-and-after study. A regional strategy should consider a set of arterials that are representative of the MAG region, and define consistent metrics, data needs and potential data sources.

Real time data on arterials is a gap in the MAG region. This data is needed to support arterial mobility and travel time measures, as well as support safety analyses.

Transit Performance Metrics

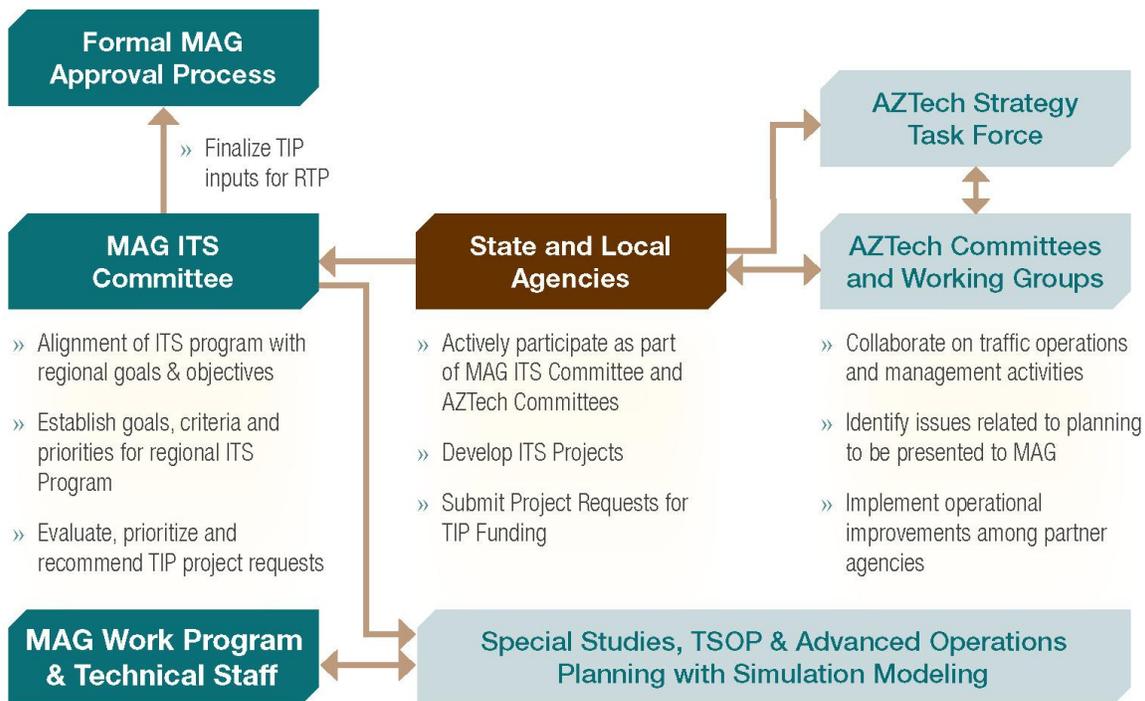
Transit agencies in the MAG region regularly use real-time data to assess schedule adherence and support traveler information notifications. Other operational data, such as boardings and alightings help transit agencies to determine where certain routes are over or under capacity and adjust operations and schedules over time.

Future real-time metrics could help to support ICM strategies by identifying transit usage, capacity and demand and be able to correlate that with arterial and freeway strategy implementation. Transit also could benefit from receiving real-time arterial and freeway performance data to help support their operations and routing.

IMPLEMENTATION ROLES AND RESPONSIBILITIES FOR ITS

Implementing ITS strategies within the framework and priorities provided by the MAG ITS Strategic Plan will be a collective effort among agencies in the MAG region. MAG is responsible for formal planning and project programming in the region. In this role, MAG serves as the regional forum for establishing funding priorities, balancing available funding and regional investments, as well as providing the accountability for achieving regional performance goals. MAG’s ITS Committee is comprised of member agencies representing state and local transportation management and operations, transit operations and public safety (DPS). This group collectively reviews and prioritizes project requests submitted by agencies through the TIP programming process, as well as through the TSOP call for projects. The ITS Committee can formally request MAG to conduct studies or evaluations for issues that impact or could benefit the region’s ITS program. Members of the ITS Committee also serve as project stakeholders for MAG ITS plans, studies and evaluations.

The graphic below shows the process whereby agencies in the region collaborate on and develop ITS projects to bring to the ITS TIP programming process.



State and Local Agencies

State and local agencies are responsible for operating and maintaining ITS infrastructure within their jurisdiction, and for coordinating with neighboring agencies on operational strategies that will help to support multijurisdictional corridor operations. Local agencies also are responsible for developing ITS project requests to submit to MAG through the TIP programming process and providing a required local match for CMAQ funding. State and local agencies are represented on the MAG ITS Committee to support collective decision making and ITS project prioritization.

AZTech™ Strategy Task Force, Committees and Working Groups

AZTech™ is a regional forum that focuses on operational discussions among state and local agencies, as well as the private sector. AZTech™ has established various committees and working groups that address issues such as traveler information, traffic incident management and traffic operations. Technical issues or collaboration on day-to-day operational activities are discussed and coordinated through these AZTech™ groups. Project ideas that are generated through AZTech™ committees can be brought forward by a lead agency for MAG TIP funding consideration.

ITS Strategic Plan

2012



Schedule and Process for Updating and Maintaining the ITS Strategic Plan

It will be important to periodically review the goals, priorities and strategies contained within the MAG ITS Strategic Plan. MAG will conduct a biannual review of the ITS Strategic Plan, and bring forth any potential changes to the MAG ITS Committee. The ITS Strategic Plan has been developed to allow for flexibility and innovation in how agencies in the region plan for and implement ITS projects. Over time, certain factors could warrant an update to the Plan, such as:

- ⇒ Shift in regional priorities or recommendations requiring a different approach to funding allocation or CMP weighting criteria;
- ⇒ Change in specific priorities reflected in the RTP;
- ⇒ New or modified recommendations for ITS implementation, operations or goals;
- ⇒ Specific policy direction that necessitates a change in how projects are prioritized, such as a future managed lanes strategy or formal active traffic management program in the MAG region; and
- ⇒ Changes to local or federal funding such that there are significant additional funds or a significant decrease in available funds, which could necessitate a different process and different priorities for ITS projects in the region.

In addition to the ITS Strategic Plan, MAG's Regional ITS Architecture (RIA) also is periodically reviewed and updated to ensure compliance with the most recent National ITS Architecture as well as capture new priorities that would need to be reflected. The RIA is reviewed annually for potential changes, and is updated on a biannual basis. The 2008 RIA update made substantial changes to reflect all existing ITS-related infrastructure as well as those programmed and planned future projects. The MAG RIA is planned to be updated and maintained on a regular basis beginning with the first update that was completed in 2010. It is available at the following link:

<http://azmag.gov/Projects/Project.asp?CMSID=1050&CMSID2=1063>

Changes that warrant an update to the RIA include:

- ⇒ Updated regional focus/needs;
- ⇒ New stakeholders;
- ⇒ New or updated planning efforts completed;
- ⇒ New technologies or initiatives implemented;
- ⇒ New funding availability to support new types of projects; and/or
- ⇒ Updated project priorities for each agency.

ITS Strategic Plan

2012



Acronym List

ADOT	Arizona Department of Transportation
ATCS	Adaptive Traffic Control Systems
AVL	Automated Vehicle Location
ATM	Active Traffic Management
BSM	Bus Stop Management System
CCTV	Closed-Circuit Television
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
DMS	Dynamic Message Sign
DPS	Department of Public Safety
DTA	Dynamic Traffic Assignment
FCS	Fare Collection System
FHWA	Federal Highway Administration
FMS	Freeway Management System
HCRS	Highway Conditions Reporting System
HOV	High Occupancy Vehicle
ICM	Integrated Corridor Management
ITS	Intelligent Transportation Systems
MAG	Maricopa Association of Governments
MCDOT	Maricopa County Department of Transportation
OCC	Operations Control Center
RADS	Regional Archived Data System
RCN	Regional Community Network
RIA	Regional ITS Architecture
RTP	Regional Transportation Plan
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TOC	Traffic Operations Center
TSOP	Traffic Signal Optimization Program
USDOT	United States Department of Transportation
VMS	Vehicle Management System



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October 30, 2012

TO: Members of the MAG Management Committee

FROM: Julie Hoffman, Environmental Planning Program Manager

SUBJECT: SOLID WASTE BEST PRACTICES IN THE MAG REGION

At the October 12, 2011 MAG Management Committee meeting, members expressed interest in reconvening the MAG Solid Waste Advisory Committee to share ideas on best practices. Since the first meeting in February 2012, the Committee has heard several presentations on successful solid waste projects and programs occurring within the region. In August 2012, a questionnaire was distributed to the members of the MAG Management Committee requesting assistance in compiling a list of solid waste best practices. The responses received highlight the innovative ways MAG member agencies are addressing some of the challenges associated with solid waste. A report on the Solid Waste Best Practices in the MAG Region has now been prepared.

The goal of report is to highlight the solid waste projects and programs submitted by MAG member agencies as best practices. It identifies best practices that cover several aspects of the solid waste industry. The report discusses regional issues and the array of opportunities to address them. There are also a number of programs aimed to prevent improper disposal of household hazardous waste. In addition, a variety of recycling programs designed to increase recycling participation among residents and divert materials from the landfills are identified. Educating the public on these projects and programs has proven to be a critical component to their success.

On October 18, 2012, the report was presented to the MAG Solid Waste Advisory Committee for discussion and input. Since that time, additional best practices have been received for inclusion in the report (see attachment). On November 7, 2012, the report will be presented to the MAG Management Committee for discussion and input.

If you have any questions, please contact me at (602) 254-6300 or jhoffman@azmag.gov.

Attachment

SOLID WASTE BEST PRACTICES IN THE MAG REGION



The compilation of Solid Waste Best Practices in the MAG region required the participation and assistance from the members of the MAG Solid Waste Advisory Committee. The following individuals contributed to the success of this document.

MAG Solid Waste Advisory Committee

Chair Christine Smith	City of Phoenix
Vice Chair Louis Andersen	Town of Gilbert
Richard Allen	Salt River Pima-Maricopa Indian Community
Rick Austin	Town of Wickenburg
Jill Bernstein	Keep Arizona Beautiful
Elizabeth Biggins-Ramer	Town of Buckeye
Willie Black	City of Mesa
Cindy Blackmore	City of Avondale
Charles Bladine	City of Tempe
Dan Casiraro	Salt River Project
Manuel Castillo	City of Scottsdale
Willy Elizondo	City of Goodyear
Alfred Gallegos	Valley Forward
Veronica Garcia	Arizona Department of Environmental Quality
Helen Heiden	Arizona Chamber of Commerce and Industry
Rhonda Humbles	City of Peoria
Brian Kehoe	Maricopa County
Frank Lomeli	City of Glendale
Chuck Ransom	City of Litchfield Park
Robert Senita	City of El Mirage
Shereen Sepulveda	City of Chandler
Jim Shano	Town of Paradise Valley
Ramona Simpson	Town of Queen Creek
James Swanson	City of Surprise

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At the October 12, 2011 Maricopa Association of Governments (MAG) Management Committee meeting, members expressed interest in reconvening the MAG Solid Waste Advisory Committee to share ideas on best practices. The Committee held its first meeting in February 2012 and has since heard presentations on successful solid waste projects and programs being implemented in the region. In August 2012, a questionnaire was distributed to the members of the MAG Management Committee requesting assistance in compiling a list of solid waste best practices. The best practices highlighted in this document represent innovative ways MAG member agencies are addressing some of the challenges associated with solid waste.

The best practices cover several aspects of the solid waste industry. For example, communities provided details on recycling programs, signifying the importance of keeping these materials out of the landfills.

Best practices to address household hazardous waste have also been included. In addition, there are best practices on emergency and safety procedures which are critical in solid waste management. This document demonstrates the commitment of communities in the region to protecting the environment and promoting a sustainable lifestyle through a variety of effective solid waste and recycling services. Educating the public on these projects and programs is an important component to their success.

The goal of this document is to highlight the solid waste projects and programs submitted by MAG member agencies as best practices. The region is making great strides to reduce the amount of waste being sent to the landfills by encouraging residential participation in the many programs offered. Solid waste and recycling services play a vital role as the region moves toward a more sustainable future.



**BEST PRACTICE:
CITY OF AVONDALE “CAST OF
CHARACTERS” EDUCATION &
MARKETING TOOLS**

When Avondale first introduced recycling to the community nearly a decade ago, the City rolled out a cartoon character named Phil D. Blue to encourage residents to fill their blue recycling containers with recyclables. Phil was very instrumental in helping to educate the community about the importance of recycling and diverting tons of recyclable material from the waste stream. The Community Relations Department brainstormed with the Public Works Department to expand upon this idea to include an entire cast of colorful characters to help inform, educate, entertain and encourage residents to become better stewards of the environment. The additional characters include: Will I. Close, Miss D. Curb and Bulk E. Pile. In addition, “smiley face” and “thumbs up” stickers have been incorporated into the program.



Bulk E. Pile

Benefits

Avondale has found that its residents respond positively to City staff when the focus is on education rather than enforcement. As an example, when a resident incorrectly sets out his bulk trash or places his trash can on the sidewalk, instead of an impersonal notice of violation, the resident receives a friendly reminder from Bulk E. Pile or Miss D. Curb. The characters have helped to foster a sense of community spirit that everyone is working together to keep the community clean and green.

Reach

The program is used city-wide. Avondale is also developing materials for distribution in elementary schools.

Key Indicators/Performance Measures

The key indicators and performance measures for the program include:

1. Reduction in notice of violations. After the first neighborhood outreach in FY 2011-2012, where the City delivered educational materials door-to-door, Avondale experienced a 40 percent decline in overfilled trash cans in that neighborhood.
2. Significant decrease in the contamination rate of inspected cans since implementing this new campaign. Contamination rates have gone from 11 percent to as low as 3 percent in some areas, when there is a focused effort to educate.

Lessons Learned

Residents have been very positive about the program. The most effective changes are seen when personal contact is made. A surprising outcome was the phone calls received from residents wanting to know why they did not get a “smiley face” on their can when their neighbor did. This provided an additional opportunity to speak one-on-one with residents about recycling.

Changes Since Implementation

The program started with a single character. There are now four characters along with “smiley face” and “thumbs up” stickers.



Costs/Budget

The initial cost of having each character developed by an artist averaged \$250. The ongoing costs were absorbed by the existing operating budget for advertising.

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**BEST PRACTICE:
CITY OF CHANDLER TRASH TO
TREASURE REUSE PROGRAM**

In December 2010, the City of Chandler implemented the Trash to Treasure Program, which diverts gently used household items, brought in by residents, to the Recycling-Solid Waste Collection Center located at 955 East Queen Creek Road in Chandler. Many of these items are brought to the facility by residents for disposal. This program segregates gently used items for donation to local non-profit organizations.

The Trash to Treasure Program accepts gently used, working items in the following categories:

1. Large household items (large appliances, furniture, exercise equipment, etc.).
2. Small household items (toys, home décor, small appliances, etc.).
3. Personal items (clothing, shoes, bed and bath linens, etc.).
4. Construction material (cabinets, sinks, fixtures, tools, etc.).

Chandler currently has agreements with four non-profit organizations. These organizations will rotate collecting the items although there are provisions allowing other non-profit groups to join the program. Vendors currently participating include: Big Brothers/Big Sisters of Central Arizona, Catholic Charities Community Services, Stardust Building Supplies, and Swift Charities for Children.

Benefits

The program diverts useable items from the landfill, saving the City of Chandler and its residents' money. Donated items assist charities in helping others in need - supporting job training for individuals with disabilities, and selling repaired items in thrift stores to fund other charitable programs in the community.



Reach

Residents and businesses from any community can drop off gently used items at the Recycling-Solid Waste Collection Center. City staff inspects loads brought to the facility and directs residents to the designated area for unloading gently used items in the containers for the Trash to Treasure Program. Program details are promoted using various sources, including the City of Chandler website at www.chandleraz.gov/recycle.

Key Indicators/Performance Measures

The key indicators/performance indicators for the program include:

1. Reducing tons from the landfill, saving transportation and landfill tipping fees.
2. Providing items in usable condition to non-profit partners.
3. Customer satisfaction survey for the Recycling-Solid Waste Collection Center.

Lessons Learned

Some residents categorize useable items as trash. Chandler staff checks loads arriving at the Recycling-Solid Waste Collection Center to determine if there are items that can be recycled or donated to the program. Staff performs quality inspections to make sure items are in decent condition. Items not easily repaired or heavily soiled are diverted for recycling or disposal.



Costs/Budget

Start-up cost for the Trash to Treasure Program was less than \$200 to construct metal top covers for the 40-yard containers used to store items. There is no additional cost for the program.

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**BEST PRACTICE:
CITY OF CHANDLER RECYCLING
EDUCATION KITS**

The City of Chandler Solid Waste Services staff offers presentations to Chandler students about recycling and waste reduction. Many requests come from teachers who are seeking additional classroom activities and lessons about waste reduction, recycling, and the environmental impact of landfills. Most often, schools struggle to maintain funds for procuring materials to supplement environmental lessons.

In 2011, the City of Chandler Solid Waste Services created 25 Recycling Educational Kits. The kits are checked out to teachers of Chandler schools

(public, private and charter), providing educational materials to fulfill the learning process. The Solid Waste Recycling Education Kits include:

1. Interactive table-top portable landfill model.
2. Lessons and worksheets on CDs for teachers.
3. Recycled paper for teachers to copy worksheets.
4. Children’s literature for lessons.
5. Educational videos.
6. City of Chandler Solid Waste Program literature.
7. Recycling games and activities.
8. 25-gallon recycling bins.

Benefits

The City of Chandler, partnering with educators in the community, uses the Solid Waste Recycling Education Kits to create a learning experience that makes learning fun. The activities prompt classroom



discussions that raise awareness about the City of Chandler solid waste and recycling programs as students learn about solutions to waste management issues, starting at home, in schools, and in the community. The activities encourage others to follow their lead in managing waste by reducing, reusing and recycling.



Costs/Budget

The City of Chandler was awarded a grant for \$14,757 by the Gila River Indian Community State Shared Revenue Program for an educational program promoting waste reduction and recycling. The City of Chandler matched the grant to purchase materials and establish the 25 Recycling Education Kits. The cost to restock the kits with education material is approximately \$1,000 annually.

Reach

The Recycling Education Kits are aimed at elementary students in Chandler. The impact goes beyond the classroom as the information received by the students through the interactive lessons and activities are shared with family and friends.

Key Indicators/Performance Measures

The key indicators for the Recycling Education Kits include:

1. Number of classrooms and number of students involved in using the kits.
2. Teacher satisfaction survey gauging results from teachers who use the kits.

Lessons Learned

Since much of the information was developed by City staff, the kit took longer to create than originally anticipated. Making certain the education materials were compatible for the learning experience on a local level was vital. Some customization was required to ensure the information was relevant to the community.

Changes Since Implementation

Per teacher recommendations resulting from survey results, the City of Chandler is evaluating and considering new material for the kit to increase the selection of lessons and activities, and developing a teachers workshop for presentation.

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**BEST PRACTICE:
CITY OF CHANDLER HOUSEHOLD
HAZARDOUS WASTE COLLECTION
FACILITY**

Since 2006, the City of Chandler Household Hazardous Waste Collection Facility provides Chandler residents a permanent location for drop off of non-regulated household hazardous waste with potential risk to the public and the environment when improperly or illegally disposed. Located at the Chandler Recycling-Solid Waste Collection Center (residential transfer facility), the Household Hazardous Waste Collection Facility does not require a full-time dedicated staff. Instead, to minimize costs associated with household hazardous waste operations, staff scheduled to fulfill transfer station duties are scheduled to work household hazardous waste, assisting residents and ensuring safe and efficient operations based on the number of residents scheduled, and the quantities of household hazardous waste anticipated for drop off. Prior to the permanent facility, the City of Chandler hosted household hazardous waste collection events twice each year beginning in 1995.

Benefits

Offering a permanent location for proper and safe disposal and recycling of non-regulated hazardous waste is a proactive measure for ensuring hazardous waste does not pose harm to the general public and the environment. Public awareness is a critical component to the success of promoting and achieving the benefits of this program. Through public education, the community becomes aware of the threats posed when household hazardous waste is improperly stored in the home, or improperly or illegally disposed. Likewise, citizens are provided printed information and offered tips on how to safely manage household hazardous waste in the home, how to reduce or reuse quantities of household hazardous waste generated, and safe alternatives to some household products containing hazardous waste.



Reach

The program is offered to Chandler residents city-wide.

Key Indicators/Performance Measures

Key indicators for the Household Hazardous Waste Collection Facility include:

1. Total pounds of household hazardous waste properly managed for disposal.
2. Total pounds of household hazardous waste recycled/reused.
3. Total numbers of residents using the Household Hazardous Waste Collection Facility annually.
4. Customer satisfaction survey completed by residents who have used the Household Hazardous Waste Collection Facility.

Lessons Learned

Lessons learned with the program include the following:

1. Engage staff involved with fulfilling household hazardous waste operations.
2. Learn from others who have implemented similar programs – do not “reinvent the wheel”.
3. Stay current with innovative, cost-saving measures for recycling/reusing household hazardous waste.

Changes Since Implementation

Nearly 80 percent of household hazardous waste collected is recycled and/or reused. Selected staff acquired hazmat certification training to minimize costs requiring a chemist for identifying unidentified waste. A reuse program for latex paint was implemented. Selected unopened products (motor oil, antifreeze, janitorial type cleaning products, etc.) are diverted for City use for additional savings.

Costs/Budget

The initial cost associated with construction of the facility was \$350,000. The initial start-up cost of \$225,000 was budgeted for set-up of operations requiring equipment, supplies, and contractual services for collection. The current annual budgeted cost for operation and maintenance and contractual services is approximately \$100,000.



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**BEST PRACTICE:
TOWN OF GILBERT HOUSEHOLD
HAZARDOUS WASTE FACILITY**

In July 2007, the Town of Gilbert built a stand-alone 4,000 square foot Household Hazardous Waste Collection Facility at an approximate cost of \$800,000. The facility is unique to the Valley in that it is open to the public three days per week providing a drive up service with no appointment necessary.

Benefits

The facility provides an excellent collection and disposal service to the residents. The Town recycles as much of the material collected as possible and keeps it out of the landfills. The current diversion rate is 89 percent.

Reach

The facility is currently made available to all Town of Gilbert residents that have the Town’s residential service.

Key Indicators/Performance Measures

Each year the facility has increased its diversion rate: FY 2008—54 percent, FY 2009—56 percent, FY 2010—61 percent, FY 2011—85 percent to FY 2012—89 percent. The target goal for FY 2013 is 91-92 percent.

Lessons Learned

The Household Hazardous Waste Facility is a great service for all of the Town residents. Prior to its opening, Gilbert held semi-annual collection events. The Town now collects 3.5 times the amount of waste than when collection events were held. The Town of Gilbert has learned better ways to recycle versus dispose of the material. Gilbert now recycles all of its latex paint. There are more products available to the public through the Swap Shop. All propane tanks, batteries, and fire extinguishers are also recycled.



Changes Since Implementation

As the facility has grown in popularity with residents the Town has grown from one supervisor and one full-time technician to one supervisor and three full-time technicians. The amount of material that is recycled has grown from 54 percent in 2007 when the facility opened to the current diversion rate of 89 percent. The Town continues to search for new avenues to recycle the products received.

Costs/Budget

The construction of the Household Hazardous Waste Facility cost approximately \$800,000 and was part of a Capital Improvement Project. The annual budget is \$448,000 for FY 2013. The service is funded through the fees collected for solid waste service.

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**BEST PRACTICE:
GLENDALE SAME DAY RESIDENTIAL
SANITATION COLLECTION SERVICE**

The City of Glendale provides same day residential sanitation collection services to residents for their trash and recycling disposal needs. This best practice was implemented in conjunction with the introduction of the City’s curbside recycling program in 2000. When curbside recycling was introduced to the community, the sanitation division decided that same day collection for both refuse and recycling containers was the most convenient and cost-effective approach for collection.

Benefits

The major benefit of the program is convenience for residents by only having to wheel out their containers once per week. There are also cost savings and route efficiencies realized by providing same day collections through increased shared resources and operational consistencies during collections. Additionally, same day service reinforces recycling and helps reduce recycling contamination. It also assists with neighborhood aesthetics by having containers out on the street only once per week, instead of twice.

Reach

The same day residential sanitation collection service is offered to all residential homes in Glendale, which is approximately 53,000 homes.

Key Indicators/Performance Measures

The performance measures include that weekly residential collections occur with a 100 percent collection rate for all cans placed out on time and a recycling participation rate of at least 60 percent (recycling rate is based on containers being brought out to the curbside each week). A key indicator validating same day service as a best practice is that many communities throughout Arizona



are now exploring the feasibility of converting their curbside program to same day service.

Lessons Learned

The primary implementation issues with same day collection service were managing challenges associated with increased operations and effectively communicating the new program to the public.

Changes Since Implementation

Changes since the program was implemented in 2000 include route expansion and conversions to maximize customer service while working to keep costs minimal.

Costs/Budget

The initial start-up costs included a capital investment for recycling containers and side load garbage trucks to service the new program and an operational budget for city-wide inspection services.

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BEST PRACTICE: GLENDALE HOUSEHOLD HAZARDOUS WASTE PROGRAM

The City of Glendale offers residents the opportunity to safely dispose of unwanted household hazardous waste through a home collection service. Residents can sign-up for the service by contacting the Glendale Sanitation Division and make an appointment for collection of the material at their home, without having to transport the material themselves. The program is offered twice per year, once in the spring and once in the fall.

The household hazardous waste collection program has been in place for well over 10 years; however, the best practice of providing residential home collection by a professional hazardous material collection company first began in 2004. Prior to 2004, City staff collected the material at each residential home and transported the material to a designated storing location for weekly collection. Prior to the City staff collection process, residents were hauling the hazardous material themselves to a designated Glendale facility.

Benefits

The major benefit of the program is that both the resident and the City staff do not have to handle or transport the hazardous material, thus eliminating any hazardous accidents or incidents that can occur while handling the materials. Residents simply place the material out in a safe location on their property and wait for an experienced hazardous material collection company to collect the material. Other benefits include decreasing the amount of illegally dumped hazardous materials throughout the City and minimizing commercial hazardous waste disposal by visually observing the residential property from which the hazardous waste was generated.



Reach

The Glendale Household Hazardous Waste Program is offered on a first-come, first-served basis and collection appointments are provided to the first 750 household calls per event. The maximum appointment limit is always filled to capacity each year for both events, allowing for a total of 1,500 residential collection appointments annually.

Key Indicators/Performance Measures

The key indicator for the program is the allowance for a safe household hazardous waste disposal option for residents. The performance measure is that the program is filled to capacity each year during the spring and fall events.

Lessons Learned

There have been no major issues with implementing the best practice of home appointment collection service. Contracting the service with a professional hazardous materials collections company has

increased staff productivity time during the program and minimized potential hazardous accidents and/or incidents by staff during transport.

Changes Since Implementation

The program changed from residents hauling the material to a designated facility to staff collecting and hauling the material to a designated site. Now a professional hazardous materials collection company collects the material directly from the residential property.

Costs/Budget

The cost of the Glendale Household Hazardous Waste Program is approximately \$50,000 annually to service 1,500 residential appointments. The initial start-up cost was less when City staff was hauling the material to a designated staging area; however, the division felt the increased cost for home collection service outweighed the potential hazards associated with staff hauling the material themselves.



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BEST PRACTICE: GLENDALE LANDFILL GAS-TO-ENERGY PROJECT

The Glendale Landfill Gas-to-Energy power plant is a renewable energy project located at the City of Glendale Municipal Landfill. This 2.8 megawatt biogas facility is using the methane gas generated from decomposing garbage to power two 20-cylinder engines. The large combustion engine cylinders are connected to and turn turbines that generate electricity. The biogas plant is owned and operated by Glendale Energy LLC (an affiliate of Sexton Energy LLC), and the plant sends all its energy to Arizona Public Service (APS) customers. The gas plant began operations in January 2010.

Benefits

The project provides environmental and economic benefits such as:

1. Reduces greenhouse gas emissions and local air pollution.
2. Generates renewable energy and offsets use of nonrenewable resources such as coal, natural gas, or oil.
3. Benefits the local economy through revenue generation from the sale of gas, by creating jobs for project construction, and cost savings associated with using landfill gas as a replacement for more expensive fossil fuels to generate electricity.
4. Establishes a simplified financial agreement through a flat annual rate for the sale of the gas rights and land lease by the public landfill owner (the City of Glendale) to the private developer (Glendale Energy).

Reach

The project is the first public/private biogas facility in the West Valley and the newest of only three landfill gas-to-energy facilities in Arizona. The plant is generating clean, sustainable electricity for approximately 750 nearby homes in the West Valley and expects to do so for the next 40



years. It was also the first biogas project in the APS 240-megawatt renewable energy portfolio, which includes energy generation from solar, wind, geothermal, and biomass. Including the energy from the Glendale gas-to-energy facility, the combined electricity from these resources can meet the needs of 60,000 Arizona homes.

Key Indicators/Performance Measures

Key indicators or performance measures for the gas-to-energy project include gas quantity and gas quality. These indicators are measured daily by the gas plant operator to ensure that the plant is operating at or above quantity and quality levels necessary to meet performance parameters required by the power purchase agreement with APS.

Lessons Learned

The lessons learned with the project include the following:

1. An issue to be aware of for any gas-to-energy project is competing interest between goals of the landfill owner, mainly compliance related, and production goals of the gas plant owner. However, this has not become a major issue for this project since the partners have maintained a sound working relationship as well as effective communication protocols for reporting issues.
2. High concentration of siloxane in the landfill gas has been a major issue. When burned, siloxane

causes a sand-like coating on the engine cylinders, which increases maintenance frequency and costs. Glendale Energy will be installing a siloxane removal system to alleviate this problem.

Changes Since Implementation

The City of Glendale's role in managing the landfill gas condensate more proactively occurred approximately 10 months after the gas plant started operations and Glendale Energy installed an air-cooled chiller unit to reduce the gas temperature before reaching the engines. Although this helped with gas engine efficiency, it did result in more gas condensate generation and increased costs for managing it. These costs to the City of Glendale were alleviated through an in-house project where the gas condensate is recirculated through an underground piping system into the active landfill area.

Costs/Budget

The total project construction cost was \$6 million. As the owner/operator of the biogas plant, the gas developer Glendale Energy LLC (Sexton Energy LLC) provided the funding for construction. Glendale Energy also maintains the annual budget for plant operation and maintenance.



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BEST PRACTICE: HOUSEHOLD HAZARDOUS WASTE COLLECTION DAY

In a joint effort with the cities of Goodyear and Avondale, the City of Litchfield Park provides residents a drop off location to collect hazardous waste once a year to encourage the proper disposal of hazardous items that could contaminate Valley landfills and bodies of water. The event has been taking place since 2002.

Benefits

The Household Hazardous Waste Collection Day benefits the region by assisting residents in the disposal of household hazardous waste, which cannot be disposed of in normal trash containers due to possible contamination to the Valley landfills and ground waters.

Reach

Fliers are distributed to approximately 1,500 households and the event is also posted on the City of Litchfield Park website with contact information.

Key Indicators/Performance Measures

The key indicator/performance measure is resident participation to eliminate approximately 20 tons of waste in the landfills.

Lessons Learned

Verifying addresses is a constant challenge. Those who live in a county island assume they belong in the City of Litchfield Park and turning them away is difficult.

Changes Since Implementation

Since the program was implemented, there appears to be more participation from residents.

Costs/Budget

There were no initial start-up costs. A contract is made including a cost per vehicle, and the bill is



paid once verification of residency is made. Approximately five employees participate during the event, which includes costs for overtime and employee related expenses. Funding for the program comes from the City's General Fund, with a projection of costs from the previous year.

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**BEST PRACTICE:
LITCHFIELD PARK CLEAN UP DAY**

In 2000, the City of Litchfield Park implemented Litchfield Park Clean Up Day. It provides residents a curbside pick up of green waste and debris once a year to enhance the Community.

Benefits

Benefits of the Clean Up Day include assisting residents in the disposal of garden debris and tree trimmings. A local tree trimming company volunteers to chip the tree trimmings that are used as mulch for landscape projects around the City. Residents are also provided links to assist them in tree trimming techniques and guidelines for maintenance.

Reach

Fliers about the program are distributed to approximately 1,500 households and the event is also posted on the City of Litchfield Park website with contact information.

Key Indicators/Performance Measures

Key indicators/performance measures include that resident participation eliminates approximately 55 tons of waste in the landfills. Materials chipped are also used on City landscape projects.

Lessons Learned

Residents seem to be very pleased with the event and encourage their neighbors to participate.

Changes Since Implementation

There appears to be more participation from residents since the program was implemented. The event has been revised to include employees only and the work is completed during business hours. Previously the Clean Up Day was on a Saturday and consisted of resident volunteers.

Costs/Budget

The Litchfield Park Clean Up Day began as a community involvement event, with many residents



volunteering to participate in the collection of the debris. Lunches and drinks were provided by the Wigwam Resort. Costs included personal protective equipment to the residents and employees and paying City employees overtime (the event was always held on a Saturday). Due to the cost of liability insurance and the purchase of personal protective equipment the event has since been revised to include employees only and the work is completed during business hours. Costs have been cut significantly and include paying for the equipment provided by a local tree trimming company.

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BEST PRACTICE: WASTE DIVERSION AND REUSE PILOT PROJECT

The Maricopa County transfer stations collect and separate clean organic green waste for subsequent chipping and/or grinding for beneficial use as erosion controls and soil amendments for existing cap material. The transfer station locations are adjacent to the County's closed landfill facilities which allow for immediate use and incorporation into soils with no real transportation costs. This pilot project is being initiated in 2012 as a waste diversion and reuse project for the closed County landfill facilities.

Benefits

Benefits of the project include: diversion of waste from the landfills; reduction in the number of truck trips to the landfills; reduction in diesel and dust (PM-10) emissions; and a reduction of erosion on landfill surfaces. As a result of this pilot project, a vegetative cover on barren land surfaces will be established.

Reach

The Waste Diversion and Reuse Pilot Project will have a positive impact on Maricopa County landfills as well as residents and local communities utilizing the County transfer stations.

Key Indicators/Performance Measures

The key indicators/performance measures include:

1. The number of tons of green organic waste diverted from landfill disposal.
2. The number of reduced miles and hours for diesel truck operation.
3. Reduced landfill erosion.
4. Reduction of maintenance activities requiring operation of heavy equipment and dust generating activities.

Lessons Learned

One of the challenges of the project is obtaining



“clean” materials that are easy to process. Materials such as palm fronds are more difficult to process.

Costs/Budget

Costs for the Waste Diversion and Reuse Pilot Project include the purchase or rental of a grinder and conveyor/feed system. Purchasing the equipment would cost \$80,000 to \$100,000. Rental costs would be \$2,500 per month with the equipment operating eight to ten days per month.

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BEST PRACTICE: METAL BIN REFURBISHMENT PARTNERSHIP PROJECT WITH EAST VALLEY INSTITUTE OF TECHNOLOGY

During the 2011-2012 academic school year, the City of Mesa Solid Waste Management Department created a partnership pilot program with the East Valley Institute of Technology. Students enrolled in the school's welding program had the opportunity to refurbish City of Mesa front load trash bins in need of repair. A total of 24 containers were refurbished in 2011-2012.

Benefits

Benefits of the program included a cost savings to the City of Mesa of \$100 per container. In addition, students at the East Valley Institute of Technology received welding experience.

Reach

The program allowed the City of Mesa to keep its costs down for its residents and customers.

Key Indicators/Performance Measures

Key indicators/performance measures included cost savings achieved and quality of work. There is a cost savings of \$100 per container through the partnership program.

Changes Since Implementation

During the upcoming school year, a new scholarship program will be added to the program. A \$1,000 scholarship will be donated to the school by the Solid Waste Management Department. The East Valley Institute of Technology staff will be able to use these funds to help students needing financial assistance with program fees and safety equipment purchases.

Costs/Budget

The City of Mesa pays for all welding supplies and steel needed to refurbish the containers. Each



container costs the City of Mesa approximately \$300 in materials. Funding for the supplies is supported through the annual budget.

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BEST PRACTICE: MESA PUBLIC SCHOOLS RECYCLING AND EDUCATION PROGRAM

Since 2008, the City of Mesa has created a working partnership with Mesa Public Schools (MPS) to implement a successful recycling program. Recycling containers are available at all school campuses and administrative locations. Students and staff are able to recycle their paper, plastic, metal and glass products. There are nearly 1,300 blue barrels and 47 cardboard bins currently in service.

To encourage ongoing recycling education at the schools, the City of Mesa works with MPS to hold annual Earth Day events. Past activities have included a plastic bag recycling challenge, the distribution of activity books to all elementary students, and a paper recycling challenge.

Benefits

Benefits of the program include waste reduction, increased recycling diversion, outreach opportunities to Mesa children, and a cost savings to Mesa Public Schools of nearly \$11,000 per month for reduced trash service needs.

Reach

The reach of the program is the Mesa Public Schools.

Key Indicators/Performance Measures

Key indicators/performance measures include waste reduction and recycling diversion increase.

Lessons Learned

The City of Mesa discovered that the implementation plan used at the elementary school level did not work for the junior and senior high school campuses. A different model had to be developed for these schools.



Changes Since Implementation

Green waste roll off service is now being provided to the Mesa Public Schools District.

Costs/Budget

The City of Mesa had to purchase the needed blue barrels to implement recycling at Mesa Public School campuses and administrative sites. A \$61,000 grant was received from the Arizona Department of Environmental Quality and a portion of that was used to purchase 815 90-gallon blue barrels and 1,235 28-quart desk side recycling containers.

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**BEST PRACTICE:
HYDRAULIC LEAK PREVENTION
PROGRAM**

The City of Peoria Solid Waste Division identified a serious issue with frequent hydraulic leaks from the fleet and the resources that were impacted when it occurred. A decision to create a plan to minimize or eliminate leaks was put into action. The Solid Waste and Fleet Divisions began by creating a plan which involved field staff to accomplish this goal. After several months of discussions and planning, the plan was rolled out, milestones were evaluated and adjustments made along the way. Staff’s dedication has resulted in going more than 200 days without a leak—a division first. The Division continues to experience success with early detections and reductions in spills/leaks. This program was implemented in 2011.

Benefits

In addition to reducing hydraulic leaks/roadways spills, the program also reduces the impact on resources cleaning up the spills. The Hydraulic Leak Prevention Program has resulted in an enhanced partnership with the Peoria Fleet Division and employee buy-in/involvement.

Reach

The program is implemented city-wide with minimal reach on neighboring municipal streets.

Key Indicators/Performance Measures

Key indicators/performance measures include a reduction in the number of spills and an increase in early preventive identification during inspections.

Changes Since Implementation

Since implementing the program, a post incident meeting with key personnel and the employee involved is held to review and identify: preventable measures that could or should have been taken; positive actions that mitigated the spill from being



worse; training that may be needed; vendor impacts; or equipment pattern failures.

Costs/Budget

There were no start-up costs and additional supplies and training were absorbed in the current budget.

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**BEST PRACTICE:
SAME DAY GARBAGE AND RECYCLING
COLLECTION SERVICE**

On July 9, 2012, the City of Phoenix launched its Same Day Collection Service, which combines refuse and recycling collection into one designated pick-up day for residents. Prior to this service, Phoenix residents had two separate days for collection, one day for garbage and one day for recycling.

Benefits

The benefits of the Same Day Collection Service include cost savings and convenience to residents. An annual savings of \$1.3 million was determined by the Phoenix Public Works Department based on the reduction of routes, trucks, and employees. The savings is realized through routing efficiencies. Previously, garbage and recycling trucks operated four days per week with a ten-hour shift schedule. The new program maximizes all five days of the work week for solid waste collection, resulting in the elimination of 12 collection routes and associated operators and collection trucks. Additional operational efficiencies include balancing out disposal workloads at the City’s transfer stations and reducing the number of trucks on the road during rush hour traffic.

Phoenix residents also experience a benefit with the new program by only needing to place their trash and recycling containers out one day per

week instead of two days. In addition, the program reinforces the importance of recycling and its benefits to the community.

Reach

The Same Day Collection Service impacts the majority of Phoenix residences with curbside collection service (over 350,000 households). Residences with alley collection and communities with unique solid waste collection needs were not converted to Same Day Collection.

Key Indicators/Performance Measures

The key indicators and performance measures for the Same Day Collection Service include:

1. Total operational costs related to solid waste equipment and staff hours (decrease in cost with elimination of 12 trucks and 12 drivers).
2. Recycling tonnage per month (anticipated increase with program).
3. Recycling revenue (anticipated increase in revenues due to increase in recycling tonnage).
4. Customer service (calls related to Same Day Collection).

Lessons Learned

The City of Phoenix used an extensive multi-level advertising campaign to coordinate the implementation of Same Day Collection in June, July, and August 2012. The campaign included mass media (television and radio) and print ads as well as social media. A postcard was also mailed directly to all customers two weeks prior to the service



changes. A quarterly Public Works Customer Survey showed that 83 percent of residents were aware of the pending changes the week prior to the implementation. However, customer calls were elevated during the first week of the Same Day Collection Service. The call center received calls from every city in the Phoenix metro area. Following a week of implementation, the Customer Contact Center had returned to its normal call volume.

Changes Since Implementation

The Same Day Collection Service is thriving and staff continues to monitor its progress. As the program grows, staff will realize new efficiencies related to routing and scheduling collection days based on optimal conditions.

Costs/Budget

The Same Day Collection Service created a \$1.3 million annual savings or \$6.5 million over five years; therefore, minimizing the need for future solid waste fee increases.



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BEST PRACTICE: AUTOMATIC VEHICLE LOCATION

In September 2009, the City of Phoenix Public Works Solid Waste Division integrated Automatic Vehicle Location (AVL) equipment into its solid waste collection trucks. AVL is provided by Radio Satellite Integrators, Inc. and assists solid waste staff with tracking and monitoring operational activities.

Benefits

The Automatic Vehicle Location equipment provides Phoenix solid waste staff with real-time vehicle location data. The data includes the vehicle's last known location; armature lift details for refuse and recycling collection trucks; speed and heading on the vehicle; geofence tracking; and detailed tabular reports. The AVL equipment also manages fleet communication and provides vehicle travel history, usage patterns, and statistics for each vehicle.

Reach

The Automatic Vehicle Location equipment is featured in all solid waste vehicles which include garbage and recycling trucks to pick-up trucks used by foremen and supervisors. The initial installation included 425 vehicles.

Key Indicators/Performance Measures

The key indicators and performance measures related to AVL equipment include:

1. Armature lifts per hour per truck.
2. Collection points (records when and where garbage and recycling containers are collected).
3. Geofence reports (records when trucks depart the service yard, enter and exit transfer stations, etc.).

Lessons Learned

A large user base for Automatic Vehicle Location equipment increases the in-flow of data information. As the data is collected, staff must organize and interpret the information on a timely basis.



Changes Since Implementation

As information needs and objectives for capturing solid waste vehicle data increase, the City of Phoenix will adopt technology that allows staff to accurately record information that is beneficial to determining operational efficiencies and improving the overall customer service offerings.

Costs/Budget

The initial cost for hardware and installation of Automatic Vehicle Location equipment was \$1,400 per unit and funded through the Solid Waste Enterprise Fund.

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BEST PRACTICE:**BAG CENTRAL STATION—WHERE PLASTIC BAGS BELONG**

Bag Central Station is a voluntary recycling program with Arizona Food Marketers Association (AFMA) and their members to recycle plastic bags provided to customers during retail sales. The City of Phoenix works in partnership with AFMA and grocers within the City of Phoenix to accept used bags from their customers for recycling by the grocery store chain. The voluntary program began in 2007.

Benefits

There are a number of benefits associated with Bag Central Station. The program maximizes consumer choice and flexibility and minimizes impacts on the retailer. There is also the potential for the program to be a revenue source for the retailer. The plastic bags collected are cleaner and more easily marketed than bags from commingled recycling programs. In addition, the program is voluntary; therefore, no legislative or regulatory action was needed to implement the program. No taxes or fees were assessed as part of the program.

Reach

The Bag Central Station Program was implemented city-wide by a majority of the grocery retailers. It also has an impact state-wide since the program has been shared with other communities.

Key Indicators/Performance Measures

The key indicators and performance measures for the Bag Central Station Program include the following:

1. Independent telephone survey on the percentage of people recycling bags at the retail outlets.
2. Independent telephone survey on the percentage of people using reusable bags.
3. Visual assessment for reduction of plastic bags in the “Phoenix Recycles” blue barrel recycling program.
4. Reported reduction in the sales and use of plastic bags by the grocery retailers.

Lessons Learned

The City of Phoenix has learned that since the Bag Central Station Program is voluntary, it is difficult to change consumer behavior on a large scale to completely recycle the bags. In addition, all grocers need to be 100 percent involved in order for the program to be successful. There is also the need to accurately measure the recycling of the bags.



www.bagcentralstation.com

The number reported is not an accurate measure since the grocers store, ship, and recycle the bags mixed with the film plastic generated at each store. Another lesson learned was the need to measure the reduction in the number of plastic bags distributed by the grocers; however, stores do not share proprietary information.

Changes Since Implementation

The City of Phoenix has implemented a recognition program to recognize individual stores that support Bag Central Station. One hundred stores are inspected quarterly and up to ten stores are selected for recognition awards based on exemplary participation. The City of Phoenix is also interested in having the program expanded beyond grocery and be implemented by the Arizona Retailers Association.

Costs/Budget

Costs associated with the Bag Central Station Program included the purchase of reusable bags for distribution to the general public. These were purchased by the City of Phoenix for \$250,000/two years. The City also funded \$25,000 in marketing of the program in the start-up year. Industry funding for marketing of the program is unknown. However, the industry did fund the installation of plastic bag collection bins at the grocery stores. They also contributed \$1,000 for design of the program logo. Ongoing surveys and store visits will be funded by the City of Phoenix at \$10,000 every five years.



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**BEST PRACTICE:
QUEEN CREEK INSPECTION PROGRAM**

In 2010, the Town of Queen Creek implemented its inspection program for residential curbside solid waste and recycling carts.

Benefits

Due to the Town’s same day trash and recycling program, the inspector is able to inspect the solid waste cart for bag and tie violations as well as the recycling cart for violations related to acceptable recycling material to decrease contamination. The inspector is able to provide educational material along with the violation warning to the resident on either or both carts.

Reach

The Inspection Program is implemented town-wide.

Key Indicators/Performance Measures

The inspections are tracked by type/location of the violation. Public education materials can then be created regarding the most prevalent issues (i.e. bag and tie or pizza boxes in recycling).

Lessons Learned

The inspector required a better process to log inspection results into the billing/tracking software. A program was created using GIS and the billing software to track and maintain the inspections.

Costs/Budget

Costs are associated with the initial start-up in 2010 and funded through the residential solid waste monthly fees.

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Do More Blue



1. CORRUGATED CARDBOARD
Remove plastic wrappers and flatten



10. MILK CARTONS AND DRINK BOXES



2. BROWN PAPER BAGS



3. NEWSPAPERS



4. PAPERBOARD
Cereal, food, shoe boxes, etc.
Remove plastic liners



5. MOLDED FIBERBOARD



11. GLASS FOOD AND BEVERAGE BOTTLES AND JARS
No other glass



6. PLASTIC (PETE) BOTTLES
Soda, water, etc.



12. ALUMINUM CANS



13. STEEL / TIN CANS
Non-hazardous aerosol cans are okay. Please no other steel



7. MAGAZINES AND CATALOGS
Less than 1/2 inch thick



8. PHONEBOOKS



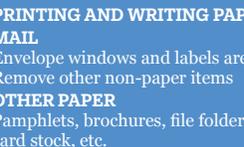
14. PRINTING AND WRITING PAPER



15. MAIL
Envelope windows and labels are okay. Remove other non-paper items



9. PLASTIC (HDPE) BOTTLES / JUGS
Milk, water, juice, liquid detergent, shampoo, etc. No hazardous material containers*



16. OTHER PAPER
Pamphlets, brochures, file folders, card stock, etc.

*Hazardous materials include pesticides, herbicides, automotive fluids, pool chemicals, etc.



Please recycle plastic bags at your participating neighborhood grocery store. Only shredded paper should be placed in a sealed clear plastic bag for recycling. This is the only exception to the No Plastic Bags rule.

www.QueenCreek.org/recycling or (480) 358-3450 option 7



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BEST PRACTICE: SAME DAY TRASH AND RECYCLING COLLECTION

The Town of Queen Creek began Same Day Trash and Recycling in 2010 following a review of collection day options. After considerable study, the Town discovered that Same Day Trash and Recycling collection best suited the needs of the community and resulted in additional efficiencies.

Benefits

The benefits of Same Day Trash and Recycling for residents include only having to place containers curbside one day per week. In addition, the trucks are in the neighborhoods just one day resulting in less congestion and parking issues. There is also easier, more efficient, routing for street sweepers since the subdivisions only have trash and recycling carts out one day per week. Efficiencies are also found in the Inspection Program since the solid waste inspector is able to inspect the trash cart for bag and tie violations and the recycling cart for recycling violations. The inspector can then provide public education materials on both carts if necessary at the same time, avoiding a second trip.

Reach

Same Day Trash and Recycling is offered to all Queen Creek residents on the program.

Key Indicators/Performance Measures

The Town of Queen Creek has the goal of inspecting each location (both carts) twice annually.

Lessons Learned

Public education and outreach was critical for residents to understand the change to their day of service and that both carts would be placed curbside on that one day.

Changes Since Implementation

There have been no changes since the program



was implemented in 2010. Residents are responding well to the program and most have expressed positive remarks to the same day collection. Participation rates for recycling seem to be consistently high. The Town believes the high rates are in part due to the program.

Costs/Budget

The program and contract costs from the beginning of the solid waste program included same day collection. The user fees support the service.

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BEST PRACTICE: RECYCLING PUBLIC EDUCATION/ OUTREACH

In 2010, the Town of Queen Creek launched its Recycling Public Education/Outreach Program. The program was then updated in 2012 and provides public education/outreach to the community emphasizing the benefits of recycling. The program components include: the campaign slogan (Do More Blue), banners, e-newsletter, water bill inserts, website updates, community events, special recycling collection events (Earth Day, America Recycles Day), community guides, citizen leadership academy training, and elementary school recycling education program.

Benefits

The public education and outreach results in increased exposure to the benefits and acceptable materials for recycling. The Town of Queen Creek has stayed consistently at a 20 percent diversion rate for recycling since the implementation of the entire solid waste program in 2010.

Reach

The elementary school recycling education program provided outreach to all the 4th grade classrooms in the Town of Queen Creek, reaching over 500 students in the first year of the program. It will continue to develop as the solid waste program grows, intending to reach 2nd through 4th grade classrooms every year.

The other materials listed above are available to all residents. Monthly articles about recycling are provided for the e-newsletter and water bill inserts.

Key Indicators/Performance Measures

The recycling diversion rate goal of 20 percent or higher is an indicator if the outreach programs are effective or if adjustments need to be made.



Lessons Learned

Lessons learned include the need for better outreach on the Elementary Recycling Education Program to reach the charter schools, which have refused the program.

Changes Since Implementation

The Do More Blue Campaign was added the year following implementation of the entire solid waste program to help residents identify with the recycling component and direct residents to the Town's website.

Costs/Budget

The first year costs of the program were higher since public education and outreach related to the entire solid waste program. The recycling education component was not separate. For FY 2011 and FY 2012, the budget was \$31,849, which included the start-up costs for 2010. The FY 2013 budget is projected to be \$16,888. The program is funded through user fees for monthly solid waste services.

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BEST PRACTICE: EMERGENCY PROCEDURES

In 2007, the Salt River Landfill implemented procedures as a best practice for various emergencies that may be encountered at the landfill. These include fire, injuries, and loss of electrical power. The steps to be taken for each emergency are identified in their standard operating procedures. In addition, the equipment to be used during the emergency situations is listed.

Benefits

The benefits of the procedures are improved employee and general public safety. There has also been improved coordination with outside authorities.

Reach

The emergency procedures cover the entire Salt River Landfill property.

Key Indicators/Performance Measures

The key indicators/performance measures include the results from when the policy was implemented.

Lessons Learned

Phone numbers for proper authorities must be kept current and should be reviewed annually.

Costs/Benefits

There were no initial start-up costs associated with implementing the procedures. Time was needed to draft the policy and educate and train employees on the emergency procedures.



CONTACT INFORMATION

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BEST PRACTICE: SAFETY PROCEDURES

In 2007, the Salt River Landfill implemented safety procedures as a best practice. The procedures impact both employee and customer safety issues at the landfill. The policy identifies procedures for the following: general safety, individual safety equipment, reporting/documentation, first aid, safety during emergencies, traffic control safety, equipment operator and driver safety, scale house safety, and blood borne pathogen safety. The procedures provide a detailed list of steps to be taken to ensure safety at the Salt River Landfill.

Benefits

Benefits of the best practice include improved employee and general public safety. The number of injuries, accidents, and employee lost time incidents are limited.

Reach

The safety procedures cover the entire Salt River Landfill property.

Key Indicators/Performance Measures

The key indicator/performance measure is lower costs associated with injuries and accidents.

Lessons Learned

Lessons learned include constantly updating and reinforcing the safety procedures as different unforeseen incidents occur or as necessary for implementation.

Costs/Budget

There were no initial start-up costs associated with implementing the procedures. Time was needed to draft the policy and educate and train employees on the safety procedures.



CONTACT INFORMATION

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BEST PRACTICE: SPECIAL WASTE

In 2007, the Salt River Landfill implemented a best practice for special waste acceptance at the landfill. Special wastes are defined as any waste that is not considered typical household or commercial waste or is a waste that requires special handling or disposal practices. Special wastes are profiled using a Salt River Landfill Generator's Waste Characterization Form and if disposal costs are involved, a Service Agreement for Industrial Waste Disposal is completed.

Benefits

The improved screening of waste streams coming into the landfill ensures hazardous or unacceptable wastes are not accepted. Additionally, the best practice results in improved employee and general public safety and future implications of accidentally accepting hazardous and/or unacceptable wastes.

Reach

The special waste procedures cover the entire Salt River Landfill property.

Key Indicators/Performance Measures

The key indicator/performance measure is that the policy lowers liability exposure associated with accepting hazardous or unacceptable wastes.

Lessons Learned

A lesson learned with implementing the best practice was to be vigilant as regulations are adopted that may change some of the acceptance criteria.

Costs/Budget

There were no initial start-up costs associated with implementing the procedures. Time was needed to draft the policy and educate and train employees and the customers on the special waste procedures.



Photo credit: Tim Roberts Photography

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**BEST PRACTICE:
COMMERCIAL RECYCLING FOR CITY
COMMERCIAL ACCOUNTS AND MULTI-
FAMILY PROPERTIES**

The need for recycling was identified for businesses, schools, and multi-family accounts in the City of Scottsdale. In 2002, a program was designed for commercial customer accounts to have the ability to take advantage of co-mingled recycling service and cardboard box pick-up. The City of Scottsdale commercial recycling routes also service public drop off points located throughout the City. These drop off points are used by residents and businesses that do not have City service.

Benefits

Through diversion, the City of Scottsdale has been able to reduce refuse container sizes and frequency of refuse collections for commercial accounts, resulting in cost savings for commercial customers. The Scottsdale Unified School District has reduced its refuse collection from five days per week to three days per week and has a goal of going to two days per week.

Reach

The reach of the program is city-wide for commercial customers. This reach is met with the current fleet of collection vehicles and an on-site baling machine located at the Scottsdale transfer station.

Key Indicators/Performance Measures

Commercial accounts experience a cost savings and are able to advertise as recycling friendly. The City of Scottsdale pays less in tipping fees for refuse disposal and generated recycling income helps offset disposal fees for commercial accounts.

Lessons Learned

The numbers show that customer retention is good; a high percentage of commercial accounts that have implemented recycling services have kept it. One issue



identified is the space needed for an additional container on a commercial property. The City uses multiple sized containers to address this issue. Another solution offered is the cardboard box collection service, which eliminates the need for a fixed container on site.

Changes Since Implementation

Since the program was started, the City has seen the need for multiple sized containers to fit into different business property sizes and layouts. Days of service have increased from one day per week to twice per week, as needed. Adding commercial cardboard box pick-ups to the existing weekly moving box service offered by the City was another change made for accounts that did not have space for a fixed container.

Costs/Budget

There was no initial start-up cost. New plastic recycling containers for a participating commercial account are purchased through existing replacement container funds. Each commercial account is charged an additional monthly fee for the collection of recycling material.

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**BEST PRACTICE:
GREEN WASTE TO COMPOST PROGRAM**

In 2010, the City of Tempe launched its Green Waste to Compost Program as a pilot project. The purpose of the program is to collect green waste in the community, both from the residential bulk and brush services and the parks maintenance operations. The material is then processed into high quality compost used in the maintenance and rehabilitation of community parks, athletic fields, and other community projects. Because of the program, healthy soil and turf is created.

Benefits

By recycling green waste into compost, there is a reduction in the material going to the landfill. In addition, the City experiences a small savings by paying \$20 per ton versus \$25.62 per ton to dispose of the material at the landfill. Once the green waste material is composted, the City of Tempe is able to purchase the material back at a reduced cost. Rather than chemicals, the compost is used as a soil amendment on parks. In addition to the purchase of compost, fish tea is used to supplement the compost application.

Reach

Currently, the Tempe Green Waste to Compost Program is a pilot program for 500 households, in five areas of Tempe. Green waste and bulk trash are collected on alternating months in these neighborhoods. To date, there has been 655 tons of green waste diverted and 2,010 cubic yards of compost purchased back. The compost is used in the parks, ball fields, and community give aways.

Key Indicators/Performance Measures

Key indicators include the following:

1. Cost savings.
2. Landfill diversion.
3. Reduction in the use of chemicals by replacing chemicals with compost.

4. Residents willingness to separate green waste materials.
5. Environmental sustainability.



Lessons Learned

One of the biggest challenges with the program is keeping the green waste clean. The City of Tempe bulk item

crews are able to control what is picked up during bulk item collection. If material is placed into roll off containers, there is limited control over what is placed into the containers.

Changes Since Implementation

A major change since the program was implemented was the move from working with Parks staff on green waste diversion and repurchasing of the material from the parks system to expanding the program to the Bulk Item Program.

Costs/Budget

There were no real initial start-up costs. There has been a cost savings by diverting material from the landfill. The savings is \$5.62 per ton of material diverted from the landfill to the compost facility. There have been minimal printing costs for pilot bulk items collection area of green waste. All sources of funding have been part of the solid waste operating budget.

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**BEST PRACTICE:
COLLECTION OF HOUSEHOLD
HAZARDOUS WASTE THROUGH
THE TEMPE HOUSEHOLD PRODUCTS
COLLECTION CENTER**

On Earth Day 1999, the City of Tempe began collecting household hazardous waste through its Household Products Collection Center. The Center collects household hazardous waste from residents in Tempe and Guadalupe.

Benefits

The benefits of the program include the diversion of household hazardous waste from entering the water system through the sewer or storm drain; saving landfill space by properly disposing of chemicals and paints; public outreach in educating residents of household hazardous waste; and reducing, recycling, or repurposing e-waste and other household products. Over 46,000 customers have used the services with over 2.2 million pounds of materials collected in 10+ years. Ninety percent of the materials collected at the facility are recycled or reused.

Reach

The Household Product Collection Center is open to residents of Tempe and Guadalupe.

Key Indicators/Performance Measures

Key indicators and performance measures include: residential drop-offs; total pounds of material collected; and percent of materials recycled, reused, or re-purposed. The City’s 2011 citizen satisfaction survey indicated that the Center is the 5th most visited city facility with 38 percent of Tempe residents using the facility in the last year.

Lessons Learned

Lessons learned in implementing the program include the fact that bigger is better; space is a necessity. Another lesson is to be creative in recycling everything possible.



Changes Since Implementation

Collected items at the Center include: household hazardous waste, tires, Christmas trees, all blue bin items, electronic waste, textiles, and all appliances. There is also a latex paint reuse program. Participation has more than quadrupled since inception of the program.

Costs/Budget

The initial start-up costs for the program included \$300,000 matched funds from the Arizona Department of Environmental Quality and \$300,000 from the City of Tempe. The annual budget for the program is \$400,000 solely funded by solid waste fees.

CONTACT INFORMATION

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**BEST PRACTICE:
TEMPE'S EDUCATION RECYCLING
INFORMATION CENTER (ERIC)**

Tempe's Education Recycling Information Center (ERIC) is a 32 foot trailer of museum quality exhibits. The ERIC unit consists of a variety of interactive displays that educate the public on how to conserve natural resources through solid waste best practices. It demonstrates why it is important to recycle, what to recycle, and how to recycle through interactive exhibits. Seventy-five percent of the interior furnishing of the ERIC unit are made of recycled/reclaimed materials. ERIC is powered by biodiesel, a renewal resource, and uses sky-lights for interior lighting. The Education Recycling Information Center is unique and is the first of its kind in Arizona.

The core value of the ERIC unit is to provide a venue for innovative and hands on learning. The mission is to increase awareness and participation in Tempe's municipal recycling program, divert recyclables from the landfill, decrease contamination of recyclables, properly dispose of solid waste, provide advocacy for improved consumer practices, and promote environmental stewardship through

sustainable practices. A primary barrier to recycling and waste reduction is that the public does not know what to recycle or have the opportunity to see what happens to the materials they toss in the recycling container. Through an interactive educational approach, all participants - young and old - learn the benefits of recycling and increase their environmental awareness. The City of Tempe has had the Education Recycling Information Center since 2009.

Benefits

A benefit of ERIC is that it can be easily set-up at schools and brings the field trip experience to the doorsteps of schools. The unit is self-contained, ADA accessible, easily set-up, and designed to travel anywhere. ERIC is a teaching aid by providing residents with current information on the many services and programs that Tempe provides. Tempe's ERIC is an integrated approach and goes beyond words; it demonstrates how to live sustainable lifestyles, which is transformational.

Reach

The Education Recycling Information Center has outreached to diverse community members and beyond. This includes people at schools, churches, neighborhoods, offices, apartments, shopping





centers, and special events. The ERIC trailer has been invited to attend state conventions and Earth Day events: American Public Works, Arizona Recycling Coalition, Valley Wide Recycling, Solid Waste Association of North America, Valley Forward Educators' Night, Desert Botanical Garden Educators' Fair, InterTribal Council of Arizona, White Mountain Apache Tribe, Salt River Pima-Maricopa Indian Community, Casa Grande, Show Low, Carefree, Glendale and Phoenix. Tempe has established itself as a community leader in sustainability through its integrated approach to environmental stewardship.

Key Indicators/Performance Measures

The ERIC unit provides community visibility among residents. The key measure of success is the number of people that have visited the Center since 2009, which is 26,365. The ERIC program has outreached to a substantial number of community members, increasing recycling best practices and providing positive exposure for new and improved ways to recycle and live sustainably. Tempe's recycling program approval rating by residents is one of the highest in the county.

Lessons Learned

Due to staff schedules, the City of Tempe is not able to accommodate the many reservation requests for the ERIC unit. In addition, it is important to keep the information current and look for new ways to improve the exhibits. There is also the need to provide environmental literacy training to employees who serve as tour guides at events.



Changes Since Implementation

The City of Tempe is in the process of replacing a static display with a computer touch screen that will be interactive. Participants will then be able to use a computer program to determine their carbon footprint and other applications. Tempe has also added a costume mascot, a desert tortoise called ERIC.

Costs/Budget

In July 2008, the City of Tempe was awarded a Waste Reduction Initiative Through Education grant of \$60,000 from Arizona Department of Environmental Quality. The City of Tempe matched the grant and purchased the exhibit trailer for \$120,000. The maintenance of the trailer is funded through recycling revenues. The annual operational and maintenance budget is \$5,000.

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BEST PRACTICE: CURBSIDE RECYCLING COLLECTION

In November 2011, the Town of Wickenburg expanded its recycling program from a 10 year old single drop off site to a curbside collection program. The curbside collection program was initially rolled out to all single family residences and small businesses. The program is currently in the process of adding multi-family units and larger commercial sites.

Benefits

The curbside collection program has not only met a demand from the Town's customers, it has diverted approximately 50 tons of solid waste from the tonnage transported to the landfill each month. The program currently saves the Town of Wickenburg \$1,675.50 per month in solid waste tipping and hauling fees plus generated revenue from recyclables of \$1,350.00 per month. The program is anticipated to favorably impact the sanitation budget by \$42,000+ annually after the completion of the commercial rollout.

Reach

The Curbside Recycling Collection Program is currently serving all single family residences and small businesses within the Town limits. It is currently expanding to multi-family residences and larger business in the same area.

Key Indicators/Performance Measures

The key indicators for the program will be the tonnage collected, which will reduce solid waste tipping fee expenses, and the recycling contamination levels that are currently good.

Lessons Learned

Lessons learned include the following:

1. Working with an outside vendor delivering cans in the area, some of which is very rural and lacking properly posted addresses and duplicated street names, proved to be challenging.



2. Ongoing public education of the program is proving to be key to its continued success. A public education campaign, including quarterly newsletters is being planned for FY 2012/2013.
3. Bringing on commercial sites has its challenges. The sites have to be considered on an individual basis due to space issues.

Changes Since Implementation

Incorporating the commercial sites into the program is requiring some sanitation route changes to improve the flow and timing of the routes.

Costs/Budget

The program initially cost \$135,000 for containers and hiring an outside company to deliver the 90 gallon containers. Approximately \$200 was spent on printing education materials, which were distributed through the Town's current billing system. An additional \$18,500 is budgeted this fiscal year for containers for the commercial sites. The annual budget for the program is \$15,000 for operating expenses.

CONTACT INFORMATION

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NOTES:



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

October 30, 2012

SUBJECT:

Early Phase Public Input Opportunity Report

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2012 Early Phase Input Opportunity was conducted from August 2012 through September 2012 and provides initial opportunity for input on a draft listing of projects that eventually make up the Draft FY 2014-2018 Transportation Improvement Program (TIP) and any draft update to the Regional Transportation Plan. MAG received public comment at all MAG policy committees during the phase. In addition, MAG also received comment via telephone and online correspondence.

PUBLIC INPUT:

Input was received throughout the Early Phase Input Opportunity and is included in the attached Draft FY 2013 Early Phase Input Opportunity Report.

PROS & CONS:

PROS: The FY 2013 Early Phase Public Input Opportunity provides initial opportunity for the public to provide comment on transportation plans and programs prior to approval of draft documents by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the Draft FY 2014-2018 Transportation Improvement Program.

POLICY: The Early Phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, (602) 254-6300.



DRAFT

FY 2013 EARLY PHASE INPUT OPPORTUNITY REPORT

OCTOBER, 2012



Maricopa Association of Governments (MAG)

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Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. It is anticipated that the new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the FY 2014-2018 Transportation Improvement Program (TIP), and input on any projects that may be included in the draft update of the Regional Transportation Plan. The input is then collected and entered into the Draft FY 2013 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2013 Early Phase Input Opportunity. In addition to all of the committee meetings held during this phase, MAG also received comment during a variety of other events, including small and large group presentations, information booths at special events and via telephone and e-mail correspondence. Comments received during this time are included in the *Summary of Input* section on Page 2. All of the public events that MAG participated in were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print, Braille and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of the comments/questions/suggestions received during the Early Phase input opportunity is listed below. All comments/questions/suggestions were addressed on site or responded to within 48 hours:

- ▶ Sidewalks need to be relocated before developers start building.
- ▶ There needs to be more separation between the curb and sidewalk, and move the sidewalks away from the street.
- ▶ What does “ADA Certified” mean?
- ▶ Can you use the Dial-a-Ride pass on the bus?
- ▶ Who can go on the circulators?
- ▶ How much do the circulators cost?
- ▶ How long are the passes good for?
- ▶ How much do the passes cost?
- ▶ How do we submit the “reduced fare card” application?
- ▶ How much do the reduced fare cards cost?
- ▶ Can a behavioral health professional sign a reduced fare card application?
- ▶ Do you need an exact address when trip planning on the Valley Metro website?
- ▶ Is the assessment for ADA certification for Dial-a-Ride service set up to determine how you deal with bus travel when you have symptoms such as anxiety?
- ▶ Do they still have the “Dash” in downtown Phoenix?
- ▶ Do you still pay \$.25 per ride on the “Gus” circulator?
- ▶ When are they going to break ground for the northwest extension of the light rail?
- ▶ Is the Route 19 still going to run once the new light rail extension starts?
- ▶ Do you have to show a Medicare card to get the reduced fare on the bus or can you use the AHCCCS I.D. card?
- ▶ How much does a lifetime reduced fare card cost?
- ▶ My reduced fare card will expire in January 2013. Should I start now to get a new reduced fare card or wait until my current card expires?
- ▶ What does “ADA” mean and what is Dial-a-Ride?
- ▶ How much is a one-way trip on Dial-a-Ride?
- ▶ Has the process changed for persons with disabilities to apply for a reduced fare card?
- ▶ Do I have to mail in the application for the reduced fare or go to a photo site?
- ▶ A lot of the locations to buy bus passes don’t have reduced fare passes to sell.
- ▶ What happened to the transfer slips used for changing buses?
- ▶ I am grateful for these services because I am slow and elderly and I appreciate it.
- ▶ The “Next Ride” also announces when the next light rail train coming.
- ▶ Is the light rail running less frequently on the weekends?
- ▶ What are the future plans for transit in the West Valley?

- ▶ Is there going to be an increase in fares?
- ▶ Will there be an increase for the “discount fares”?
- ▶ How can I obtain information about transit?
- ▶ Where do I go to get bus/train schedules?
- ▶ Does it cost more for express buses?
- ▶ Is there only one location to pick up your discount fare cards?
- ▶ How much does the reduced fare card cost for new or replacement cards?
- ▶ Who can sign to prove you have a disability for the reduced fare cards?
- ▶ Where can you get applications for the reduced fare cards?
- ▶ Where are hydration centers located?
- ▶ Are the trains and bus shelters monitored for security?
- ▶ Can you use discount cards in Tucson transit?
- ▶ Can you buy a single bus pass?
- ▶ What is the cost for a single pass?
- ▶ More bike lanes are needed throughout the Valley.
- ▶ The Town of Aguila needs to upgrade its sidewalks.
- ▶ Along Central Avenue, from Southern to Baseline and along Southern, from 24th Street to Baseline, the asphalt is really chewed up and needs to be replaced.
- ▶ The coordination between the bus and rail system needs to be better.
- ▶ Valley Metro needs to re-establish the rural route to Wickenburg.
- ▶ There is too much money being spent on shelter for park and ride lots, and not enough on shelters for bus stops.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. It is anticipated that the new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, Page 6*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the FY 2013 Early Phase Input Opportunity was conducted from August through September, 2012. The purpose of this document, the *FY 2013 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this early phase and to summarize the results of the input received.

The Mid-Phase process provides for input on initial plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity will be included in the *FY 2013 Mid-Phase Input Opportunity Report*.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2013 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (See Page 7.)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning.

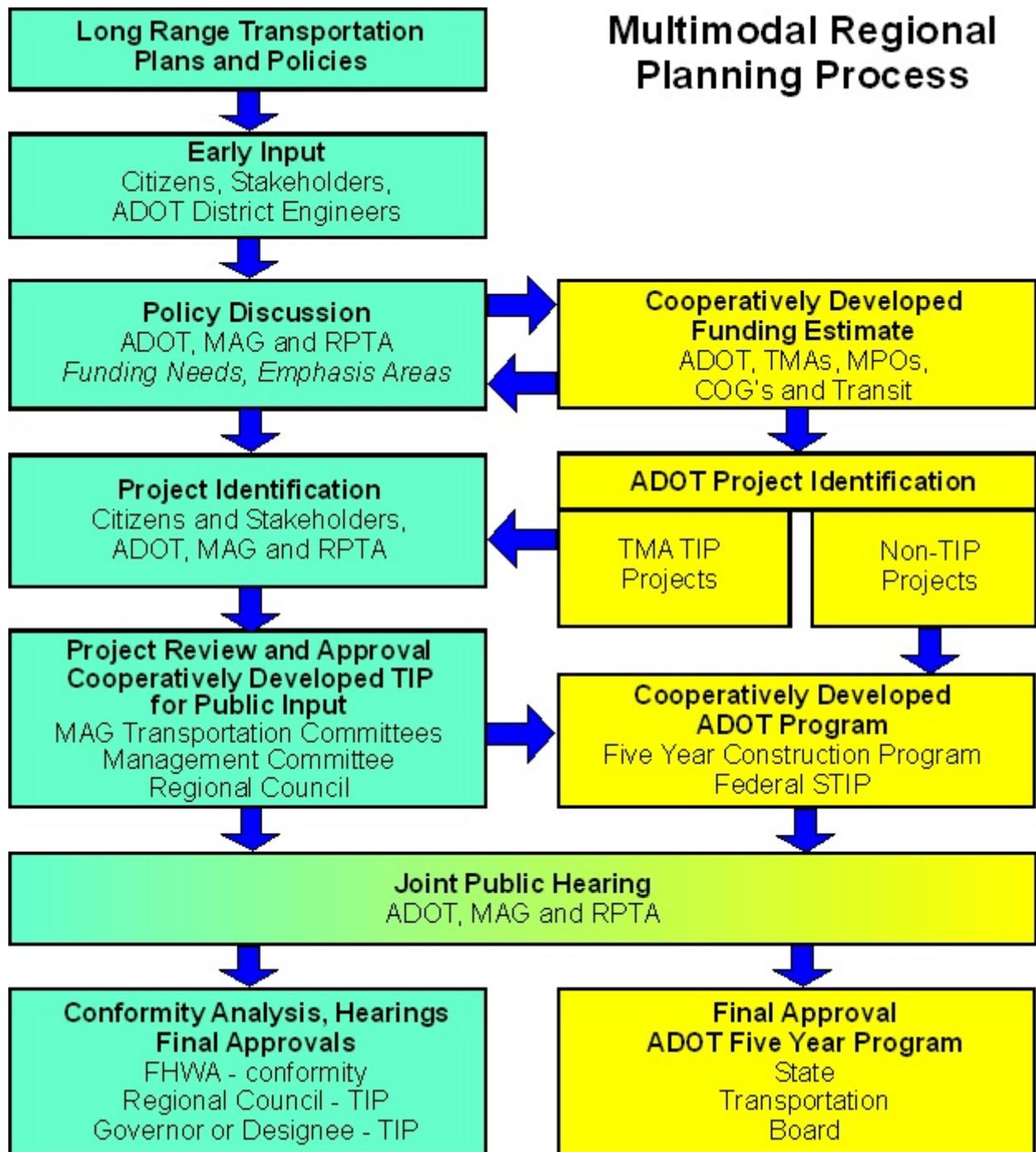


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

MAG publicizes all input opportunities via targeted mailings, public notice, public advertisements and via the MAG website. All committee meetings are posted and noticed on the MAG website and all special events that MAG participated in were widely advertised and noticed via print or electronic media.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the FY 2013 Early Phase input opportunity. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.

- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in numerous joint special events including MAG, ADOT, Valley Metro, and METRO, where and when possible.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to jstephens@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities that make up its membership.

**II. APPENDIX A.
CORRESPONDENCE RECEIVED DURING THE
CONTINUOUS INVOLVEMENT AND EARLY PHASE
INPUT OPPORTUNITIES**

From: [William Dudley - Library](#)
To: [Jason Stephens](#)
Subject: The Town of Aguila Arizona needs paved roads and sidewalks
Date: Saturday, August 11, 2012 1:26:56 PM

Hi Jason,

I just received your:
"We Want Your Input" card.

I live in Aguila and work in its library.

Aguila could use an upgrade
On its dirt roads. . . .

This would be a large project,
Let me know if you have any

Interest.

Thanks,
William Dudley

602-652-3481

From: [Annie Neroda](#)
To: [Jason Stephens](#)
Subject: Transportation Planning
Date: Saturday, August 11, 2012 8:15:33 AM

Jason --

I represent the Northridge Village Homeowners Association at 7th Street and Orangewood in Phoenix. I received a card from you today saying you seek input in neighborhood transportation requirements. We have an unpaved alley adjacent to our property that needs to be paved. The alley runs east from 7th Street halfway between Orangewood and State Avenues.

--

*Peace and Good,
Annie Neroda*

*** What is little and suffices is better than what is abundant and distracting ***



From: [Jeff Walker](#)
To: [Jason Stephens](#)
Subject: Regional Transportation Plan
Date: Monday, August 13, 2012 2:34:00 PM

Hi Jason,

Thank you very much for the quick return phone call today as well as sending out the postcard looking for input. I completely understand the budget constraints that the cities and counties must work with; however, I would like to make two suggestions and curious to see what the feedback might be about them.

The first is **Camelback Rd between Perryville Rd & Jackrabbit Tr:**

*The road is completed in both directions up to the canal and then there is a gap over the canal where the road ends in both directions. In speaking with one of the builders in that area, they said the reason the road hasn't been put through is the cost of the bridge.

*There are approximately 200 houses in that area now between Arroyo Mountain Estates and Arizona Beautiful subdivisions and Arroyo Mountain Estates is BOOMING! My biggest concern is that Jackrabbit Tr is currently the only way to access these areas. Not just from the school bus side of it, but from public safety as well, if anything should happen on Jack Rabbit Tr, there is no way to access all of these houses.

*This would also greatly alleviate traffic on Indian School Road between Jack Rabbit Tr and the 303.

*Buses currently have to come down Perryville to Indian School to Jackrabbit to access Arroyo Mountain and Arizona Beautiful. If Camelback were open all the way through it would save time and fuel.

The second is **stoplights along Litchfield Rd between Camelback & Glendale:**

*I'm not even sure how many houses (I'm guessing 1000+) are in Dreaming Summit and there is no safe access to make a left turn onto Litchfield Rd.

*There's a small hill at Missouri Rd & Litchfield Rd making that intersection extremely difficult to see and there's no clear sight to the left.

*I have a safety policy in my district that my buses do not turn left onto the crossroads unless there is a stoplight or four-way stop. Without stoplights many of the routes coming out of Dreaming Summit have to loop around the entire subdivision and go back to Dysart Rd adding extra miles and wasting fuel, but it's worth it to be safe. A stoplight at Bethany Home & Litchfield and Missouri & Litchfield would help us out tremendously!

As I mentioned, I understand the budget constraints and everything can't be fixed at one time but if you could put these two ideas on your radar for future projects, you'll be my hero! Thank you in advance for taking the time to read this and forward to the appropriate people. I'm more than willing to help serve on committees and attend meetings if you're interested.

Thanks again,
Jeff

--

Jeff Walker
Director of Transportation

Litchfield Elementary School District #79
(623) 535-6075 Office

From: [Tamara Ford-Johnson](#)
To: [Jason Stephens](#)
Subject: Input - On th Move
Date: Tuesday, August 14, 2012 1:25:08 PM

Hello Jason,

Thank you for returning my call and sorry I missed you. After living in Colorado it was wonderful having bike routes throughout the area I lived in, I would love to see more bike routes here in Arizona. I enjoy riding to work, but find it stressful having to ride it on the sidewalk all the way until I reach Lakeshore, which leads me to Rural. My route begins at Dobson and Baseline ending just north of the 60 and Rural. So, would it be possible to have a route from Alma School and Baseline to I-10 and Baseline. I am sure others would enjoy the ride to the mall in safe lanes. Please keep me posted on the results.

Thanks,

Tamara Ford-Johnson
Administrative Assistant

Association for Supportive Child Care
3910 S. Rural Road, Suite E
Tempe, AZ 85282
480-829-0500 x1101
480-736-5901 Direct line
tford-johnson@asccaz.org
www.asccaz.org



From: [Dona Record](#)
To: [Jason Stephens](#)
Subject: Coke Trucks-impute postcard
Date: Thursday, August 16, 2012 10:44:13 AM

Dona Record, 10635 W. Solano Dr. Glendale AZ, 85307
602-292-0754

Got your flyer in the mail,
Concerning Traffic management...
Thoroughbred Farms has an issue with Coca-Cola owner/operators Semi Trucks looking for the Coke plant.
The drivers come through the neighborhood several a day
Looking for the Coke plant on Glen Harbor BLVD , south of northern, truck plant entrance.
They get in this neighbor hood and can barely turn around and the trucks are tearing up our roads.
We've called the city to no avail....

We would love to have a bike path hooking up to the (Aqua Fria River, or is it New River) bike path-- the path that runs along the Loop 101 on the west side of town. That is an awesome path that runs all the way to Jomax , I think. Or any bike path for that matter.

Thank you Jason Stephens, I hope all well with you.
Dona Record

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Email scanned by PC Tools - No viruses or spyware found.
(Email Guard: 9.0.0.909, Virus/Spyware Database: 6.20410)
<http://www.pctools.com>

=====

From: [Marci](#)
To: [Jason Stephens](#)
Subject: Hi Jason my name is Marci Harwood I live on the West Side...
Date: Tuesday, August 28, 2012 2:13:50 PM
Attachments: [image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)

I received a MAG postcard stating that you are looking for local input regarding a regional transportation plan.

I am intrigued at how to participate.

Would love to see West Side Cities and County Islands working together to create a connected system of bike paths and Parks. Would love to have something like Scottsdale's Green Belt. Having a bike lane right next to traffic is dangerous but having a path that is scenic and runs for miles is perfect for the exercise enthusiast. Also, then Rollerbladers and walkers and families with young ones can have a place to go as a family.

I live in a Subdivision that is a County Island (Dreaming Summit) Between Glendale and Camelback and Dysart and Bethany Home we have a rather large park here that the general public has many times tried to use for soccer and football practice that we have had to deny because our Run Off park was not built to withstand the traffic plus we have no facilities for bathrooms and parking. Listening to the homeowners not just from Dreaming Summit but from surrounding neighborhoods public facilities that teams can practice at is much needed. They have to travel 30 min. to a park that they can practice at.

We have quite a showing of pick-up basket ball games that jam ALL of the surrounding courts. Goodyear/ Surprise/ High School outdoor courts etc... I say if people want to play having places to play, park and use the restroom would be something that serves the community.

I understand that I don't understand all of the logistics of what was involved in the development of the Green Belt in Scottsdale but if the West Side could look to that as a Model and give bike path access through/to surrounding facilities would be a HUGE benefit to the West Side.

I don't know if I am making sense or if any of this is even relevant to what you are asking for. I just thought I would give my two cents...

My other Penny is for covered Bus Stops especially on Glendale Rd. we see people having to stand in the heat with no shade and think it would be nice for a seat and some shade! That's a no brainer ALL Bus Stops should have a seat and some shade or at the very least Shade!

Thanks for your time and let me know if you would like me to participate in any other way.

I have a community Facebook Page for Dreaming Summit that gets the word out to the homeowners and would love to have more opportunities like this one to rally the locals. We are a County Island though I don't know if that disqualifies us or not.

www.Facebook.com/DreamingSummit

m.



Marci Harwood

REALTY ONE GROUP
A Team of Professionals™

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Cell

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[The "ItsMeMarci" Blog](#)

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