

March 5, 2013

TO: Members of the MAG Management Committee

FROM: David Cavazos, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 13, 2013 - 12:00 noon  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

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

Please park in the garage under the building, bring your ticket, parking will be validated. For those 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  
March 13, 2013**

**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 February 13, 2013, Meeting Minutes

5A. Review and approval of the February 13, 2013, meeting minutes.

**TRANSPORTATION ITEMS**

\*5B. FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects

To ensure that all estimated levels of Congestion Mitigation and Air Quality (CMAQ) Obligation Authority (OA) is fully programmed for Federal Fiscal Year (FFY) 2013, the recommendation from the modal committees in December 2012 and January 2013 was to fund a design phase for the proposed FY 2015 CMAQ construction projects. The MAG Regional Council approved the final list of FY 2015 CMAQ construction and procurement projects on February 27, 2013. For projects to receive design phase federal funding, the project sponsor must submit related project information to the Arizona Department of Transportation no later than June 28, 2013. On February 28, 2013, the MAG Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

\*5C. Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-three times with the latest modification approved on February 27, 2013. Since then, there is a need to modify projects in the programs. Refer to Tables A, B, and C for a list of proposed administrative corrections and project changes in the Arterial Life Cycle, Highway, and Transit Programs. These modifications are mainly minor adjustments to financial information. On February 28, 2013, the MAG Transportation Review Committee recommended approval. The changes will be presented to the ITS Committee on March 6, 2013. An update on action taken by the ITS

5B. Recommend approval of the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

5C. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

Committee will be provided to the Management Committee. Please refer to the enclosed material.

\*5D. Consultant Selection for the Cave Creek/Carefree Transportation Framework Study

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes \$250,000 for the Cave Creek/Carefree Transportation Framework Study. MAG is working with three partners who are contributing to the total cost of the project: the Maricopa Department of Transportation for \$25,000, and the Towns of Cave Creek and Carefree for \$5,000 each. The study's main objectives are to integrate pedestrian/bicycle non-motorized transportation into existing corridors in the Cave Creek-Carefree area in a safe manner, determine improvements and develop a plan to address special events traffic, address local and regional mobility, and consider access-management issues, while understanding the communities' values and future transportation needs. The project will be completed in a maximum of eighteen (18) months from the date of the notice to proceed at a cost not to exceed \$250,000. On November 13, 2012, MAG issued a Request for Proposals to conduct the study. On February 21, 2013, a multi-agency evaluation team interviewed two consultant teams and recommended to MAG the selection of Michael Baker Jr, Inc., to conduct the study. Please refer to the enclosed material.

\*5E. MAG Regional Programming Guidelines for Federal Transit Formula Funds

The Regional Programming Guidelines for Federal Transit Formula Funds outlines the process for programming Federal Transit Funds in the region. The set of guidelines was developed in coordination with working group meetings and MAG Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing the projects for inclusion in the Transportation Improvement Program. In order to meet the deadline for development and approval of the Transportation Improvement Program, the

5D. Recommend approval of the selection of Michael Baker Jr, Inc., to conduct the Cave Creek/Carefree Transportation Framework Study at a cost not to exceed \$250,000.

5E. Recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds.

competitive evaluation process is required to be initiated prior to Regional Council approval of the Guidelines. The call for project information and project application may be found on the MAG website:

<http://www.azmag.gov/Committees/committee.asp?CMSID=1162>. On February 28, 2013, the MAG Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

\*5F. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program projects. On February 28, 2013, the Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

5F. Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

## AIR QUALITY ITEMS

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

On January 30, 2013, the MAG Regional Council approved a proposed major amendment to the Regional Transportation Plan to add a 1.9-mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan (RTP) 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program (TIP) be amended subject to the necessary air quality conformity analysis. MAG has conducted the conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards. On February 8, 2013, a 30-day public review period began on the conformity assessment and amendment. Comments are requested by March 11, 2013. Please refer to the enclosed material.

\*5H. 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) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 Congestion Mitigation and Air Quality funded projects, and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5G. Recommend approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

5H. Consultation.

**GENERAL ITEMS****\*51. Enhancing Age-Friendly Cities Consultant Selection**

On November 19, 2012, the MAG Regional Council Executive Committee approved amending the FY 2013 MAG Unified Planning Work Program and Annual Budget to accept \$150,000 from Grantmakers in Aging and Pfizer Foundation as part of the region's participation in the Enhancing Age-Friendly Cities Initiative. The goal of this project is to implement pilot projects such as villages that assist people to live independently in their homes. The grant funding includes up to \$75,000 for a consultant to analyze local focus group and survey results, recommend the most appropriate intervention, and develop business plans for each of the pilot sites. NCB Capital Impact is the parent organization of the Village to Village Network. The Village to Village Network is the only national association for villages. In addition, NCB Capital Impact offers a range of other community development services. Given this experience, it is uniquely able to provide the detailed technical assistance and support to develop aging in place interventions. Staff is recommending that NCB Capital Impact be selected as a sole source to provide technical assistance in an amount not to exceed \$75,000. Please refer to the enclosed material.

51. Recommend approval of the selection of NCB Capital Impact for Enhancing Age-Friendly Cities Initiative technical assistance for an amount not to exceed \$75,000.

**ITEMS PROPOSED TO BE HEARD****6. Update on the MAG 3-1-1 Business Plan Committee (5 Minutes)**

On July 13, 2011, the MAG Management Committee voted to form a 3-1-1 Business Plan Committee composed of representatives from local governments to discuss potential system types and funding options for a regional implementation of 3-1-1. To examine the technical issues, the Management Committee recommended that the existing MAG Technology Advisory Group (MAGTAG) report to the 3-1-1 Business Plan Committee. To ensure coordination with the MAG 9-1-1 committees, it was recommended that a representative from the

6. Approval to disband the MAG 3-1-1 Business Plan Committee effective April 1, 2013 and create an Ad hoc Local Government Communication Group to meet as needed.

MAG 9-1-1 Oversight Team serve on the 3-1-1 Business Plan Committee and a representative from the MAG 9-1-1 Public Safety Answering Point Managers Group serve on the MAGTAG. On April 11, 2012, the Management Committee directed the 3-1-1 Business Plan Committee to focus on the investigation of an Interactive Voice Response system model for a 3-1-1 deployment. The 3-1-1 Business Plan Committee has completed its investigation and is recommending to not proceed with a Regional 3-1-1 implementation. Further, the committee is recommending that the 3-1-1 Business Plan Committee be disbanded effective April 1, 2013, and the creation of an Ad hoc Local Government Communication Group to meet as needed. Action to disband the Committee also would include the removal of the 9-1-1 Public Safety Answering Point Managers Group representative from MAG TAG. Please refer to the enclosed material.

7. Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program (10 Minutes)

Under Moving Ahead for Progress in the 21st Century (MAP-21), a new Transportation Alternatives program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 Transportation Alternatives funds are estimated at \$4.2 million and \$4.8 million respectively. Transportation Enhancement projects and Safe Routes to School projects, previously programmed by the Arizona Department of Transportation for FY 2013 and FY 2014, have sunset under MAP-21. A list of projects and a proposed programming methodology will be reviewed. On February 28, 2013, the Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

8. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget (5 Minutes)

Each year, the MAG Unified Planning Work Program and Annual Budget is developed

7. Recommend approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

8. Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2014 "MAG Programs in Brief" and the FY 2014 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

9. Domestic Violence Protocol Model Implementation Survey (5 Minutes)

The Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. An implementation survey was distributed to law enforcement agencies to gather data about the use and impact of the protocol model across the region. Data gathered will be used to identify training and technical assistance opportunities for increasing use of the protocol model across the region. Use of this model will result in saving money, and more importantly, saving lives. To date, 67 percent of law enforcement agencies in the region have completed the survey. Additional participation in the survey is encouraged. The MAG Protocol Evaluation Project is funded by a STOP grant from the Governor's Office with the goal of assessing the way the region arrests and prosecutes domestic violence offenders. The Domestic Violence Protocol Model Implementation Survey findings were presented to the MAG Regional Domestic Violence Council on February 7, 2013. The Council voted to table approval of the findings to pursue additional participation by law enforcement agencies across the region. Please refer to the enclosed material.

10. Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area (5 Minutes)

The Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area has been prepared in accordance with Section

9. Information.

10. Recommend adoption of the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

175A(b) of the Clean Air Act. There have been no violations of one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The modeling analysis in the maintenance plan demonstrates that the standards will continue to be met through 2025. On February 19, 2013, a public hearing was conducted on the Draft MAG 2013 Carbon Monoxide Maintenance Plan. No public comments were received. On February 28, 2013, the MAG Air Quality Technical Advisory Committee recommended adoption. It is anticipated that the MAG Regional Council may take action on March 27, 2013. The complete Draft MAG 2013 Carbon Monoxide Maintenance Plan is posted on the MAG website at:

[http://www.azmag.gov/Documents/EP\\_2013-01-17\\_Draft-MAG-2013-Carbon-Monoxide-Maintenance-Plan-for-the-Maricopa-County-Area\\_Plan-and-Appendices.pdf](http://www.azmag.gov/Documents/EP_2013-01-17_Draft-MAG-2013-Carbon-Monoxide-Maintenance-Plan-for-the-Maricopa-County-Area_Plan-and-Appendices.pdf). Please refer to the enclosed material.

11. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events Issues (5 Minutes)

By February 14, 2013, the Environmental Protection Agency (EPA) was required to approve the MAG 2012 Five Percent Plan for PM-10 in order to avoid the imposition of a federal implementation plan. The documentation for the remaining 26 exceptional event days that occurred in 2011 and 2012 had to be submitted and concurred with by EPA in time for EPA to approve the Five Percent Plan. The required documentation is extensive and represents a tremendous workload. The Arizona Department of Environmental Quality (ADEQ) has completed all of the documentation with consultant assistance at an estimated cost of \$500,000 and technical assistance from Maricopa County and the Maricopa Association of Governments. Ten packages of exceptional events became available for public review on December 3, 2012 and were transmitted to EPA on January 28, 2013. The remaining seven packages became available for public review on January 14, 2013 and were transmitted to EPA on February 13, 2013. Comments were received from the Arizona

11. Information and discussion.

Center for Law in the Public Interest (ACLPI) and ADEQ has responded to the comments. EPA is currently in the process of reviewing the exceptional events documentation. On February 15, 2013, the ACLPI filed a Notice of Intent to file a lawsuit against EPA for failure to take final action on the MAG 2012 Five Percent Plan for PM-10 or impose a federal implementation plan. If EPA does not take action within 60 days, ACLPI intends to file a lawsuit to compel compliance. Also, on August 31, 2012, MAG had submitted extensive comments on the Draft EPA Exceptional Events Guidance that became available in July 2012. Comments were also submitted by the Western States Air Resources Council, ADEQ, Maricopa County, Associated General Contractors, Congressman Flake, and others. While some improvements have been made, the revised guidance includes additional requirements and the documentation remains resource intensive. Please refer to the enclosed material.

12. Legislative Update (5 minutes)

An update will be provided on legislative issues of interest.

13. Request for Future Agenda Items

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

14. 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

12. Information, discussion, and possible action.

13. Information and discussion.

14. Information.

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
February 13, 2013  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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

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

1.     Call to Order

The meeting of the MAG Management Committee was called to order by Chair David Cavazos at 12:00 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Steve Cleveland and Matt Busby joined the meeting via teleconference.

Chair Cavazos announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those 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. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Chair Cavazos recognized public comment from Dianne Barker, who said that Valentine's Day is her favorite holiday. Her Valentine is free speech. Ms. Barker expressed appreciation for the accuracy of her statements in the minutes. She spoke about citizens who come to MAG because they are looking for remediation of their problems. Ms. Barker stated that a change in philosophy is needed so that disputes are resolved instead of ending up in civil court. She stated that disputes could be settled with two winners instead of one winning and one losing. Chair Cavazos thanked Ms. Barker for her comments.

Chair Cavazos recognized public comment from Marvin Rochelle, who expressed his support for Interstate 11. He mentioned that he would not vote for it if tolls are collected only in Maricopa County and not on the entire corridor. Mr. Rochelle stated that Interstate 11 will be beneficial because it will save time and fuel. He expressed appreciation for everything that has been done for Interstate 11. Chair Cavazos thanked Mr. Rochelle for his comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He noted that a flyer for the upcoming Sun Corridor Retreat was at each place. Mr. Smith stated that the retreat is scheduled for March 6, 2013, from 10:00 a.m. to 2:00 p.m. at the Wild Horse Pass Hotel. He noted that implementation of the MAG Freight Transportation Framework Study will be featured. He stated that Salt Lake City Mayor Ralph Becker and Chris Gutierrez from the Kansas City SmartPort, will speak at the event. Mr. Smith noted that a panel of mayors in the Sun Corridor will react to the study, and Sandra Watson will provide an update on the Arizona Commerce Authority. He encouraged members to attend the event.

Mr. Smith stated that the MAG Regional Council, Economic Development Committee and regional businesses have been invited to an economic forum in Nogales, Sonora, as a followup to the October 2012 event where Mexican businesses were invited to the forum held at the MAG office. He stated that the Nogales forum will be held March 22, 2013, and MAG is arranging for a bus for the one-day tour. Mr. Smith noted that MAG's Chair, Mayor Marie Lopez Rogers from

Avondale, Mayor Rothschild from Tucson, Mayor Greg Stanton from Phoenix and Mayor Garino from Nogales, Arizona, will be speaking. He added that attendance by business and elected officials is encouraged.

Mr. Smith stated that the 2013 Point-in-Time Homeless Count took place on January 30, 2013, between the hours of 5:00 a.m. to 9:00 a.m. He noted that more than 400 volunteers participated and he expressed appreciation to all of the municipalities involved. Mr. Smith stated that Phoenix Mayor Greg Stanton and Chandler Councilmember Kevin Hartke participated in the count. He explained that the U. S. Department of Housing and Urban development requires the data to apply for homeless assistance funding, and he added that the MAG region has received more than \$243 million since 1999.

Mr. Smith provided an update on the Regional Aging Services Network. He stated that round two of the City Leaders Institute on Aging in Place will focus on transportation needs. Mr. Smith stated that a website for older adults is under development and there is a call for stories, which are due March 8, 2013. He stated that profiles of people successfully aging in place will be featured in an outreach video.

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

5. Approval of Consent Agenda

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

Chair Cavazos recognized public comment from Ms. Barker, who commented on the Human Services Transportation Plan. She said that she was interested in individuals and those with disabilities being able to access transportation. Ms. Barker stated that women need to feel safe when they use transit. She noted that many bus stops have solar lighting, but she was at a bus stop on Scottsdale Road one evening and it was totally dark. Ms. Barker stated that she felt very uncomfortable. Ms. Barker stated that park and ride lots are built to take care of cars, but facilities need to be built to take care of people. Chair Cavazos thanked Ms. Barker for her comments.

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

Mr. Swenson moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Crossman 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 January 16, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the January 16, 2013, meeting minutes.

5B. Arizona Department of Transportation Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2012 to December 31, 2012. Of the 118 notices, no impact responses were received.

5C. FY 2014 MAG Human Services Coordination Transportation Plan Update

The MAG Management Committee, by consent, recommended approval of the FY 2014 MAG Human Services Coordination Transportation Plan Update. On July 6, 2012, President Obama signed into law the Federal Transit Administration (FTA) Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 maintains the requirement established under SAFETEA-LU to develop locally coordinated human services-public transportation plans for projects funded under the revised titled Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. As required, MAG has developed the human services coordination transportation plan. The Fiscal Year (FY) 2014 MAG Human Services Coordination Transportation Plan Update strategies were recommended for approval by the MAG Human Services Technical Committee on January 10, 2013. The FY 2014 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Coordinating Committee on January 30, 2013.

5D. Arterial Life Cycle Program Status Report - April 2012 Through November 2012

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between April 2012 and November 2012. The April 2012 through November 2012 ALCP Status Report was presented to the Street Committee on December 11, 2012, and to the Transportation Review Committee on January 24, 2013, for information and discussion.

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

The MAG Management Committee, by consent, recommended approval of the amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update. The FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-two times. Since then, there is a need to modify projects in the programs. A list of proposed administrative corrections and project changes in the Arterial Life Cycle Program and Highway and Transit programs are included. The Transportation Review Committee (TRC) recommended approval of the project changes on January 24, 2013. One project modification was added since the TRC action.

5F. 2010 Census Boundary Smoothing Methodology

The MAG Management Committee, by consent, recommended approval of the attached map of the 2010 Census smoothed boundaries for the MAG urban areas. Federal Surface Transportation legislation - MAP-21 and its predecessors - allows the U. S. Census-defined boundaries to be smoothed to address transportation needs. This smoothing does not affect funding apportioned and allocated to the region, but does affect where MAG Surface Transportation Program funds may be expended, reporting and programming requirements for federal funding, allocations of some types of Federal Transit Administration transit funding, and the application of certain standards for the development of some types of roadways. On January 24, 2013, the Transportation Review Committee recommended approval with corrections to include a commercial portion from Via Linda and 96th streets to be included in the urbanized area smoothed boundaries. The maps and listing reflect the addition.

5G. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

The MAG Management Committee, by consent, recommended approval of the included map and listing of roadways to be included in the National Highway System for approval by the Federal Highway Administration and the Arizona Department of Transportation. MAP-21 mandated the expansion of the National Highway System (NHS) to include all locally owned, federally classified Principal Arterials. This expansion will impose significant federal requirements for these facilities without providing a reasonable expectation of increased federal funding. To address this issue, MAG prepared a proposal to revise the NHS system in the MAG area. This proposal will start from a base consisting of only roadways that were part of the NHS prior to the enactment of MAP-21. Minor modifications as identified in the enclosed materials reflecting four deletions and five additions as recommended by member agencies. This item was discussed at the Street Committee on November 13, 2012 and December 11, 2012, as well as recommended for approval by the Transportation Review Committee on January 24, 2013.

5H. FY 2013 Road Safety Assessments at Intersections

The MAG Management Committee, by consent, recommended approval of the list of 10 intersections for performing Road Safety Assessments (RSAs) utilizing MAG on-call consultants at a cost of \$230,000. Each year more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended Road Safety Assessments as a regional road safety initiative to help identify and address safety issues at high risk intersections. In response to a MAG call for projects announced in October 2012, a total of ten (10) RSA sites have been identified. The MAG Transportation Safety Committee has recommended a list of 10 intersections for the second cycle of RSAs to be performed.

5I. Amendment of the FY 2013 Unified Planning Work Program and Annual Budget to Provide Additional Funding for the Northwest Valley Local Transit System Contract

The MAG Management Committee, by consent, recommended approval to amend the FY 2013 Unified Planning Work Program and Annual Budget to provide additional funding of \$25,000 for the Northwest Valley Local Transit System Study contract. In September 2011, the MAG Regional Council approved an amendment to the MAG FY 2012 Unified Planning Work Program (UPWP) and Annual Budget to add the Northwest Valley Local Transit System Study Project. An additional \$25,000 is requested for a total contract amount of \$254,981.59 to support additional stakeholder and community meetings related to the recommendations of the Study. Amendments to the FY 2013 UPWP and the Northwest Valley Local Transit System Study contract were requested.

5J. 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) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to several projects for Chandler, Fort McDowell Yavapai Nation, Gilbert, Maricopa County, Mesa, Phoenix, and Scottsdale. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by February 22, 2013.

5K. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2014 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Upon completion of research and a service ranking exercise, it is proposed to move \$75,039 to the highest priority services. The SSBG allocation recommendations were recommended for approval by the MAG Human Services Technical Committee on January 10, 2013, and by the MAG Human Services Coordinating Committee on January 30, 2013.

6. Public Safety Personnel Retirement System

Alan Maguire, from The Maguire Company, provided a report on the Arizona Public Safety Personnel Retirement System (PSPRS), a state retirement plan. He thanked Jim Hacking, PSPRS Executive Director, for some of the material he would present today.

Mr. Maguire stated that there are approximately 52,000 participants in the plan; about 31,000 are public safety personnel, and would be the focus of this presentation.

Mr. Maguire displayed a chart of the PSPRS financial status from 2000 to 2012. He said it is the percentage of future liability. Mr. Maguire stated that the market funding has dropped off dramatically as a result of bad decisions on investments in the early 2000s, largely in telecom and high tech industries.

Mr. Maguire displayed a table of the average employer contribution rates for public safety. He noted that the rate was 3.75 percent in 2002-2003, and is projected at 30 percent for 2013-2014. Mr. Maguire stated that it is different for each city, and is partly a reflection of the investment problems of the early 2000s. He pointed out the ten-year rate of return from 2002 to 2012, which is approximately 5.5 percent, but the assumed rate of return, on which the calculations for future funding and liabilities are based, is 8.0 percent, and this is a concern.

Chair Cavazos asked the result if the return had been 15-20 percent. Mr. Maguire replied that it would have helped, but everything is amortized over a 30-year period. He added that a consistent return rate in the 8.0 percent range is needed.

Chair Cavazos remarked that he heard that the increase for police and fire this year is exceptionally high. He asked for the explanation. Mr. Maguire replied that the calculation for the contribution rate is based on a rolling average, where bad years may come in and good years may go out. He said that right now, the rolling average is being impacted more dramatically by the recent downturn in 2009, 2010, and 2011, and those years have to roll out to impact the average. Mr. Maguire stated that 2012 is a good year. When you have dramatic losses, it takes a number of years for them to roll through the average and when the bad year has cycled through, the contribution rates will stabilize somewhat.

Mr. Maguire then addressed COLA. He showed a chart of funded status and contribution rates. He said that the Board raised the confidence level from 50 percent to 75 percent. Mr. Maguire stated that changing objectives resulted in a better sense of what it would look like going forward. He explained that with a 75 percent confidence level, the average contribution rate would rise to 50 percent by 2027 and decline to 40 percent by 2052. At the same period, the funding ratio would rise to 80 percent, which is the goal and is a prudent level for a public system. Mr. Maguire stated that the new law dramatically changed that. The contribution rates would go from approximately 29 percent to a maximum rate of 38.8 percent and would decline over the next 25 years to 20 percent. Mr. Maguire stated that this is much lower than the old law.

Mr. Maguire stated that the funded status would go from 60 percent to 93 percent. The new law improved the funding status and contribution rates. If the system outperforms 8.0 percent, the numbers will improve faster. If the system underperforms the 8.0 percent, the system will improve, but at a slower rate.

Mr. Maguire stated that there were three significant changes in 2011 that affect existing employees. He said this was the first time he could recall there was an honest conversation with

the employee groups, particularly police and fire, to address solvency problems. He was pleased they realized the system was not sustainable and not to push the burden onto future employees, but to balance it between current and future employees. Mr. Maguire stated that different benefits among employees creates A and B classes of employees. He explained that some states have tried this solution and backed away because it becomes so contentious among the workforce. Mr. Maguire stated that the Legislature passed an increase in the employee contribution rate, currently 7.65 percent, by four percent. It would gradually increase one percent per year, to 11.65 percent. Mr. Maguire stated that the 7.65 percent rate was tied to the seven percent rate from the 1970s. He noted that the burden for increased costs has been borne by the employer.

Mr. Maguire then spoke of changes to the post retirement benefit increase – a COLA. If a system had excess earnings, the excess was put into a fund to be spent on post retirement benefit increases. Mr. Maguire stated that the system would keep all losses, so every time there was a loss, the contribution rate for employers would increase, and this led to the system worsening over time. He noted that constraints have now been added.

Mr. Maguire addressed the DROP program for public safety retirement. After 20 years, a person retires and draws benefits, and the retiree receives a large check in five years. Mr. Maguire stated that this is very attractive for the employees and very expensive for the system. He said now this has been restricted for those with less than 20 years; people already eligible for the program would continue in the program.

Mr. Maguire reviewed changes for new employees. He said that the retirement age was increased to 52.5 years and 25 years of service (was 20 years), which helps the funding ratio significantly. Mr. Maguire stated that the calculation for the benefit was increased from a three-year average to a five-year average, which helps the funding ratio. Mr. Maguire stated that the maximum is capped at 80 percent of pre-retirement pay. He noted that the DROP program was eliminated for employers entering the system in 2011 and later.

Mr. Maguire stated that all of the reforms are monumental. He thanked the Governor's Office and the employee groups, without whose help the legislation would never have passed the Legislature. Mr. Maguire stated that lawsuits were filed challenging reforms to the post retirement benefit and the increase in the contribution rate. He stated that the Superior Court found against the system and struck the threshold regarding the post retirement benefit. It has now gone to the Appeals Court and will be heard at the Supreme Court level.

Mr. Maguire stated that this is crucial because if public safety individuals for perpetuity will contribute only 7.6 percent, it will be impossible for the system to be solvent. He added the lawsuit regarding the contribution rate is working its way through the court system. Mr. Maguire stated that the combination of the contribution rate and COLA are what made the system insolvent and are the fundamental differences between the PSPRS and the ASRS. He stated that these types of problems with ASRS were fixed more than 15 years ago. Mr. Maguire stated that ASRS is solvent and it one of the best systems in the country; PSPRS is a good system, but needs some reform.

Mr. Maguire stated that it is imperative for communities to intervene in the Supreme Court case. He said that in the entire time he served on the public safety board, he never saw a mayor or manager and if they called a meeting to provide information to local governments, the meetings were attended by second or third level human resources personnel. Mr. Maguire stated that the PSPRS is damaging to budgets, especially those of mid-sized cities. If the Supreme Court finds the wrong way, this price will be paid to 2052 and beyond. Mr. Maguire remarked that the Supreme Court will be impacted if it sees balance between employer and employee.

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

7. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, reported on the development of the FY 2014 MAG Unified Planning Work Program and Annual Budget. She stated that the Work Program is developed each year in conjunction with member agency and public input. Ms. Kimbrough stated that new projects are presented in February and provide for an incremental review of key budget proposed projects.

Ms. Kimbrough stated that the draft Dues and Assessments were presented in January 2013. She explained that due to the economy, the rate for the draft Dues and Assessments was reduced to 50 percent of the FY 2009 amount. Ms. Kimbrough stated that expenses in excess of the Dues and Assessments have been paid out of MAG's fund balance. She stated that MAG staff is proposing that the draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014. Ms. Kimbrough stated that the draft budget will be presented next month and it will be approximately 90 percent complete.

Ms. Kimbrough stated that the following documents were included in the agenda packet: the draft Dues and Assessments for FY 2014, the timeline for budget development, the invitation to the Budget Workshop, and the proposed new projects for FY 2014. She noted that the proposed new projects total \$600,000 to \$700,000 less than last year, due to fewer new projects. Ms. Kimbrough stated that this item was on the agenda for information and input on the development of the Work Program and Annual Budget.

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

8. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft FY 2014-2018 MAG Transportation Improvement Program

Teri Kennedy, MAG Transportation Improvement Programming Manager, gave a presentation on the programming of projects for federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding in the new Draft 2014-2018 MAG Transportation Improvement Program that is being developed.

Ms. Kennedy stated that the planning process began in March 2012, with a review of Congestion Management Program requirements and identification of project criteria. She said that presentations were given to modal committees and the applications were released August 6, 2012. Ms. Kennedy stated that three meetings of the working group were held. She noted that 84 applications were received, evaluated, scored and ranked by the modal committees.

Ms. Kennedy stated that three years of CMAQ projects (FY 2015, 2016, and 2017) are collected. She said that projects included in the draft new TIP include CMAQ projects, air quality projects, locally sponsored, regionally significant projects, state projects within the region, Freeway Life Cycle projects, Arterial Life Cycle projects, and Transit Life Cycle projects.

Ms. Kennedy stated that the CMAQ program includes Bicycle/Pedestrian, Intelligent Transportation System (ITS), and PM-10 paving projects. She noted that 29 bicycle/pedestrian applications were received and of those 26 were funded. Ms. Kennedy stated that 35 applications for ITS projects were received and 31 were funded. For paving projects there were twelve paving applications received, with one withdrawn and eleven funded.

Ms. Kennedy stated that CMAQ funds are identified via the Regional Transportation Plan for distribution to the Air Quality Program in FY 2015 to 2017. Regional Rideshare, PM-10 street sweepers, and travel and trip reduction programs total approximately \$9.5 million. Ms. Kennedy noted that the reason to amend the FY 2015 projects into the current TIP is to make them eligible for closeout and possibly fund a design phase.

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

Mr. Smith advised that MAG is ready and available to assist members with their applications. He added that CMAQ projects must be in the nonattainment area.

With no further comments, Mr. Swenson moved to recommend approval of the lists of FY 2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY 2015, 2016, and 2017 projects to the Draft FY 2014-2018 MAG Transportation Improvement Program. Mr. Crossman seconded and the motion passed unanimously.

## 9. Legislative Update

Mr. Smith provided an update on legislative issues of interest. He first addressed House Bill 2005, which makes political subdivision entities subject to the Open Meeting Law. Mr. Smith noted that MAG already complies with the Open Meeting Law, although extra measures might need to be implemented in regard to archiving if this legislation passes. He said that the bill has gone through the Committee of the Whole.

Mr. Smith stated that House Bill 2006 would restrict new employees of political subdivision entities from joining the Arizona State Retirement System. He noted that there are 15 entities, including MAG, that this bill would impact. Mr. Smith stated that MAG opposes this bill; it would

be detrimental to the organization in its ability to share employees with other agencies in the system. He said that it is assigned to the Insurance and Retirement Committee.

Mr. Smith stated that a presentation on sequestration was given by MAG and GPEC at the MAG Economic Development Committee. He noted that the presentation is posted on the Economic Development Committee section of the MAG website.

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 were requested.

No requests were noted.

11. Comments from the Committee

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

Mr. Roehrich stated that the Transportation and Trade Corridor Alliance is hosting a Trade Corridor Forum on February 19, 2013, at the Phoenix Downtown Sheraton. The forum will take place at 2:45 p.m., followed by a networking reception about 5:30 p.m. Mr. Roehrich stated that attendees include Governor Brewer and co-chairs Jim Kolbe and John Halikowski. He stated that the focus of the forum is trade strategies that Arizona can consider that extend beyond Mexico to a more global discussion. Mr. Roehrich stated that registration is available through the Arizona-Mexico Commission. He added that this information has been shared with the Economic Development Committee and elected officials and they want local management to know about the event as well. Mr. Roehrich stated that he could be contacted if anyone needed details.

Adjournment

There being no further business, Mr. Swenson moved, Mr. Buss seconded, and the meeting was adjourned at 12:40 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects

**SUMMARY:**

Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP) funding began in December and was approved by the Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY 2015 construction projects. The Regional Council approved the listing of FY 2015 CMAQ construction phase projects on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY 2013 for FY 2015 CMAQ construction projects. A remaining balance of \$3.4 million CMAQ funding will be carried forward to address the over-programming of FY 2014 CMAQ project phases. This proposal leaves the Transportation Improvement Program (TIP) fiscally constrained and in balance, and utilizes the regional FFY 2013 obligation authority limit based on current revenues both actual and projected.

All projects that are proposed to receive CMAQ funding for the design phase in FY 2013 must submit required paperwork to the Arizona Department of Transportation (ADOT) by June 28, 2013, to be eligible for the closeout funding. Modal committees have reviewed projects and several agencies have requested to locally fund their design phases. Please see attached list of proposed design phase projects, Table DP.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Approval of these recommendations will allow additional project design phases to be federally funded and will ensure that obligation authority is utilized.

**CONS:** If a project sponsor accepts and expends federal funds for the project design phase, the project must be completed or the federal funds must be returned to ADOT.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Each year all federal funding obligation authority must be programmed or is at risk. Closeout funding allows projects to receive federal funds if available. The project sponsor must receive federal authorization for its project phase in the year programmed or the funding will be reprogrammed to another project in the MAG region. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

**ACTION NEEDED:**

Recommend approval of the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Vacant Position
- \* 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

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with low budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- Charles Andrews, Avondale, Chairman
- Bret Anderson for Lupe Harriger, ADOT
- \* Jose Heredia, Buckeye
- Dan Cook, Chandler
- Bob Senita, El Mirage
- \* Tony Rodriguez, Gila River Indian Community
- \* Michael Gillespie, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- \* Gino Turrubiates, Guadalupe
- # Daymara Cesar for Darryl Crossman, Litchfield Park

- Chris Plumb, Maricopa County
- 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
- Phil Kercher, Scottsdale
- Jason Mahkovtz, Surprise
- \* Shelly Seyler, Tempe
- \* Jason Earp, Tolleson
- \* Jim Fox, Youngtown

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

On February 6, 2013, the ITS Committee reviewed and recommended the list of ITS design phase projects.

MEMBERS ATTENDING

- Reza Karimvand, ADOT
- \* Soyoung Ahn, ASU
- Chris Hamilton, City of Avondale
- # Daymara Cesar for Thomas Chlebanowski, Buckeye
- Mike Mah, Chandler
- Captain Burley Copeland, DPS
- Jorge Gastelum, El Mirage
- \* Jennifer Brown, FHWA
- Erik Guderian, Town of Gilbert
- Debbie Albert, Glendale
- Luke Albert, Goodyear

- Nicolaas Swart, Maricopa County
- Avery Rhodes, Mesa
- Ron Amaya, Peoria
- Marshall Riegel, Phoenix
- # Bill Birdwell, Queen Creek
- Steve Ramsey for Bruce Dressel, Scottsdale
- Albert Garcia for Nicholas Mascia, Surprise
- Catherine Hollow, Tempe
- Ratna Korepella, RPTA

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

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300.

**Table DP: FY 2015 CMAQ funded projects, Request for Design Phase and Amendments to the FY 2011-2015 TIP**

2/27/2013

Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2013	BKY-Pave-1	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	215,000	12,996	227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-4	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I	Air Quality	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	No	220,000	13,298	233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-6	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	37,500	2,267	39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-Pave-1	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	50,000	3,022	53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-BikePed-1	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	167,000	10,094	177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	CVK-BikePed-1	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	320,000	19,343	339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MES-BikePed-1	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	146,500	8,855	155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-BikePed-1	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	99,000	5,984	104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-ITS-1-R	AVN15-461d	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	88,850	5,371	94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-1 R	PHX15-461d	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	108,000	6,528	114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-3 R	PHX15-463d	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	73,000	4,413	77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	TMP-ITS-1	TMP15-461d	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	36,000	2,176	38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-ITS-1 R	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	No	300,000	18,134	318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.

Totals \$ 1,860,850 \$ 112,480 \$ 1,973,330

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

March 5, 2013

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and 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 three times, with the latest modification approved on February 27, 2013.

The attachment listings in Table A (modifications to the TIP) and Table B (non-TIP modifications) are for the FY 2013 Arterial Life Cycle Program (ALCP) and include changes to the Southern Avenue at Country Club Drive project in Mesa. All changes to the project relate to an updated cost and work schedule and the balance for annual programmed reimbursements will be maintained. Table A also includes a change to SCT13-106DZ, which is not eligible for CMAQ closeout.

Table C in the attachment includes project change requests from the Arizona Department of Transportation (ADOT). The requests reflect changes to Intelligent Transportation Systems (ITS) projects; the changes will be presented to the ITS Committee on March 6, 2013. An update on action taken by the ITS Committee will be provided to the Management Committee.

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 has been received.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

The changes will be presented to the ITS Committee on March 6, 2013. An update on action taken by the ITS Committee will be provided to the Management Committee.

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the project changes in tables A, B, and C, and approval of the amendment and administrative modification to the FY2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- \* Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- \* Gila Bend: Eric Fitzer
- \* Gila River: Doug Torres
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- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
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- Tempe: Vacant
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- \* Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

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- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Vacant Position
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- \* 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. Arterial Life Cycle Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

3/5/2013

ALCP			TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.
<del>Mesa</del>	<del>2013</del>	<del>--</del>	<del>MES181-015DZ2</del>	<del>Southern Ave at Country Club Dr</del>	<del>Design intersection improvement</del>	<del>0.5</del>	<del>6</del>	<del>6</del>	<del>Local</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ 378,501</del>	<del>--</del>	<del>\$ -</del>	<del>Amend: New TIP listing to reflect FY2013 design costs.</del>
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.
<del>Mesa</del>	<del>2014</del>	<del>2014</del>	<del>MES181-10RW2</del>	<del>Southern Ave at Country Club Dr</del>	<del>Acquisition of right-of-way for intersection improvement</del>	<del>0.5</del>	<del>6</del>	<del>6</del>	<del>RARF</del>	<del>\$ -</del>	<del>\$ 1,588,495</del>	<del>\$ 196,505</del>	<del>\$ 1,785,000</del>	<del>RARF</del>	<del>\$ 1,588,495</del>	<del>Amend: New TIP listing to reflect FY2014 right-of-way costs.</del>
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.

Changes to TIP in Red Strike through denotes project deletion and change to TIP.

**TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
<del>Mesa</del>	<del>2016</del>	<del>2016</del>	<del>--</del>	<del>Southern Ave at Country Club Dr</del>	<del>Project savings for intersection improvement</del>	<del>0.5</del>	<del>6</del>	<del>6</del>	<del>RARF</del>	<del>\$ -----</del>	<del>\$ 3,605,458</del>	<del>\$ -----</del>	<del>\$ 3,605,458</del>	<del>RARF</del>	<del>\$ 3,605,458</del>	<del>Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)</del>
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.

**Table C. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

3/5/2013

HIGHWAY		REQUESTED CHANGE TO THE FY2011-2014 TIP												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	Dec-14	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	Apr-16	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.

Text in RED indicates changes to the TIP

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

March 5, 2013

**SUBJECT:**

Consultant Selection for the Cave Creek/Carefree Transportation Framework Study

**SUMMARY:**

The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes \$250,000 for the Cave Creek/Carefree Transportation Framework Study. MAG is working with three partners who are contributing to the total cost of the project. Partners on the project include the Maricopa Department of Transportation for \$25,000, and the Towns of Cave Creek and Carefree for \$5,000 each.

This study will develop a transportation framework for the study area that will ultimately be implemented at multiple jurisdictional levels.

The study area incorporates a variety of development patterns, including master planned communities and traditional rural development patterns. Both towns have unique and distinctive attributes that will need to be acknowledged, yet integrated together to form a seamless transportation framework.

The study will inventory existing conditions, identify deficiencies, forecast needs, develop transportation policy, and identify and analyze alternative solutions that will integrate alternative non-motorized transportation, safety, special events traffic management, mobility, and access for the residents of Cave Creek and Carefree, and visitors throughout the study area. The final product of this study is to develop a comprehensive transportation master plan that will guide the development of the towns and the region for the future in both the short and long term.

The project will be completed in a maximum of eighteen (18) months from the date of the notice to proceed at a cost not to exceed \$250,000. On November 13, 2012, MAG issued a Request for Proposals to conduct the study. Seven proposals were submitted on January 23, 2013, from: AECOM, HDR, IBI Group, Lee, Michael Baker Jr, Inc., URS, and Wilson & Co. On February 21, 2013, a multi-agency evaluation team interviewed two consultant teams and recommended to MAG the selection of Michael Baker Jr, Inc., to conduct the study.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: This study will develop two transportation framework alternatives for the near term (5-10 years) and long range time frames based on needs and deficiencies, while incorporating the goals, objectives and evaluation methodology.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The resulting transportation framework study will define corridors; construction projects; policies, strategies, and standards used to establish minimum design criteria for transportation facilities; assignment of jurisdictional responsibility, and identify current and future sources of funding.

POLICY: The Cave Creek/Carefree Transportation Framework Study will provide decision-makers in the far northeast valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing a safe, multimodal transportation system.

**ACTION NEEDED:**

Recommend approval of the selection of Michael Baker Jr, Inc., to conduct the Cave Creek/Carefree Transportation Framework Study at a cost not to exceed \$250,000.

**PRIOR COMMITTEE ACTIONS:**

On February 21, 2013, a multi-agency evaluation team interviewed two consultant teams and recommended to MAG the selection of Michael Baker Jr, Inc., to conduct the study.

PROPOSAL EVALUATION TEAM  
Gary Neiss, Town of Carefree  
Ian Cordwell, Town of Cave Creek

Tim Oliver, Maricopa County DOT  
Eileen Yazzie (PM), MAG

**CONTACT PERSON:**

Eileen Yazzie, MAG (602) 254-6300

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

MAG Regional Programming Guidelines for Federal Transit Formula Funds

**SUMMARY:**

After a continuous six-month effort with the MAG Transit Committee, a set of guidelines has been drafted that outlines the region's programming priorities for Federal Transit Formula Funds.

The set of guidelines outlines the process for programming Federal Transit Funds in the region. It was developed in coordination with working group meetings and MAG Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing projects for inclusion in the Transportation Improvement Program. The programming priorities are outlined below.

1. Provide services and improvements as required by law
  - Under MAP-21 it is required that one percent of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY 2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
  - Preventive maintenance funding for the Phoenix-Mesa-Glendale Urbanized Area (UZA) would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25 percent of 5307 funds.
  - The Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY 2014-2018 Transportation Improvement Program (TIP).
4. Fund the Job Access and Reverse Commute (JARC) program using the process outlined in Section 703 JARC.
5. Support the Transit Life Cycle Program (TLCP) capital bus program.
6. Support the TLCP capital facility program.
7. Support the TLCP regional transit supergrid service.
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

In order to meet the deadline for development and approval of the Transportation Improvement Program, the competitive evaluation process under priority #9 listed above will be initiated prior to

Regional Council approval of the Guidelines. The call for project information and project application may be found on the MAG website here:  
<http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: The Regional Programming Guidelines for Federal Transit Formula Funds integrates the needs and priorities of the region, funds the regional projects through the TLCP, sets a baseline allocation for preventive maintenance/operations, and apportions funds to be addressed through a competitive process both through 5307 and JARC.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: MAG staff has worked closely with the Transit Committee to develop the guidelines and project application as presented. Staff will continue to work with RPTA, City of Phoenix and the member agencies to carry out the recommendations in the guideline.

POLICY: The Regional Programming Guidelines for Federal Transit Formula Funds provides a framework for programming transit federal funds in the MAG region. It addresses both regional and local priorities through coordination with RPTA, City of Phoenix and MAG member agencies.

**ACTION NEEDED:**

Recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds.

**PRIOR COMMITTEE ACTIONS:**

On February 28, 2014, the Transportation Review Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Vacant Position

- \* 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

On February 14, 2014, the Transit Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

MEMBERS ATTENDING

- # ADOT: Nicole Patrick
- Avondale: Kristen Sexton for Rogene Hill
- \* Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Sue McDermott
- \* Gilbert: Nicole Dailey
- Glendale: Matthew Dudley for Cathy Colbath
- Goodyear: Cato Esquivel
- Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell

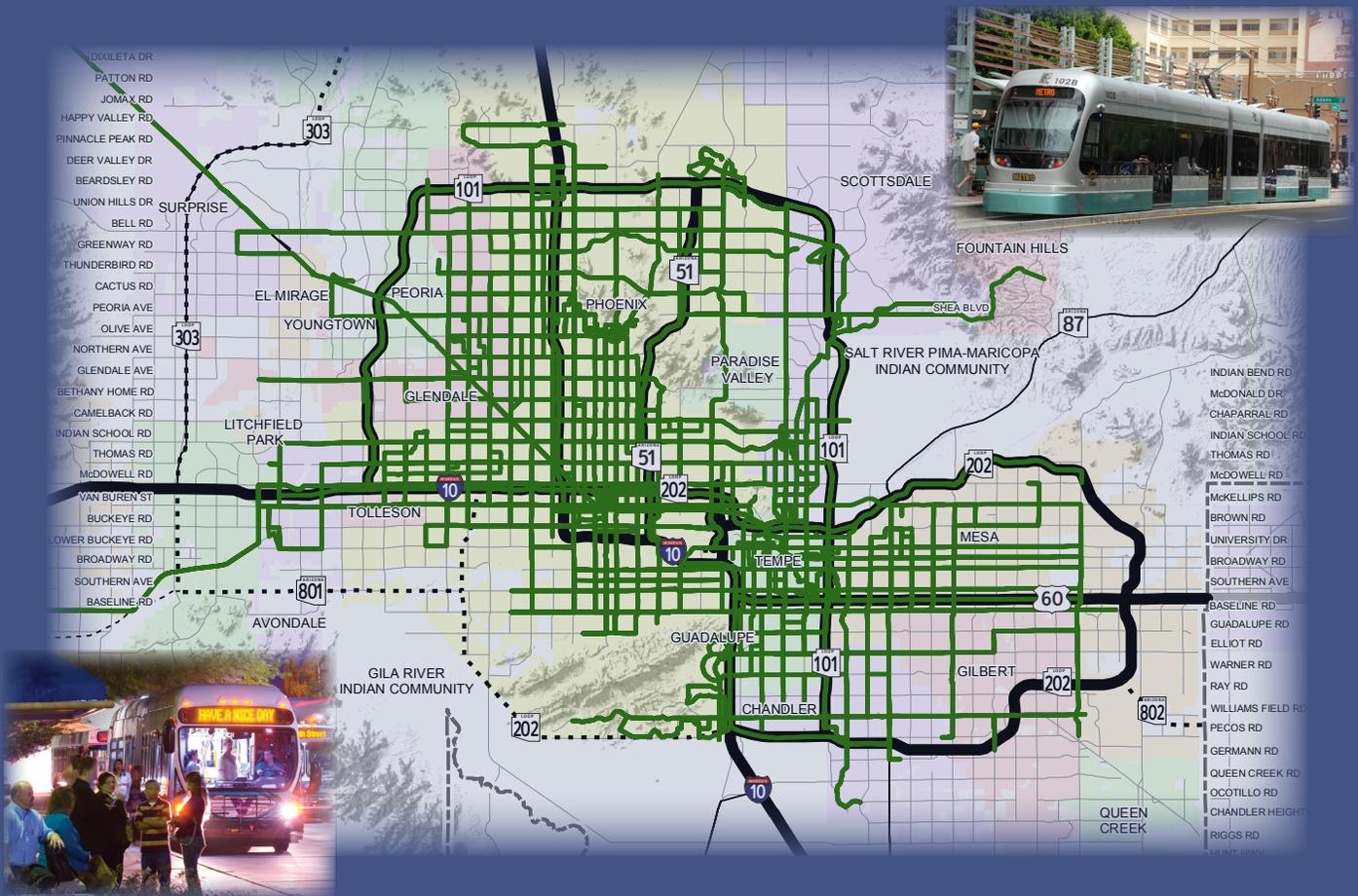
- Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Ken Kessler for Neal Young
- \* Queen Creek: Vacant/proxy not present
- Scottsdale: Madeline Clemann, Vice Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes for Greg Jordan
- \* Tolleson: Chris Hagen
- Valley Metro: Wulf Grote
- Youngtown: Grant Anderson for Jim Fox

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

**CONTACT PERSON:**

Alice Chen, Transportation Planner II, (602) 254-6300.

# Regional Programming Guidelines for Federal Transit Formula Funds



February 2013

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## **100. GUIDING PRINCIPLES**

1. The MAG Regional Programming Guidelines for Federal Transit Administration (FTA) formula funds shall comply with all federal laws. The Guidelines will be reviewed and updated for compliance as new state and federal laws are adopted, or as deemed necessary by Regional Council.
2. The MAG Regional Programming Guidelines for FTA formula funds will incorporate policy direction, as appropriate, from Regional Council approved MAG Transportation Plans.
3. The MAG Regional Programming Guidelines for Federal Transit Formula Funds and changes to the Guidelines will be approved through the MAG Committee Process including the Transit Committee, the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see Appendix A: MAG Committee Structure Chart.
4. The MAG Regional Programming Guidelines for Federal Transit Formula Funds, including 5307, JARC, 5340, 5337-FGM, 5337-HI Bus, 5339(d)(2), CMAQ, STP-AZ, are applicable to federal formula funds received from the Federal Transit Administration, and flexed Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds from the Arizona Department of Transportation (ADOT).
5. The MAG Regional Programming Guidelines for FTA formula funds will abide by federal guidance regarding federal and local shares depending on funding and project type.
6. FTA formula funds will be used within the period of apportionment. Funds flexed from FHWA, have an extended period of availability, however due to the deficit at the federal level, it is the region's goal to follow the same guidelines as FTA formula apportionments and program them within the appropriate years.
7. Transit operators and recipients of federal funds are required to work with MAG and the City of Phoenix, the designated grant recipient, to submit information for the Transit Service Inventory Report/ Transit Asset Management Plan. The information is necessary to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process.
8. It is recognized that the Regional Public Transportation Authority (RPTA) is the agency designated to manage the Transit Life Cycle Program (TLCP).

## **200. PUBLIC TRANSPORTATION SUPPORTED BY THE REGION TRANSPORTATION PLAN**

### **201. Regional Transportation Plan**

The MAG Regional Transportation Plan (RTP) that was approved in 2003 established the Transit Life Cycle Program (TLCP) that is supported by the regional half-cent sales tax/public transportation fund (PTF), federal funds from transit formula accounts, farebox receipts, transit discretionary awards, and 'flexed' highway funds from Congestion Mitigation Air Quality (CMAQ) and state Surface Transportation Program (STP-AZ). Since the initial approval, the RTP has been updated several times.

### **202. Transit Life Cycle Program**

The TLCP is a 20 year (2006-2026) program that includes:

- Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit ).
- Construction and acquisition of high capacity and light rail transit corridors, including associated park and rides, transit centers, maintenance facility upgrades and vehicles.
- Regional transit expansion program: Expansion of regional public transportation service including capital, procurement, and operations.
- Regional Park and Rides identified from the 2000 Regional Park and Ride Study. Please note, locations and scopes may have been modified since 2000; no additional regional park and rides have been added.
- Regional Transit Centers as identified in the 2003 RTP. Please note, locations and scopes may have been modified since 2003; no additional regional transit centers have been added.
- Regional operations and maintenance facilities to support an expanded regional transit system, including new and upgraded bus facilities, paratransit facilities, rural and vanpool facilities.
- Local routes that are identified to turn into supergrid routes in the TLCP. Refer to the latest version of the TLCP for route detail.
- ADA service, which is the service required by the Americans with Disabilities Act (ADA) for all areas within ¼ mile of a fixed route; and alternative transportation services for ADA certified passengers.
- Bus stop improvements Safety and Security
- Intelligent Transportation System projects including fare collection and communication systems

The TLCP does not include:

- Operations for local routes
- Operations for light rail or other high capacity fixed guideway modes
- Operations for vanpool services

## ***DRAFT*** *MAG Regional Programming Guidelines for Federal Transit Formula Funds*

- Operations for non-ADA paratransit or alternative transportation services
- Preventive maintenance
- Expansion of local public transportation since 2003, including fleet purchase, replacements, and operations
- Expansion of non-ADA paratransit/dial-a-ride service since 2003, including fleet purchase, replacements, and operations
- Bike/Ped connections

### **300. TRANSPORTATION PROGRAMMING PRIORITIES**

1. Provide services and improvements as required by law
  - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
  - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
  - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

### **400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS**

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so 'phasing out' of the old methodology between FY2012 and FY2014.

## **DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a 'phase out' approach and use the May 25, 2011 approved preventive maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.
3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose utilize Operating Assistance in lieu of Preventive Maintenance.<sup>1</sup> This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

### **500. PROGRAMMING PROJECTS FOR A NEW MAG TRANSPORTATION IMPROVEMENT PROGRAM**

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially.

**Please see for Appendix B for a typical schedule.**

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

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<sup>1</sup> Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

## **DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.
3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.
5. If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.

### **600. TRANSIT PROGRAM OF PROJECTS**

The Transit Program of Projects is a list of transit projects for a given fiscal year, that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule for MAG to move forward with a Transit Program of Projects is dependent on Congressional action. **Please Appendix B.**

### **700. REGIONAL COMPETITIVE EVALUATION PROCESS**

#### **701. PHOENIX-MESA-GLENDALE UZA**

The Phoenix-Mesa-Glendale UZA will conduct a Regional Competitive Evaluation Process to program remaining Federal Transit Funds. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee. **Please refer to Appendix B and Appendix C for detailed guidance on the evaluation criteria and application.** The application will be made available on the MAG website.

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than once a year. In the event it is necessary to program a balance of funds subject to FTA obligation and/or utilization deadlines, the Committee may recommend:

1. Funding additional projects submitted during the evaluation process but not initially chosen;
2. Increasing funding of awarded projects;
3. Allocating additional resources to regional Preventive Maintenance;

## ***DRAFT*** *MAG Regional Programming Guidelines for Federal Transit Formula Funds*

4. Other options subject to MAG Regional Council Approval.

### **702. AVONDALE-GOODYEAR UZA**

The utilization of Avondale-Goodyear (AVN-GDY) UZA Federal Transit Funds will be discussed during working group meetings comprising members of the AVN-GDY UZA. The interested members will conduct a sub-regional discussion with general guidelines and adhering to Arizona Open Meeting Laws under A.R.S. § 38-431. Recommendations from the working group would be reviewed by the Transit Committee and forwarded to MAG Regional Council for approval. Additional guidelines may be evaluated and established as the UZA's Transit planning and network becomes more established.

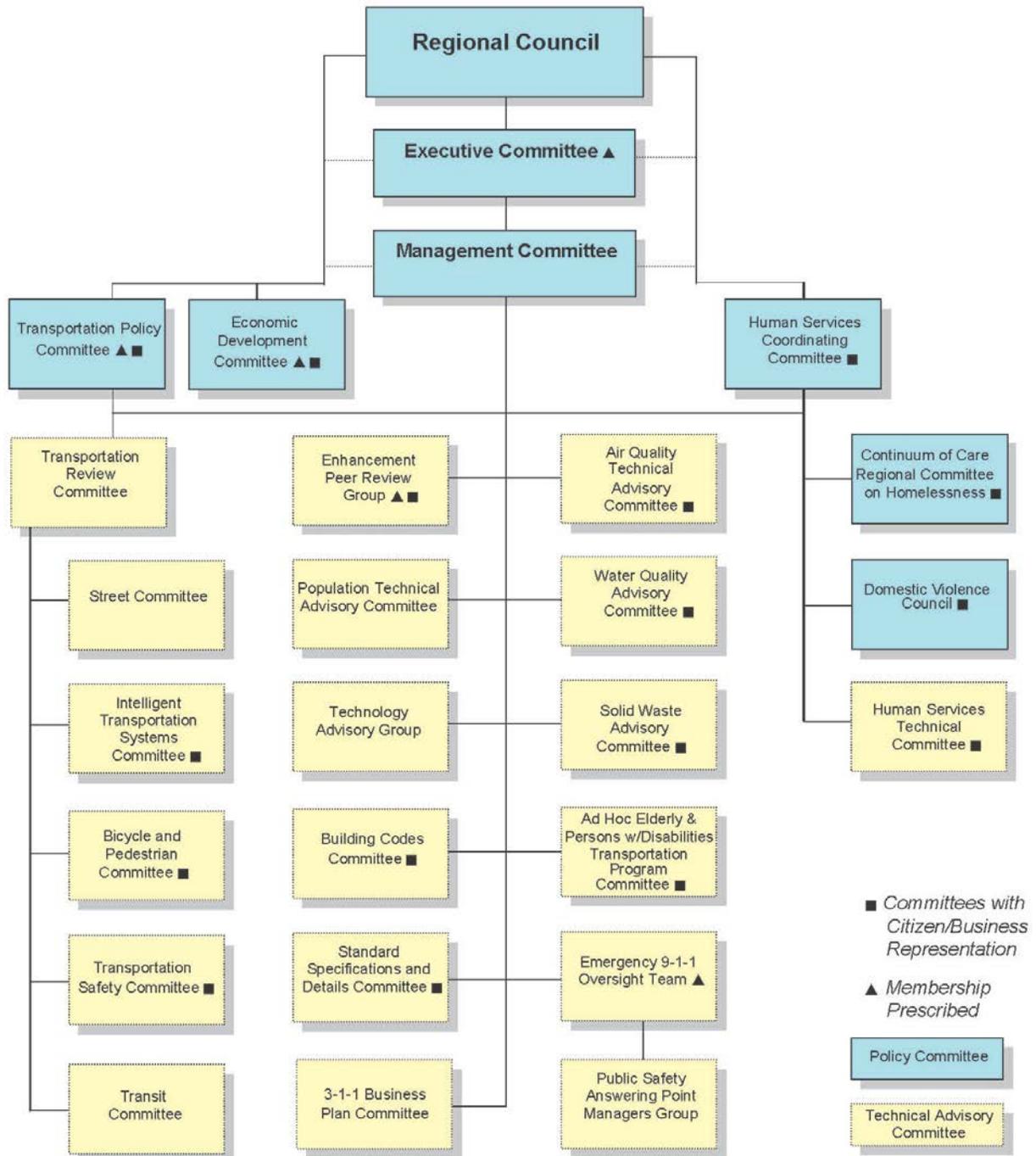
### **703. JOB ACCESS REVERSE COMMUTE (JARC)**

Under SAFTEA-LU, the MAG region was allocated \$1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds.

JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

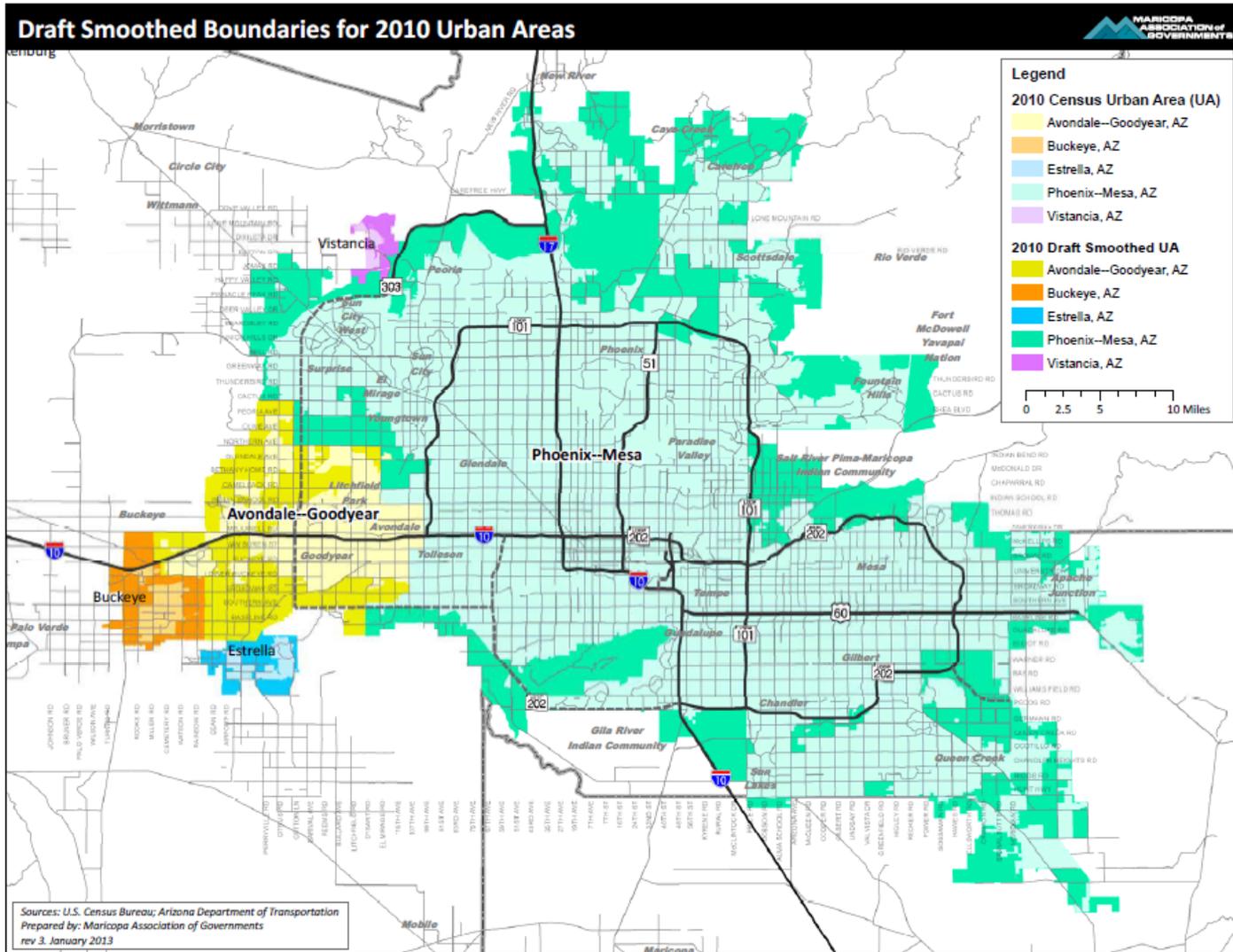
1. For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 - 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.
2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.
3. In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.

**Appendix A: MAG COMMITTEE STRUCTURE CHART**



# DRAFT MAG Regional Programming Guidelines for Federal Transit Formula Funds

## Appendix B: MAG DRAFT SMOOTHED URBANIZED AREA



## Appendix C: TRANSIT PROGRAMMING CYCLE

<b>Transit Programming Process</b>	
<b>Typical Schedule</b>	
<b>2012</b>	
June	Send Transit Service Inventory/Transit Asset Management Plan workbook to agencies and transit operators.
August	<b>DUE DATE</b> for Transit Service Inventory Workbook/Transit Asset Management Plan submittal
September	MAG Transit Committee
October	Transit Service Inventory Report Available
	TLCP project listing and funding are submitted to MAG.
November	MAG conducts analysis of TLCP funding requirements, baseline Preventive Maintenance funding and available funds for regionally competitive projects.
December	MAG Committees as need
<b>2013</b>	
January	MAG Committees as need
February	MAG Transit Committee – Regional competitive process initiated
March	Potential projects qualifying information and applications due
	MAG Transit Committee reviews initial submittals
	Applications sent to ad-hoc evaluation committee
April	Ad –hoc evaluation committee provides initial ranking to MAG
	Ad –hoc evaluation committee meets to evaluation project during interview process
May	Transit Committee to review and recommend projects
	MAG TRC, TPC, Management, RC for approval
June	MAG Committees as need, public input
July	MAG Committees as need, public input
August	MAG TIP and RTP Approved

**DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

Appendix D: TRANSIT ACCESSIBILITY EVALUATION CRITERIA<sup>2</sup>

**Performance Based**

Goal		Possible Metrics	Points Available
1	Improve access to the riders	a) Measured by LOS on Roadway b) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project d) Traffic count	3 3 3 3
2	Improve system connectivity and system	a) Connecting different modes b) Addresses missing link in the system c) Routes impacted d) Individuals Impacted	3 3 3 3
3	How it relates to land use	a) Supports transit accessible Land Use goals and infrastructure b) Support complete streets principles	3 3
4	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			<b>40% Weight</b>

**Equitable / Title VI /Special Needs**

Goal (As Stated in the NOFA)		Possible Metrics	Points Available
5	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/2 miles (low,med,high) b) Percentage Non-drivers within 1/2 miles (low,med,high) c) Percentage Senior Citizens within 1/2 miles (low,med,high) d) Percentage Persons with disabilities within 1/2 miles (low,med,high) e) number of driver licenses (low,med,high) f) minority population within 1/2 miles (low,med,high) g) ADA compliance h) Population analysis - human services	3 3 3 3 3 3 5 5
			<b>30% Weight</b>

<sup>2</sup> Modifications may be made subject to available data, recommendations by modal committee and/or requirements of federal legislation.

**DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

**Safety - keep general until FTA guidance comes out**

Description		Possible Metrics	Points Available
6	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
7	Directly addresses transit crime concerns including bike and pedestrian	a) Nice to have/ Will need to be addressed at one point/High Priority	3
8	Directly addresses pedestrian and bicyclists traffic safety concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
9	Improves security of the transit location	a) Nice to have/ Will need to be addressed at one point/High Priority	3
<b>20% Weight</b>			

**Other Considerations**

Description		Possible Metrics	Points Available
10	Committee Reading Score Ranking	Rank of the project relative to others	
11	Local Commitment	a) Match %>=30%	2
		b) Match %>=60%	2
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
<b>10% Weight</b>			

**DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

Appendix E: STATE OF GOOD REPAIR EVALUATION CRITERIA<sup>3</sup>

**Performance Based**

Description		Possible Metrics	Points Available
1	The age relative to its useful life.	a) Almost Met Useful life b) Met Useful life c) refurbishment (higher rating)	3 3 3
2	The project is critical to the type of service it provides, whether it is bus replacement, midlife rebuilt, parts replacement or facility maintenance issue.	a) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project b) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Cost of project/requested funding relative to individuals served d) increases lifecycle of product e) Routes impacted f) Individuals Impacted	3 3 3 3 3 3
3	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			<b>40% Weight</b>

**Equitable / Title VI /Special Needs**

Description		Possible Metrics	Points Available
4	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/4 miles walking distance b) Percentage Non-drivers within 1/4 miles walking distance c) Percentage Senior Citizens within 1/4 miles walking distance d) Percentage Persons with disabilities within 1/4 miles walking distance e) Is it within 1/4 mile of a school walking distance	3 3 3 3 3

<sup>3</sup> Modifications may be made subject to available data, recommendations by modal committee and/or requirements of federal legislation.

**DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

**Safety**

Description		Possible Metrics	Points Available
5	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
6	Directly addresses transit crime concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
<b>20% Weight</b>			

**Other Considerations**

Description		Possible Metrics	Points Available
7	Committee Reading Score Ranking	Based on number of projects available.	
8	Local support is demonstrated by availability of local match and letters of support for the project.	a) Match %>=30%	2
		b) Match %>=60%	2
		c) price reasonability	3
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
<b>10% Weight</b>			

## Appendix F: APPLICANT RESOURCES

**Census 2010** – For data related to Census 2010: <http://2010.census.gov/2010census/#>

**Human Services Coordination Plan** – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: [http://www.azmag.gov/Documents/EaPWD\\_2012-05-01\\_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf](http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf)

**Job Access Reverse Commute (JARC)** – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: [http://www.fta.dot.gov/13093\\_7172.html](http://www.fta.dot.gov/13093_7172.html)

**MAG- 21** – Updates to MAP-21 as provided by the Federal Administration can be found here: <http://www.fta.dot.gov/map21/>

**MAG Population Data** – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. [http://azmag.gov/Information\\_Services/default.asp](http://azmag.gov/Information_Services/default.asp)

**MAG Transit Committee** – For upcoming agenda items and additional resources, view the MAG transit committee web site: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

**MAG Transportation Improvement Program** – <http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation>

**MAG Urbanized Areas** – To view the draft maps of the smoothed Urbanized Areas: [http://www.azmag.gov/Documents/TIP\\_2012-12-04\\_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf](http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf)

**Transit Operators Eligible for Operating Assistance** – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: [http://www.fta.dot.gov/documents/Table\\_3-A\\_Revised\\_12-7-12.xlsx](http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx)

## Appendix G: GLOSSARY OF TERMS

**A.R.S. § 38-431** – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

**Applicant/Designated Recipient (for this application only)** – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the “Applicant” to the FTA and the designated recipient of the awarded funds.

**Asset Management** – A system that includes functionality for:

1. Storing a complete asset inventory;
2. Recording condition and performance data for the inventory;
3. Identifying deficiencies in existing assets;
4. Providing decision support capability for predicting future conditions and needs;
5. Tracking data on work accomplishments, including maintenance actions and capital projects; and
6. Supporting monitoring and reporting.

**Competitive Selection Process** – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

**Designated Recipient** – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

**Federal Share** – amount of funds being requested as part of the grant application.

**FTA** – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

**Local Share** – the amount of funds the sponsoring local agencies will invest in the project.

**MPO** – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

**MAP-21** - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

**Subrecipient** (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

**State of Good Repair** – Projects that emphasizes one or more of the following concepts:

## ***DRAFT*** MAG Regional Programming Guidelines for Federal Transit Formula Funds

1. Maintaining rolling stock and infrastructure as needed;
2. Performing maintenance, repair, rehabilitation and renewal; and/or
3. Reducing or eliminating an agency's backlog of unmet capital needs.

**Transit Accessibility** – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.

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# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

**SUMMARY:**

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects.

**PUBLIC INPUT:**

At the January 16, 2013, MAG Management Committee meeting, a citizen expressed concern on light rail because it is at-grade and there have been accidents. The citizen stated that light rail has benefits: it provides transit and is electric. The citizen stated that cities are not required to vote on major amendments but they need to take more interest in the transfer of federal funds.

**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 street 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 street 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.

**ACTION NEEDED:**

Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

**PRIOR COMMITTEE ACTIONS:**

On February 28, 2013, the Transportation Review Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan - 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Vacant Position
- \* 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

On January 30, 2013, the Regional Council approved proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

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
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- \* Mayor Yolanda Solarez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- \* Supervisor Steve Chucuri, 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
- Mayor John Cook, 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

On January 23, 2013, the Transportation Policy Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

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 Jerry Weiers, 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

On January 16, 2013, the MAG Management Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

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

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

Regional Council: On October 24, 2012, the MAG Regional Council approved the (1) removal of 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) programming of 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) consultation process 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 | * President Clinton Pattea, Fort McDowell |
| Mayor Scott Smith, Mesa, Vice Chair       | Yavapai Nation                            |
| Councilwoman Robin Barker,                | * Mayor Linda Kavanagh, Fountain Hills    |
| Apache Junction                           | * Mayor Ron Henry, Gila Bend              |
| Mayor Jackie Meck, Buckeye                | * Governor Gregory Mendoza, Gila River    |
| # Mayor David Schwan, Carefree            | Indian                                    |
| Councilman Dick Esser, Cave Creek         | Community                                 |
| Mayor Jay Tibshraeny, Chandler            | Councilmember Ben Cooper for Mayor John   |
| Mayor Lana Mook, El Mirage                | 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: On October 17, 2012, the Transportation Policy Committee recommended 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

#### **CONTACT PERSON:**

Eileen Yazzie, (602) 254-6300

TABLE MA. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2013 ALCP

Revised

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd- Power Rd to Ellsworth Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$1,307,009	\$1,307,009	STP-MAG	\$-914,694	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd- Power Rd to Ellsworth Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	\$-----	\$-----	\$3,919,236	\$3,919,236	STP-MAG	\$2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-121DZ	Baseline Rd- Ellsworth Rd to Meridian Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$1,306,701	\$1,306,701	STP-MAG	\$-914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-127DZ	Crismen Rd- Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	\$-----	\$-----	\$1,738,755	\$1,738,755	STP-MAG	\$1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-114DZ	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	\$-----	\$-----	\$1,206,591	\$1,206,591	STP-MAG	\$-844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2013	2013	VMR13-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	CMAQ	\$ 943,000	\$ -	\$ 57,000	\$ 1,000,000	CMAQ	\$ 943,000	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions. Advance from 2017 to 2013.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 388,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

TABLE MA2. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd- Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6	-	STP-MAG	<del>\$ 5,277,575</del>	<del>\$ -</del>	\$ 2,261,818	\$ 7,539,393	<del>STP-MAG</del>	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Acquisition of right of way for roadway widening	3	4	6	-	STP-MAG	<del>\$ 2,743,148</del>	<del>\$ -</del>	\$ 1,176,871	\$ 3,920,019	<del>STP-MAG</del>	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6	-	STP-MAG	<del>\$ 5,703,575</del>	<del>\$ -</del>	\$ 2,444,389	\$ 8,147,965	<del>STP-MAG</del>	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AD	Country Club at Brown Rd- Intersection Improvements	Design Intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 362,132</del>	<del>\$ -</del>	\$ 155,364	\$ 517,495	<del>CMAQ</del>	<del>\$ 362,132</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd- Intersection Improvements	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 1,167,875</del>	<del>\$ -</del>	\$ 500,981	\$ 1,668,856	<del>CMAQ</del>	<del>\$ 1,167,875</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd- Intersection Improvements	Construct Intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 2,499,715</del>	<del>\$ -</del>	\$ 1,071,618	\$ 3,571,333	<del>CMAQ</del>	<del>\$ 2,499,715</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2016	2016	None	Crismon Rd- Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	<del>\$ 3,645,460</del>	<del>\$ -</del>	\$ 1,566,591	\$ 5,212,051	<del>STP-MAG</del>	<del>\$ 3,645,460</del>	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2017	2017	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	<del>-\$ 4,200,000</del>	<del>-\$</del>	<del>\$ 1,800,000</del>	<del>\$ 6,000,000</del>	<del>STP-MAG</del>	<del>\$ 4,200,000</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 4,662,769</del>	<del>\$ 4,662,769</del>	<del>STP-MAG</del>	<del>\$ 3,263,938</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	STP-MAG	<del>-\$ 1,268,467</del>	<del>-\$</del>	<del>\$ 544,054</del>	<del>\$ 1,812,521</del>	<del>STP-MAG</del>	<del>\$ 1,268,467</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Acquisition of right of way for roadway widening	2	2	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 5,263,687</del>	<del>\$ 5,263,687</del>	<del>STP-MAG</del>	<del>\$ 3,684,691</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>#####</del>	<del>#####</del>	<del>STP-MAG</del>	<del>\$ 7,842,165</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 718,918</del>	<del>\$ 718,918</del>	<del>STP-MAG</del>	<del>\$ 502,961</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 2,650,715</del>	<del>\$ 2,650,715</del>	<del>STP-MAG</del>	<del>\$ 1,855,925</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 3,164,897</del>	<del>\$ 3,164,897</del>	<del>STP-MAG</del>	<del>\$ 2,215,428</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 6,022,467</del>	<del>\$ 6,022,467</del>	<del>STP-MAG</del>	<del>\$ 4,215,428</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd- Hawes Rd to Crismen Rd	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 2,615,833</del>	<del>\$ 2,615,833</del>	<del>STP-MAG</del>	<del>\$ 1,831,083</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 3,376,814</del>	<del>\$ 3,376,814</del>	<del>STP-MAG</del>	<del>\$ 2,363,770</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 6,752,166</del>	<del>\$ 6,752,166</del>	<del>STP-MAG</del>	<del>\$ 4,726,517</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd- Crismen to Meridian	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>\$ 1,125,449</del>	<del>\$ 1,122,449</del>	<del>STP-MAG</del>	<del>\$ 787,815</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2019	None	Guadalupe Rd- Crismon to Meridian	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,621,318</del>	<del>-\$3,621,318</del>	STP-MAG	<del>-\$2,534,922</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd- Crismon to Meridian	Construct roadway widening	2	4	6	-	STP-MAG	<del>-\$4,235,374</del>	<del>-\$</del>	<del>-\$1,815,160</del>	<del>-\$6,050,535</del>	STP-MAG	<del>-\$4,235,374</del>	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Design roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,205,854</del>	<del>-\$1,205,854</del>	CMAQ	<del>-\$844,097</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,872,798</del>	<del>-\$3,872,798</del>	CMAQ	<del>-\$2,710,959</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,590,424</del>	<del>-\$3,590,424</del>	CMAQ	<del>-\$2,513,297</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,590,425</del>	<del>-\$3,590,425</del>	CMAQ	<del>-\$2,513,297</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Design roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,205,854</del>	<del>-\$1,205,854</del>	STP-MAG	<del>-\$843,968</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Acquisition of right of way for roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,872,798</del>	<del>-\$3,872,798</del>	STP-MAG	<del>-\$2,710,959</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- Brown to US60	Construct roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$7,180,849</del>	<del>-\$7,180,849</del>	STP-MAG	<del>-\$5,026,594</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Design Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$4,018,422</del>	<del>-\$4,018,422</del>	STP-MAG	<del>-\$2,812,896</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Acquisition of right of way for intersection improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>#####</del>	<del>#####</del>	STP-MAG	<del>-\$8,440,000</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$7,142,857</del>	<del>-\$7,142,857</del>	STP-MAG	<del>-\$5,000,000</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,026,711</del>	<del>-\$3,026,711</del>	STP-MAG	<del>-\$2,118,698</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2020	2024	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	#####	#####	STP-MAG	<del>-\$4,118,698</del>	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6	-	CMAQ	<del>-\$566,002</del>	<del>-\$</del>	<del>-\$242,572</del>	<del>-\$808,574</del>	CMAQ	<del>-\$566,002</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	<del>-\$802,965</del>	<del>-\$</del>	<del>-\$344,192</del>	<del>-\$1,147,157</del>	CMAQ	<del>-\$802,965</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6	-	CMAQ	<del>-\$2,024,417</del>	<del>-\$</del>	<del>-\$867,607</del>	<del>-\$2,892,025</del>	CMAQ	<del>-\$2,024,417</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$40,708</del>	<del>-\$</del>	<del>-\$75,257</del>	<del>-\$115,964</del>	STP-MAG	<del>-\$40,708</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$167,508</del>	<del>-\$</del>	<del>-\$71,832</del>	<del>-\$239,340</del>	STP-MAG	<del>-\$167,508</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right of way for intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$235,623</del>	<del>-\$</del>	<del>-\$100,981</del>	<del>-\$336,604</del>	STP-MAG	<del>-\$235,623</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$2,466,935</del>	<del>-\$</del>	<del>-\$1,057,258</del>	<del>-\$3,524,193</del>	STP-MAG	<del>-\$2,466,935</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,206,591</del>	<del>-\$1,206,591</del>	STP-MAG	<del>-\$844,614</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd- Baseline Rd to Ray	Acquisition of right of way for roadway widening	4	0	6	-	STP-MAG	<del>-\$5,063,952</del>	<del>-\$</del>	<del>-\$2,170,266</del>	<del>-\$7,234,218</del>	STP-MAG	<del>-\$5,063,952</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2018	None	Meridian Rd-Baseline Rd to Ray	Construct roadway widening	4	0	6	-	STP-MAG	<del>-\$10,470,638</del>	<del>\$-</del>	<del>-\$4,487,416</del>	<del>#####</del>	STP-MAG	<del>#####</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd-Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	<del>\$-</del>	<del>\$-</del>	<del>-\$1,808,095</del>	<del>-\$1,808,095</del>	STP-MAG	<del>-\$1,265,667</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Meridian Rd-Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	<del>-\$3,797,884</del>	<del>\$-</del>	<del>-\$1,627,665</del>	<del>-\$5,425,549</del>	STP-MAG	<del>-\$3,797,884</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd-Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	<del>-\$7,657,578</del>	<del>\$-</del>	<del>-\$2,281,819</del>	<del>#####</del>	STP-MAG	<del>-\$7,657,578</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4	-	Local	<del>\$-</del>	<del>\$-</del>	<del>-\$538,488</del>	<del>-\$538,488</del>	STP-MAG	<del>-\$376,942</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Acquisition of right of way for roadway widening	2	0	4	-	Local	<del>\$-</del>	<del>\$-</del>	<del>-\$1,997,934</del>	<del>-\$1,997,934</del>	STP-MAG	<del>-\$1,398,231</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2021	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4	-	Local	<del>\$-</del>	<del>\$-</del>	<del>-\$5,633,161</del>	<del>-\$5,633,161</del>	STP-MAG	<del>-\$2,970,765</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2016	2019	VMR16-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	#####	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2019	VMR19-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$4,524,132	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2020	VMR20-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$7,416,470	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$8,411,000	\$8,411,000	STP-MAG	\$5,814,164	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$2,117,409	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2017	2020	VMR17-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Testing and Start-up	1.9	0	0	140-30	Local	\$ -	\$ -	\$ 1,391,000	\$ 1,391,000	CMAQ	\$ 1,311,713	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	-	2020	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,639,231	\$ -	\$ -	\$ 2,639,231	CMAQ	\$ 2,639,231	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 11,697,474	\$ -	\$ -	#####	STP-MAG	#####	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,513,297	\$ -	\$ -	\$ 2,513,297	CMAQ	\$ 2,513,297	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2022	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 20,682,022	\$ -	\$ -	#####	STP-MAG	#####	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2023	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 6,334,126	\$ -	\$ -	\$ 6,334,126	STP-MAG	\$ 6,334,126	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2024	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 4,118,698	\$ -	\$ -	\$ 4,118,698	STP-MAG	\$ 4,118,698	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

March 5, 2013

**SUBJECT:**

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

**SUMMARY:**

On January 30, 2013, the MAG Regional Council approved a proposed major amendment to the Regional Transportation Plan to add a 1.9-mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. MAG has conducted a conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards.

On February 8, 2013, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update. Also, on February 25, 2013, MAG distributed a complete list of projects (attached) in a revised Attachment B. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update. Comments are requested by March 11, 2013.

**PUBLIC INPUT:**

On February 8, 2013, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update.

**PROS & CONS:**

**PROS:** Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Implementation of the TIP and Regional Transportation Plan 2010 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

**POLICY:** The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

**ACTION NEEDED:**

Recommend approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

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

February 25, 2013

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, Valley 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 CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO  
THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND  
REGIONAL TRANSPORTATION PLAN 2010 UPDATE

On February 8, 2013, the Maricopa Association of Governments transmitted for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. At that time, an incomplete list of projects was inadvertently distributed due to a print format error. A complete list of projects is attached in a revised Attachment B. It is important to note that the transmittal of the complete list of projects does not impact the results of the regional emissions analysis previously transmitted for consultation on February 8, 2013.

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update is required to remove the federal Surface Transportation Program funds from City of Mesa Arterial Life Cycle Program projects and use the funding for new projects associated with the design, purchase of right-of-way, and construction of a 1.9-mile light rail extension on Main Street from Mesa Drive to Gilbert Road. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted. Comments are requested by March 11, 2013.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. It is anticipated that the amendment, as well as the corresponding new conformity determination on the TIP and Regional

Transportation Plan 2010 Update, will be on the agenda for the March 13, 2013 MAG Management Committee meeting and the March 27, 2013 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 254-6300.

#### Attachments

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

## ATTACHMENT A

### CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes new projects associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail extension on Main Street from Mesa Drive to Gilbert Road. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2010 Update, as amended, was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

#### Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

This conformity determination also satisfies the transportation conformity requirement that a new conformity determination be made within one year of the effective date (i.e. July 20, 2013) of EPA's nonattainment designation of the Maricopa County nonattainment area for the 2008 eight-hour ozone standard. The EPA final rule designating nonattainment areas for the 2008 eight-hour ozone standard became effective on July 20, 2012. For the 2008 eight-hour ozone nonattainment area, the existing nonattainment area boundary for the 1997 eight-hour ozone standard for the Maricopa County nonattainment area was expanded to the west and southwest. Consistent with conformity test requirements at 40 CFR 93.109(c)(2)(iii)(B), the regional emissions analysis compares the projected emissions from the 2008 eight-hour ozone nonattainment area for each analysis year with

the budgets from the EPA-approved MAG 2007 Eight-Hour Ozone Plan. The results are described below and in Table A-1.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment considered together with the TIP and Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). The regional emissions analysis was conducted for carbon monoxide, eight-hour ozone and PM-10 for the years 2012, 2015, 2025, and 2031.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The year 2012 was modeled for carbon monoxide since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. The year 2025 was modeled because it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2012 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO<sub>x</sub>) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. On May 25, 2012, the EPA signed the final rule approving the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets. The year 2012 was modeled for VOC and NO<sub>x</sub> since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for VOC and NO<sub>x</sub> since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For VOC, the total regional vehicle-related emissions for the 2008 ozone nonattainment area in the analysis years 2012, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO<sub>x</sub>, the total regional vehicle-related emissions for the 2008 ozone nonattainment area in the analysis years 2012, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

The EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and the 2006 PM-10 emissions budget of 59.7 metric tons per day, effective August 26, 2002. The year 2012 was modeled for PM-10 since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for PM-10 since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For PM-10, the total vehicle-related emissions for the analysis years of 2012, 2015, 2025, and 2031 are projected to be less than the emissions budget of 59.7 metric tons per day. The conformity test for PM-10 is therefore satisfied.

### Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the 2012 MAG Conformity Analysis document distributed for interagency consultation on October 4, 2011. On February 27, 2012, EPA published a Federal Register notice extending the grace period for requiring the use of the MOVES emissions model an additional year to March 2, 2013. Regional conformity analyses that are started during the grace period can use either MOBILE6.2 or MOVES. All new regional emissions analyses started after March 2, 2013 must be based on MOVES. MOBILE6.2 is used in this regional emissions analysis. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on December 22, 2012. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2.

### Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and Regional Transportation Plan 2010 Update, the 2010 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2010 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan 2010 Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

### Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO<sub>x</sub>, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide <sup>a</sup>		Eight-Hour Ozone <sup>b</sup>		PM-10 <sup>c</sup>		
	2006	2015	2008 VOC	2008 NO <sub>x</sub>	Onroad Mobile	Road Construction	2006 Total PM-10
Budget Test	699.7	662.9	67.9	138.2	N/A	N/A	59.7
2012	547.2		60.1	100.1	41.4	2.4	43.8
2015		524.5	54.0	75.5	40.7	3.0	43.7
2025		520.1	43.4	43.7	46.9	3.5	50.4
2031		530.9	45.6	42.0	50.5	3.5	54.0

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 emissions budget corresponding to an annual average day.

TABLE A-2

## LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor's Executive Order 95-2, official County projections were updated every 5 years after a census. These official projections were used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG developed a set of employment projections for Maricopa County that were consistent with the DES population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in May 2007.	DRAM/EMPAL; SAM-IM	Under the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2012 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2011 for the 2008 base year, using approximately 3,500 traffic counts collected in 2006-2010.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were recalibrated in 2008-2009 based on data from the 2007 on-board bus survey. The MAG truck model and volume delay functions were recalibrated in 2008-2010 based on the 2007 Travel Time and Speed Study, 2007 Truck Survey and 2008 External Travel Survey.	TransCAD	The FY 2011 Unified Planning Work Program (UPWP) contained \$740,000 for the MAG model recalibration and update. MAG has collected new household travel data to supplement the 2008-2009 National Household Travel Survey and has also obtained 2010-2011 on-board transit survey data. These data will be used to recalibrate the transportation models in 2012-2013.
Speeds	The highway models were validated in 2010 and 2011 using data collected by the 2007 Travel Time and Speed Study.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2012 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

## Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

ATTACHMENT B

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,307,009	\$ 1,307,009	STP-MAG	\$ 914,691	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Acquisition of right-of-way for roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,919,236	\$ 3,919,236	STP-MAG	\$ 2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-121DZ	Baseline Rd: Ellsworth Rd to Meridian Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Design roadway widening	3	0	6		Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Design roadway widening	4	0	6		Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 22,181,000	\$ 22,181,000	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 12,170,184	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ 20,226,000	\$ 20,226,000	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 1,331,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 13,255,281	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 10,390,000	\$ 10,390,000	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

**Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After		Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd: Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6		STP-MAG	\$ 5,277,575	\$ -	\$ 2,261,818	\$ 7,539,393	STP-MAG	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd: Ellsworth Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	3	4	6		STP-MAG	\$ 2,743,148	\$ -	\$ 1,176,871	\$ 3,920,019	STP-MAG	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd: Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6		STP-MAG	\$ 5,703,575	\$ -	\$ 2,444,389	\$ 8,147,965	STP-MAG	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AD	Country Club at Brown Rd Intersection Improvements	Design intersection improvement	0.5	4	6		CMAQ	\$ 362,132	\$ -	\$ 155,364	\$ 517,495	CMAQ	\$ 362,132	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd Intersection Improvements	Acquisition of right-of-way for intersection improvement	0.5	4	6		CMAQ	\$ 1,167,875	\$ -	\$ 500,981	\$ 1,668,856	CMAQ	\$ 1,167,875	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd Intersection Improvements	Construct intersection improvement	0.5	4	6		CMAQ	\$ 2,499,715	\$ -	\$ 1,071,618	\$ 3,571,333	CMAQ	\$ 2,499,715	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2016	2016	None	Crismson Rd: Ray Rd to Germann Rd	Acquisition of right-of-way for roadway widening	3	0	6		STP-MAG	\$ 3,645,460	\$ -	\$ 1,566,591	\$ 5,212,051	STP-MAG	\$ 3,645,460	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Crismson Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		STP-MAG	\$ 4,200,000	\$ -	\$ 1,800,000	\$ 6,000,000	STP-MAG	\$ 4,200,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismson Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		Local	\$ -	\$ -	\$ 4,662,769	\$ 4,662,769	STP-MAG	\$ 3,263,938	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

## Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6		STP-MAG	\$ 1,268,467	\$ -	\$ 544,054	\$ 1,812,521	STP-MAG	\$ 1,268,467	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Acquisition of right-of-way for roadway widening	2	2	6		Local	\$ -	\$ -	\$ 5,263,687	\$ 5,263,687	STP-MAG	\$ 3,684,691	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6		Local	\$ -	\$ -	\$ 11,202,949	\$ 11,202,949	STP-MAG	\$ 7,842,165	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd: Power Rd to Hawes Rd	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 718,918	\$ 718,918	STP-MAG	\$ 502,961	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd: Power Rd to Hawes Rd	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 2,650,715	\$ 2,650,715	STP-MAG	\$ 1,855,925	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,164,897	\$ 3,164,897	STP-MAG	\$ 2,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 6,022,467	\$ 6,022,467	STP-MAG	\$ 4,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 2,615,833	\$ 2,615,833	STP-MAG	\$ 1,831,083	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd: Hawes Rd to Crismon Rd	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,376,814	\$ 3,376,814	STP-MAG	\$ 2,363,770	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd: Hawes Rd to Crismon Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 6,752,166	\$ 6,752,166	STP-MAG	\$ 4,726,517	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd: Crismon to Meridian	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 1,125,449	\$ 1,122,449	STP-MAG	\$ 787,815	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd: Crismon to Meridian	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,621,318	\$ 3,621,318	STP-MAG	\$ 2,534,922	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd: Crismon to Meridian	Construct roadway widening	2	4	6		STP-MAG	\$ 4,235,374	\$ -	\$ 1,815,160	\$ 6,050,535	STP-MAG	\$ 4,235,374	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,205,854	\$ 1,205,854	CMAQ	\$ 844,097	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Acquisition of right-of-way for roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,872,798	\$ 3,872,798	CMAQ	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Construct roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,590,424	\$ 3,590,424	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Construct roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,590,425	\$ 3,590,425	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy: Brown to US60	Design roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 1,205,854	\$ 1,205,854	STP-MAG	\$ 843,968	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy: Brown to US60	Acquisition of right-of-way for roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 3,872,798	\$ 3,872,798	STP-MAG	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy: Brown to US60	Construct roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 7,180,849	\$ 7,180,849	STP-MAG	\$ 5,026,594	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 4,018,422	\$ 4,018,422	STP-MAG	\$ 2,812,896	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2022	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Acquisition of right-of-way for intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 12,057,143	\$ 12,057,143	STP-MAG	\$ 8,440,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 7,142,857	\$ 7,142,857	STP-MAG	\$ 5,000,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 3,026,711	\$ 3,026,711	STP-MAG	\$ 2,118,698	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2024	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 14,425,215	\$ 14,425,215	STP-MAG	\$ 4,118,698	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6		CMAQ	\$ 566,002	\$ -	\$ 242,572	\$ 808,574	CMAQ	\$ 566,002	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers

**Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right-of-way for intersection improvement	0.5	4	6		CMAQ	\$ 802,965	\$ -	\$ 344,192	\$ 1,147,157	CMAQ	\$ 802,965	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6		CMAQ	\$ 2,024,417	\$ -	\$ 867,607	\$ 2,892,025	CMAQ	\$ 2,024,417	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6		STP-MAG	\$ 40,708	\$ -	\$ 75,257	\$ 115,964	STP-MAG	\$ 40,708	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6		STP-MAG	\$ 167,508	\$ -	\$ 71,832	\$ 239,340	STP-MAG	\$ 167,508	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6		STP-MAG	\$ 235,623	\$ -	\$ 100,981	\$ 336,604	STP-MAG	\$ 235,623	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6		STP-MAG	\$ 2,466,935	\$ -	\$ 1,057,258	\$ 3,524,193	STP-MAG	\$ 2,466,935	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd: Baseline Rd to Ray	Design roadway widening	4	0	6		Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd: Baseline Rd to Ray	Acquisition of right-of-way for roadway widening	4	0	6		STP-MAG	\$ 5,063,952	\$ -	\$ 2,170,266	\$ 7,234,218	STP-MAG	\$ 5,063,952	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2018	None	Meridian Rd: Baseline Rd to Ray	Construct roadway widening	4	0	6		STP-MAG	\$ 10,470,638	\$ -	\$ 4,487,416	\$ 14,958,252	STP-MAG	\$ 10,470,638	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd: Ray Rd to Germann Rd	Design roadway widening	3	0	6		Local	\$ -	\$ -	\$ 1,808,095	\$ 1,808,095	STP-MAG	\$ 1,265,667	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2019	2020	None	Meridian Rd: Ray Rd to Germann Rd	Acquisition of right-of-way for roadway widening	3	0	6		STP-MAG	\$ 3,797,884	\$ -	\$ 1,627,665	\$ 5,425,549	STP-MAG	\$ 3,797,884	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		STP-MAG	\$ 7,657,578	\$ -	\$ 3,281,819	\$ 10,939,397	STP-MAG	\$ 7,657,578	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4		Local	\$ -	\$ -	\$ 538,488	\$ 538,488	STP-MAG	\$ 376,942	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquisition of right-of-way for roadway widening	2	0	4		Local	\$ -	\$ -	\$ 1,997,934	\$ 1,997,934	STP-MAG	\$ 1,398,231	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2021	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4		Local	\$ -	\$ -	\$ 5,633,161	\$ 5,633,161	STP-MAG	\$ 2,970,765	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2016	2019	VMR16-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 32,412,000	\$ 32,412,000	STP-MAG	\$ 18,623,913	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2016	2019	VMR19-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 4,524,132	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2016	2020	VMR20-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 7,416,470	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 8,411,000	\$ 8,411,000	STP-MAG	\$ 5,814,164	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 2,117,409	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Testing and Start-up	1.9	0	0	140-30	Local	\$ -	\$ -	\$ 1,391,000	\$ 1,391,000	CMAQ	\$ 1,311,713	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	-	2020	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,639,231	\$ -	\$ -	\$ 2,639,231	CMAQ	\$ 2,639,231	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 11,697,474	\$ -	\$ -	\$ 11,697,474	STP-MAG	\$ 11,697,474	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,513,297	\$ -	\$ -	\$ 2,513,297	CMAQ	\$ 2,513,297	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.

**Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	-	2022	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 20,682,022	\$ -	\$ -	\$ 20,682,022	STP-MAG	\$ 20,682,022	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2023	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 6,334,126	\$ -	\$ -	\$ 6,334,126	STP-MAG	\$ 6,334,126	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2024	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 4,118,698	\$ -	\$ -	\$ 4,118,698	STP-MAG	\$ 4,118,698	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**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 Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 CMAQ funded projects, and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 22, 2013.

**PUBLIC INPUT:**

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, City of Phoenix Public Transit Department, Valley Metro/RPTA, Maricopa County Air Quality Department, Central Arizona 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.

March 5, 2013

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, Valley 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 AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

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 Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 CMAQ funded projects, and other miscellaneous projects. Comments on the conformity assessment are requested by March 22, 2013.

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 AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

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 and Regional Transportation Plan 2010 Update 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 FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.	A minor project revision is needed to defer project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	--	MES181-015DZ2	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ -	\$ 378,501	--	\$ -	Amend: New TIP listing to reflect FY2013 design costs.	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.
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.	A minor project revision is needed to defer project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES181-10RW2	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ 1,588,495	\$ 196,505	\$ 1,785,000	RARF	\$ 1,588,495	Amend: New TIP listing to reflect FY2014 right-of-way costs.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.	A minor project revision is needed to defer project and revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.	A minor project revision is needed to defer project and decrease funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.	A minor project revision is needed to revise funding source and amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2016	2016	--	Southern Ave at Country Club Dr	Project savings for intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ -	\$ 3,605,458	RARF	\$ 3,605,458	Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)	A minor project revision is needed to revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.	A minor project revision is needed to revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.	A minor project revision is needed to revise the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2013	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	\$ 215,000	\$ 12,996	\$ 227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I.	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	\$ 220,000	\$ 13,298	\$ 233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	\$ 37,500	\$ 2,267	\$ 39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	\$ 50,000	\$ 3,022	\$ 53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	\$ 167,000	\$ 10,094	\$ 177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	\$ 320,000	\$ 19,343	\$ 339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	\$ 146,500	\$ 8,855	\$ 155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	\$ 99,000	\$ 5,984	\$ 104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2013	AVN15-461d	Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	\$ 88,850	\$ 5,371	\$ 94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	MES15-461d	Mesa	Radio Communications Upgrade	Design: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	\$ 35,080	\$ 2,120	\$ 37,200	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	PHX15-461d	Phoenix	7th Ave 7th St DMS Deployment	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	\$ 108,000	\$ 6,528	\$ 114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	PHX15-463d	Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	\$ 73,000	\$ 4,413	\$ 77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	SCT15-463d	Scottsdale	Highway Advisory Radio Deployment	Design: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	\$ 38,000	\$ 2,297	\$ 40,297	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	TMP15-461d	Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	\$ 36,000	\$ 2,176	\$ 38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.
2013	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	\$ 300,000	\$ 18,134	\$ 318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.	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.

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000 ). Total construction project cost = \$ 1,384,889.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).	The new project is considered exempt under the category "Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.	The new project is considered exempt under the category "Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.	A minor project revision is needed to adjust project funding. 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:**

March 5, 2013

**SUBJECT:**

Enhancing Age-Friendly Cities Consultant Selection

**SUMMARY:**

On November 19, 2012, the MAG Regional Council Executive Committee approved amending the FY 2013 MAG Unified Planning Work Program and Annual Budget to accept \$150,000 from Grantmakers in Aging and Pfizer Foundation as part of the region's participation in the Enhancing Age-Friendly Cities Initiative. The goal of this project is to implement pilot projects such as villages that assist people to live independently in their homes. The grant funding includes up to \$75,000 for a consultant to analyze local focus group and survey results, recommend the most appropriate intervention, and develop business plans for each of the pilot sites.

NCB Capital Impact is the parent organization of the Village to Village Network. The Village to Village Network is the only national association for villages. In addition, NCB Capital Impact offers a range of other community development services. Given this experience, NCB Capital Impact is uniquely able to provide the detailed technical assistance and support to develop aging in place interventions. Staff is recommending that NCB Capital Impact be selected as a sole source to provide technical assistance in an amount not to exceed \$75,000.

**PUBLIC INPUT:**

The region's leadership team for the Enhancing Age-Friendly Cities Initiative comprises representatives from local governments, nonprofit agencies, faith-based groups, Arizona State University, state agencies, and Virginia G. Piper Charitable Trust. During their meeting on February 8, 2013, the team expressed support for contracting with NCB Capital Impact.

**PROS & CONS:**

PROS: Working with a nationally recognized entity with expertise in developing villages and other interventions to assist people to live independently in their homes will provide significant value to the project. NCB Capital Impact is uniquely situated to provide the kind of expertise needed to make this project successful.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: NCB Capital Impact is familiar with this region and has a command of the expertise needed to successfully launch new aging in place initiatives. The firm provides similar support and technical assistance to other villages in the country and is known as the leading expert on villages.

POLICY: The support received from NCB Capital Impact will position the pilot projects for success. This will enable the region to better meet the needs of older adults, thereby improving their quality of life and the ability of the region to leverage the time and talents of older adults.

**ACTION NEEDED:**

Recommend approval of the selection of NCB Capital Impact for Enhancing Age-Friendly Cities Initiative technical assistance for an amount not to exceed \$75,000.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Amy St. Peter, MAG Human Services and Special Projects Manager, (602) 254-6300

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

Update on the 3-1-1 Business Plan Committee

**SUMMARY:**

On July 13, 2011, the MAG Management Committee voted to form a 3-1-1 Business Plan Committee composed of representatives from local governments to discuss potential system types and funding options for a regional implementation of 3-1-1. To examine the technical issues, the Management Committee recommended that the existing MAG Technology Advisory Group (MAGTAG) report to the 3-1-1 Business Plan Committee. To ensure coordination with the MAG 9-1-1 committees, it was recommended that a representative from the MAG 9-1-1 Oversight Team serve on the 3-1-1 Business Plan Committee and a representative from the MAG 9-1-1 Public Safety Answering Point Managers Group serve on the MAGTAG.

On April 11, 2012, the Management Committee directed the 3-1-1 Business Plan Committee to focus on the investigation of an Interactive Voice Response system model for a 3-1-1 deployment. The 3-1-1 Business Plan Committee has completed its investigation and is recommending to not proceed with a Regional 3-1-1 implementation at this time. Action to disband the Committee also would include the removal of the 9-1-1 Public Safety Answering Point Managers Group representative from MAGTAG.

The Committee determined that there was value in a continuing dialog on using technology to enhance citizen interactions and that it would be appropriate to reevaluate a regional implementation when budget conditions improve and more agencies are ready to participate. The following is a summary of the Committee's accomplishments, findings and recommendations.

**Committee Accomplishments:**

- Provided information to member agencies about the potential benefits and costs of implementing 3-1-1 as a phone number
- Provided information to member agencies about the potential benefits of call center consolidation
- Evaluated and reviewed different models for implementation of 3-1-1
- Learned about successful implementations across the country

**Key Findings:**

- 3-1-1 is rarely undertaken to save money. The primary driver is customer service.
- The majority of the agencies are not ready to stand up a consolidated call center behind a 3-1-1 phone number and feel they are at least five years away from such an implementation if they intend to go in that direction.
- Other agencies expressed concern about the extra layer of technology potentially separating them from their citizens or the potential increase in call volume.
- The 3-1-1 Business Plan Committee has provided valuable information to agencies on centralizing citizen communication.
- There is no objection to agencies who wish to proceed moving forward, but it is considered premature at this time to define governance structures.
- The concept should be revisited in the future as agencies are more prepared.

Recommendations:

- Disband the MAG 3-1-1 Business Plan Committee effective April 1, 2013
- Create an Ad hoc Local Government Communication Group to meet as needed.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: No additional investment is required at this time and agencies wishing to proceed with 3-1-1 in coordination with Maricopa County are encouraged to proceed.

CONS: There will not be a coordinated Regional 3-1-1 service at this time.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None at this time.

POLICY: The 3-1-1 Business Plan Committee will no longer exist. Implementation of the 311 telephone number may proceed at interested agencies in coordination with Maricopa County. Agencies wishing to implement at a future date will need to coordinate with the County or the issue will need to be revisited at MAG.

**ACTION NEEDED:**

Approval to disband the MAG 3-1-1 Business Plan Committee effective April 1, 2013, and create a Ad hoc Local Government Communication Group to meet as needed.

**PRIOR COMMITTEE ACTIONS:**

On February 26, 2013, the 3-1-1 Business Plan Committee unanimously voted to recommend that the MAG Management Committee disband the 3-1-1 Business Plan Committee effective April 1, 2013 and create an Ad hoc Local Government Communication Group to meet as needed.

MEMBERS ATTENDING

- |   |   |   |
|---|---|---|
| David Stevens, Maricopa County, Chair       | # | Chris Nadeau, Goodyear Police Department            |
| Shelley Hearn, City of Tempe, Vice Chair    |   |   |
| Tom Remes for Karen Peters, City of Phoenix | # | Carmen Martinez, City of Avondale                   |
| * Brenda Buren, 9-1-1 Oversight Team        | * | Patrick McDermott, City of Chandler                 |
| # Jessica Blazina, City of Surprise         | * | Gary Neiss, Town of Carefree                        |
| # Michael Ciccarone, Town of Fountain Hills | * | John Imig, City of Peoria                           |
| # Alex Deshuk, City of Mesa                 | # | Brad Hartig for Brent Stockwell, City of Scottsdale |
| Gabe England, Town of Gilbert               | # | Pat Timlin, City of El Mirage                       |
| Diane Goke, City of Glendale                | * | Gino Turrubiarres, Town of Guadalupe                |
| # Dee Hathaway, Town of Buckeye             |   |   |

\* Not present

# Participated by video or telephone conference call

**CONTACT PERSON:**

Audrey Skidmore, Information Technology Manager, (602) 254-6300.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program

**SUMMARY:**

Under MAP-21, a new Transportation Alternatives (TA) Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$4.2 million and \$4.6 million respectively. Under SAFETEA-LU, the Arizona Department of Transportation (ADOT) had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY 2013 and FFY 2014. Under MAP-21 the TE and SRTS programs have sunset. However, many of the activities from the TE and SRTS projects are eligible under the MAP-21 TA program. Funding for the statewide portion of the TA program is substantially reduced from the previous levels and is now over-programmed. MAG has generated a programming scenario to address regional needs and to assist with the statewide over-programming.

ADOT expects that all SRTS project awards from the statewide process to have funding available from ADOT. Many of the projects that were awarded funding under the TE and SRTS programs received federal funding that had program ceiling limits or project phase limits on the awards. The TE and SRTS projects additional eligible costs will be addressed under the proposed MAG short term programming. The proposal includes a two-step approach that addresses short term and long term needs. In the short term MAG will program for unfunded and underfunded project phases for the currently selected FY 2013 and FY 2014 ADOT programmed TE projects, utilizing TA funding to ensure that the project is fully funded to the maximum federal amount. The balance of the obligation authority for FY 2013 and FY 2014 that will be loaned back to ADOT to address statewide needs for current TE programmed projects. For the long term needs, MAG will develop an evaluation method for project selection, hold a call for projects to program in FY 2015, 2016, and 2017 this summer, and project selections will be amended into the Draft FY 2014-2018 TIP pending approval by Regional Council in September 2013. The carryforward federal funding amounts from FY 2013 and FY 2014 will be included in the FY 2015 project selections. Programming and award of FY 2015, 2016, and 2017 TA projects are contingent on the TA program continuation based on the surface transportation authorization beyond FFY 2014.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Approval of the funding scenario and related changes for these projects will enable their inclusion in the MAG Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. Approval will also assist with the statewide over-programming in FY 2013 and FY 2014. There is no guarantee that the federal program will be extended beyond FFY 2014 by a continuing resolution or if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to substantial change.

CONS: If these projects are not approved, the time to develop new projects is limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and that obligation authority and the related funding are not lost from the region.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Project selection criteria have been fully addressed by ADOT and MAG technical advisory committees under SAFETEA-LU authorization.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

**ACTION NEEDED:**

Recommend approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

**PRIOR COMMITTEE ACTIONS:**

On February 28, 2013, the Transportation Review Committee recommended the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, the FY 2010 RTP Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft FY 2035 RTP as appropriate.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- \* Street Committee: Charles Andrews, Avondale
- \* ITS Committee: Vacant Position
- \* 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

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with incorrect budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- |                                       |  |
|---------------------------------------|--|
| Charles Andrews, Avondale, Chairman   | Chris Plumb, Maricopa County               |
| Bret Anderson for 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                 | Jason Mahkovtz, Surprise                   |
| * Gino Turrubiates, Guadalupe         | * Shelly Seyler, Tempe                     |
| # Daymara Cesar for Darryl Crossman,  | * Jason Earp, Tolleson                     |
| Litchfield Park                       | * Jim Fox, Youngtown                       |

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

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300.

Table TA: Proposed changes to the FY2011-2015 Transportation Improvement Program

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	----	No	----	Bicycle	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	----	No	----	Safety	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	----	Bicycle	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000). Total construction project cost = \$ 1,384,889.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	----	No	----	Pedestrian	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.

Changes to TIP in Red

MAG Total \$ 5,621,713 \$ - \$ 339,807 \$ 5,961,520

Total year breakouts:	2013	TA-MAG	FY2013	\$ 1,943,850
	2014	TA-MAG	FY2014	\$ 3,677,863

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

Development of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget

**SUMMARY:**

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in the Spring by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the first draft of the Fiscal Year (FY) 2014 "MAG Programs in Brief" and the FY 2014 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 16, 2013, and February 13, 2013. The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained each fiscal year through FY 2013. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. Last month MAG staff proposed that draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014 with the average CPI-U change of 2.29 percent from calendar year 2009 through 2012 applied to this overall amount. Changes in dues and assessments for individual members are due to population shifts and the application of the CPI-U. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d) of the Draft Dues and Assessments page.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2014 were first presented at the February 13, 2013, Management Committee meeting and the February 27, 2013, Regional Council meeting. Since new projects were presented in February, the Multi-modal Level of Service Study has been added. This project description is included along with all of the newly proposed projects in the Draft FY 2014 "MAG Programs in Brief".

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is produced that allows our members to quickly decipher the financial implications of the MAG budget. The final summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, and the budgeted resources needed to implement these items.

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

- Draft of the FY 2014 “MAG Programs in Brief.” The draft documents present the newly proposed projects.
- Draft FY 2014 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

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

The draft of the FY 2014 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, and consultant pages for new and carryforward consultants.

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

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: In January and February proposed dues and assessments and new projects were reviewed. MAG is presenting a draft summary for the FY 2014 budget document, “MAG Programs in Brief.” The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

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

**ACTION NEEDED:**

Information and input on the development of the draft fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

**PRIOR COMMITTEE ACTIONS:**

This item was on the February 27, 2013 MAG Regional Council agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair  
 # Vice Mayor Alex Finter for Mayor Scott Smith, Mesa

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  
Mayor John Lewis, Gilbert  
Mayor Jerry Weiers, Glendale  
Mayor Georgia Lord, Goodyear
- \* Mayor Yolanda Solarez, Guadalupe
- \* Mayor Thomas Schoaf, Litchfield Park  
Supervisor Steve Chucuri, Maricopa Co.
- # Mayor Scott LeMarr, Paradise Valley
- Councilmember Cathy Carlat, Peoria  
Councilmember Daniel Valenzuela for 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  
Mayor John Cook, 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

This item was on the February 19, 2013 MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair  
Mayor Scott Smith, Mesa, Vice Chair  
Mayor Michael LeVault, Youngtown, Treasurer  
Mayor Gail Barney, Queen Creek

Mayor W. J. "Jim" Lane, Scottsdale  
Mayor Thomas L. Schoaf, Litchfield Park  
Mayor Greg Stanton, Phoenix

\* Not present

# Participated by video or telephone conference call

This item was on the February 13, 2013 MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair  
Sue McDermott for Dr. Spencer Isom,  
El Mirage

# Matt Busby for George Hoffman, Apache  
Junction  
Rogene Hill for Charlie McClendon, Avondale

# Stephen Cleveland, Buckeye  
Gary Neiss, Carefree  
Wayne Anderson for Usama Abujbarah,  
Cave Creek  
Rich Dlugas, Chandler  
Phil Dorchester, Fort McDowell Yavapai  
Nation  
Ken Buchanan, Fountain Hills  
Rick Buss, Gila Bend

\* David White, Gila River Indian Community  
Patrick Banger, Gilbert  
Horatio Skeete, Glendale  
Brian Dalke, Goodyear

\* Bill Hernandez, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa

\* Jim Bacon, Paradise Valley  
Carl Swenson, Peoria  
John Kross, Queen Creek

\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Dan Worth, Scottsdale  
Chris Hillman, Surprise  
Charlie Meyer, Tempe  
Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg

\* Lloyce Robinson, Youngtown  
Floyd Roerich for John Halikowski, ADOT  
Clem Ligocki for Tom Manos, Maricopa Co.  
John Farry for Steve Banta,  
Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

This item was on the January 29, 2013, Regional Council agenda for information and input.

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
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- \* Mayor Yolanda Solarez, Guadalupe

- Mayor Thomas Schoaf, Litchfield Park
- \* Supervisor Steve Chucri, 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
- Mayor John Cook, 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

This item was on the January 22, 2013, Regional Council Executive Committee agenda for information and input.

MEMBERS ATTENDING

- \* Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Mayor Michael LeVault, Youngtown, Treasurer
- Mayor Gail Barney, Queen Creek

- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Thomas L. Schoaf, Litchfield Park
- \* Mayor Greg Stanton, Phoenix

\* Not present

# Participated by video or telephone conference call

This item was on the January 16, 2013 MAG Management Committee for information and input.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Dr. Spencer Isom, El Mirage, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- \* Stephen Cleveland, Buckeye
- # Gary Neiss, Carefree
- \* Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- \* David White, Gila River Indian Community
- Patrick Banger, Gilbert

- Horatio Skeete, Glendale
- Jim Rumpeltes for Brian Dalke, Goodyear
- \* Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- \* Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Wendy Kaserman for John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dan Worth, Scottsdale
- # Chris Hillman, Surprise
- Charlie Meyer, Tempe

Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg  
Lloyce Robinson, Youngtown  
Floyd Roehrich for John Halikowski, ADOT

John Hauskins for Tom Manos, Maricopa Co.  
JymeSue McLaren for Steve Banta,  
Valley Metro/RPTA

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

**CONTACT PERSON:**

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



# MAG PROGRAMS IN BRIEF

DRAFT  
FY 2013-2014  
Summary

Unified Planning  
Work Program  
& Annual Budget

March 2013



302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003



## Budget Highlights

The Maricopa Association of Governments (MAG) annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparation of the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated based on MAG committee project needs and other requests and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee, and Intergovernmental Representatives for review and discussion during January and February.

### Communications Program

***Don't Trash Arizona Litter Prevention and Education Program. . . . . \$300,000***

Concern over ugly freeway litter led elected officials to cite litter education and prevention as an important component of the Regional Transportation Plan. Don't Trash Arizona is a joint effort between the Maricopa Association of Governments and the Arizona Department of Transportation to address the economic, safety, and health impacts of freeway litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. That funding encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. Don't Trash Arizona seeks to change attitudes, awareness, and most importantly, behavior, when it comes to roadway littering.

***Disability Outreach Associate. . . . . \$18,000***

Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

***Video Outreach Associate. . . . . \$70,000***

Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, preproduction, production, and post production services along with project management. Approximately five videos would be produced within a 12-month time frame.

### Environmental Program

***Air Quality Technical Assistance On-Call. . . . . \$130,000***

As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the

eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area asa Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. Consultant expertise may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

**2014 MAG Air Quality Associate..... \$130,000**

As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area asa Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

**Human Services Program**

**HUD Application Support..... \$2,500**

John Epler and Associates will provide assistance on the region's consolidated application to the United States Department of Housing and Urban Development (HUD) to support homeless assistance programs.

## Transportation Division

### **MAG Regional Multi-modal Level of Service Map. . . . . \$125,000**

TRB's National Cooperative Highway Research Program (NCHRP) Report 616: Multimodal Level of Service Analysis for Urban Streets explores a method for assessing how well an urban street serves the needs of all of its users. The method for evaluating the multimodal level of service (MMLOS) estimates the auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of readily available data and data normally gathered by an agency to assess auto and transit level of service.

### **MAG Transportation Performance Dashboard Platform. . . . . \$120,000**

Brief Description: The MAG Transportation Dashboard Platform is intended to be a strategic, web-based portal and data repository of multimodal transportation performance information for the region. The platform will enable a dashboard interface to communicate with archived and real-time data from multiple public and private sources available. The main focus for the development of the Dashboard Platform will be visual communication products and tools to simplify complex information and make it available in a user-friendly and relevant format. These tools will enable policymakers, officials, and the public to assess the effectiveness and efficiency of the multiple investments in the regional transportation system.

### **MAG Regional Transportation Plan 2016. . . . . \$500,000**

The next Regional Transportation Plan update represents the next generation and refresh of this important document since its current edition that was adopted by the MAG Regional Council in November 2003. Although there have been updates to the Plan in 2005, 2006, 2008, 2010 and 2013, there has been considerable change in the available funding for regional transportation facilities, greater demands for better transit integration (based upon the successes of light rail transportation), a larger transportation planning area related to expanding MAG's boundaries into Pinal County, designation of Interstate 11 as a new northwest-southeast corridor for the region providing connections throughout the Intermountain West, and new federal policies significantly expanding the role of performance-based and scenario planning into a region's transportation planning process. New land use and socioeconomic data forecasts have also been identified for the region for the 2040 horizon prompting the need to evaluate this growth on the regional transportation system to determine future needs. As part of this effort, a new tool such as Metroquest will be used to enhance the public involvement aspects of the plan. Given these factors, the multi-year planning for the next generation of the MAG Regional Transportation Plan is proposed to begin in FY 2014.

### **Off-Street Bicycle Network Guide. . . . . \$75,000**

To develop a comprehensive naming, numbering and wayfinding signage guidance for the off-street bicycle and pedestrian network.

### **Pedestrian and Bicycle Facilities Design Assistance Program On-Call. . . . . \$300,000**

The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Masterplan. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure. MAG will issue a new Request for Qualifications to develop an on-call consultant list.

### **Best Practices of Emergency Vehicles at Traffic Signals On-Call. . . . . \$60,000**

Across the MAG region there are more than 3,000 signalized traffic signals maintained and operated by 30 jurisdictions. Some jurisdictions have installed Emergency Vehicle Preemption (EVP) equipment at

signalized intersections and also inside emergency vehicles to enable these vehicles to safely negotiate the street network with the least delay during medical emergencies.

**Traffic Signal Optimization Program Associate..... \$40,000**

The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants that are hired by MAG through an on-call services contract. The MAG Associate for this project would assist MAG staff coordinate TSOP projects with local agencies and would also provide technical assistance during implementation. The Associate would be a person well experienced in local agency traffic signal operations.

**Traffic Signal Optimization Program On-Call..... \$300,000**

The MAG Traffic Signal Optimization Program (TSOP) far successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants hired by MAG through an on-call services contract.

**Road Safety Assessments On-Call. .... \$300,000**

A select number of Road Safety Assessments (RSAs), Project Assessments (PAs) and Design Concept Reports (DCRs) will be developed for intersections and arterial corridors that experience high crash occurrences. These locations will be identified both through a comprehensive network screening process that includes a review of three years of crashes on the road network, and will also be based on recommendations by the related local agencies.

**Travel Surveys-Data Application On-Call and Associate Contract. \$4,500,000 over a 3 year period**

The main purpose of the on-call contracts will be to collect regional travel data by conducting household and establishment travel surveys. Travel surveys are the main data source for the development and update of the regional transportation forecasting models. They also are the only source of the detailed travel demand and travel behavior information for the region. Complementary areas of expertise will include management and application of the collected data sets. The project is designed to ensure relevancy of the regional travel forecast for ongoing and future planning work and provide data sets necessary for maintaining updated travel forecasting models and relevant transportation system analyses. The travel survey data are fundamental for fulfilling applicable regulatory obligations, providing the best possible service to MAG member agencies, Federal and local planning authorities, the professional community, and the general public at large.

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

**DATE:**

March 5, 2013

**SUBJECT:**

Domestic Violence Protocol Model Implementation Survey

**SUMMARY:**

The Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. An implementation survey was distributed to law enforcement agencies to gather data about the use and impact of the protocol model across the region. To date, 67 percent of law enforcement agencies in the region have completed the survey. Additional participation in the survey is encouraged. Data gathered will be used to identify training and technical assistance opportunities for increasing use of the protocol model across the region. Use of this model will result in saving money, and more important, saving lives.

**PUBLIC INPUT:**

An opportunity for public input was provided at the MAG Regional Domestic Violence Council meeting on February 7, 2013. No comments were made at that time.

**PROS & CONS:**

**PROS:** Domestic violence occurs in every community. Every law enforcement agency receives calls for service related to domestic violence. These calls are the most dangerous and the most expensive. The protocols and practices used by law enforcement when responding to these calls can mean the difference between life and death for officers and residents. The Misdemeanor Domestic Violence Protocol Model provides a set of best practices for law enforcement to use when responding to these crimes. Putting these practices into place will help law enforcement agencies reduce the pain and suffering of victims, put more offenders behind bars, and save money through increased efficiency.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The Domestic Violence Protocol Model Implementation Survey was created to gather data from law enforcement agencies about their use of the protocol model across the region. Increased participation is sought to help establish baseline data about the usage and impacts of the protocol model. Responses will serve to highlight successes and challenges experienced by agencies striving to implement the recommended protocols and practices. This information will inform development of future training and technical assistance opportunities to help law enforcement agencies

**POLICY:** Regional participation in the Domestic Violence Protocol Model Implementation Survey is needed to establish a thorough assessment of the protocol model. Successes and challenges experienced while working to incorporate the protocols in the field are valuable parts of the evaluation

process. They provide insights for enhancing the processes used to put best practices in place. Participation by law enforcement agencies will ensure the protocol model is fulfilling its intended purpose of improving the way domestic violence offenders are arrested and keeping victims safe.

**ACTION NEEDED:**

Information.

**PRIOR COMMITTEE ACTIONS:**

On February 7, 2013, the Domestic Violence Protocol Model Implementation Survey findings were presented to the MAG Regional Domestic Violence Council. The Council voted to table approval of the findings to pursue additional participation by law enforcement agencies across the region.

**MEMBERS ATTENDING**

- \* Celeste Adams, Save the Family
- + Christina Avila, Avondale
  - Sgt. Marc Rivers for Lt. Robert Bates, Phoenix Police Dept.
- \* John Belatti, Chandler Prosecutor’s Office
- Libby Bissa, Phoenix Family Advocacy Center
- John A. Blackburn, Jr., Arizona Criminal Justice Commission
- Allie Bones, Arizona Coalition Against Domestic Violence
- Chief Steve Campbell, El Mirage, Vice Chair
- Chris Christy, Salt River Pima-Maricopa Indian Community
- \* Lacey Rose Cox, Gilbert Police Dept.
- Councilmember Ginny Dickey, Fountain Hills
- \* Jon Eliason, City of Mesa Prosecutor’s Office
- \* President Diane Enos, Salt River Pima-Maricopa Indian Community
- Kristen Scharlau for Naomi Farrell, Tempe
- Linda Melendez for Janeen Gaskins, Surprise
- Patricia George for Will Gonzalez, Phoenix Prosecutor’s Office
- Laura Guild, Arizona Dept. of Economic Security
- \* Cmdr. Kim Humphrey, Phoenix Police Dept.
- + Lynette Jelinek, Glendale Fire Dept.
- \* Mary Lynn Kasunic, Area Agency on Aging
- \* Patricia Klahr, Chrysalis Shelter, Inc.
- Councilmember Suzanne Klapp, Scottsdale
- + Councilmember Sheri Lauritano, Goodyear
- Barbara Marshall, Maricopa County Attorney’s Office, Chair
- Leah Meyers for Mary Murphy, Governor’s Office for Children, Youth, and Families
- Dottie O’Connell, Chicanos por la Causa
- Dick Geasland for Connie Phillips, Sojourner Center
- Kay Daukei for Kerry Ramella, Phoenix Fire Dept.
- Councilmember Lynn Selby, El Mirage
- + Sarah Youngblood, Community Legal Services

+Those attending by video/audio conference

\* Those not present or represented by proxy

**CONTACT PERSON:**

Renaë Tenney, MAG Human Services Planner II, (602) 254-6300.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

March 5, 2013

**SUBJECT:**

Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area

**SUMMARY:**

The Draft MAG 2013 Carbon Monoxide Maintenance Plan has been prepared in accordance with Section 175A(b) of the Clean Air Act. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The Maricopa County nonattainment area has attained the National Ambient Air Quality Standards for carbon monoxide and was redesignated as a maintenance area by the Environmental Protection Agency (EPA) on April 8, 2005.

Section 175A(b) of the Clean Air Act requires that eight years after the redesignation of an area as an attainment area, an additional plan revision for maintaining the primary standard for ten years after the expiration of the initial ten year period be submitted to EPA. The MAG 2013 Carbon Monoxide Maintenance Plan demonstrates continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour concentration of 4.0 parts per million against a standard of 9.0. The plan also establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area. A resolution to adopt the MAG 2013 Carbon Monoxide Maintenance Plan is attached.

**PUBLIC INPUT:**

On February 19, 2013, a public hearing was conducted on the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. The draft document was made available for public review on January 18, 2013. No public comments were received.

**PROS & CONS:**

**PROS:** The MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area demonstrates that the carbon monoxide standards will continue to be met through 2025 with the existing maintenance measures from the MAG 2003 Carbon Monoxide Maintenance Plan, which was approved by EPA on April 8, 2005. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996.

**CONS:** If the MAG 2013 Carbon Monoxide Maintenance Plan is not submitted, the region will not have met the requirements in Section 175A(b) of the Clean Air Act.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG 2013 Carbon Monoxide Maintenance Plan relies on a series of technical analyses to demonstrate maintenance of the carbon monoxide standards through 2025. Three different modeling analyses were performed to estimate the effects of growth and emission reduction strategies on future carbon monoxide concentrations in the Maricopa County area. Two weight of the evidence evaluations were also conducted using actual trends in air quality and meteorological data. The results of these tests indicate continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour carbon monoxide concentration of 4.0 parts per million. The plan also establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area.

**POLICY:** The MAG 2013 Carbon Monoxide Maintenance Plan is the second maintenance plan and covers the years 2016 through 2025. No additional measures were necessary to demonstrate that the standards would continue to be met through 2025. The maximum 2025 eight-hour carbon monoxide concentration of 4.0 parts per million is less the half of the 9.0 parts per million standard. The new motor vehicle emissions budget will be useful in demonstrating conformity for the Transportation Improvement Program and Regional Transportation Plan. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996.

**ACTION NEEDED:**

Recommend adoption of the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

**PRIOR COMMITTEE ACTIONS:**

Air Quality Technical Advisory Committee: On February 28, 2013, the MAG Air Quality Technical Advisory Committee reviewed the transcript from the public hearing. No public comments were received. The Air Quality Technical Advisory Committee then unanimously recommended adoption of the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

MEMBERS ATTENDING

- Oddvar Tveit, Tempe, Chairman
- # Elizabeth Biggins-Ramer, Buckeye, Vice Chair
- Daniel Culotta, Avondale
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Jessica Koberna, Gilbert
- Doug Kukino, Glendale
- \* Cato Esquivel, Goodyear
- # Greg Edwards for Scott Bouchie, Mesa
- # Javier Setovich for William Mattingly, Peoria
- \* Philip McNeely, Phoenix
- Tim Conner, Scottsdale
- # Antonio DeLaCruz, Surprise
- # Lloyce Robinson, Youngtown
- Ramona Simpson, Queen Creek
- \* American Lung Association of Arizona
- Kristin Watt, Salt River Project
- Rebecca Hudson, Southwest Gas Corporation
- Ann Carlton for 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
- Jo Crumbaker, Maricopa County Air Quality Department
- Michelle Wilson, Arizona Department of Weights and Measures
- \* Ed Stillings, Federal Highway Administration
- Mariana Garay for Judi Nelson, Arizona State University
- Stan Belone for Christopher Horan, Salt River Pima-Maricopa Indian Community

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

**CONTACT PERSON:**

Lindy Bauer, Environmental Director, (602) 254-6300.

RESOLUTION TO ADOPT THE MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN  
FOR THE MARICOPA COUNTY AREA

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments composed of twenty-five cities and towns within Maricopa County and the contiguous urbanized area, the County of Maricopa, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation in Maricopa County; and

WHEREAS, the Maricopa County nonattainment area was reclassified by the U.S. Environmental Protection Agency as a Maintenance Area for carbon monoxide in 2005 in accordance with the Clean Air Act; and

WHEREAS, the Maricopa County Maintenance Area has had no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996; and

WHEREAS, MAG has prepared the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area, including the modeling maintenance demonstration through 2025; and

WHEREAS, A.R.S. 49-406 H. requires that the governing body of the metropolitan planning organization adopt the maintenance area plan.

NOW THEREFORE, BE IT RESOLVED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL as follows:

SECTION 1. That the MAG Regional Council adopts the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

SECTION 2. That the MAG Regional Council authorizes the submission of the plan to the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-SEVENTH DAY OF MARCH 2013.

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Marie Lopez Rogers  
Chair, MAG Regional Council  
Mayor of Avondale

ATTEST:

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Dennis W. Smith  
Executive Director, MAG

**DRAFT**

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN  
FOR THE MARICOPA COUNTY AREA**

**FEBRUARY 2013**



# **MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN FOR THE MARICOPA COUNTY AREA**

**Prepared by:**



**February 2013**

**Technical Assistance Provided By:**

**Arizona Department of Environmental Quality  
Arizona Department of Transportation  
Maricopa County Air Quality Department  
U.S. Environmental Protection Agency**

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN  
FOR THE MARICOPA COUNTY AREA**

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FOR THE MARICOPA COUNTY AREA**

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**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN FOR THE MARICOPA  
COUNTY AREA**

**APPENDICES**

**APPENDIX A**

Exhibit 1: 2008 Periodic Emissions Inventory for Carbon Monoxide for the Maricopa County, Arizona Maintenance Area. Maricopa County Air Quality Department. November 2012.

Exhibit 2: Technical Support Document in Support of the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. February 2013.

**APPENDIX B**

Exhibit 1: Public Hearing Process Documentation

Exhibit 2: Certification of Adoption

## **CHAPTER ONE**

### **INTRODUCTION**

The Maricopa County nonattainment area has attained the National Ambient Air Quality Standards for carbon monoxide and has been redesignated as a maintenance area by the Environmental Protection Agency (EPA). In 1978, the Governor of Arizona designated the Maricopa Association of Governments (MAG) as the lead air quality planning agency for Maricopa County in accordance with the Clean Air Act Section 174(a). Together with the State, MAG is responsible for determining which elements of the State Implementation Plan will be planned, implemented and enforced by State and local governments in Arizona. In 1992, the Arizona Legislature recertified MAG as the regional air quality planning agency in accordance with Section 174 of the 1990 Clean Air Act Amendments (A.R.S. Section 49-406A.). MAG coordinates with the Arizona Department of Environmental Quality, Arizona Department of Transportation, and the Maricopa County Air Quality Department in developing the plans necessary to attain and maintain the national standards.

There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The Revised MAG 1999 Serious Area Carbon Monoxide Plan demonstrated attainment by 2000 and was submitted to EPA in 2001. The MAG Carbon Monoxide Redesignation Request and Maintenance Plan demonstrated maintenance of the carbon monoxide standards through 2015 and was submitted to EPA in 2003. On March 9, 2005, EPA published final approval of the Serious Area Plan, Maintenance Plan, and redesignation of the Maricopa County area to attainment status, effective April 8, 2005.

Section 175A(b) of the Clean Air Act requires that eight years after redesignation of an area as an attainment area, an additional plan revision for maintaining the primary air quality standard for ten years after the expiration of the initial ten year period must be submitted to EPA. In accordance with the Clean Air Act, the MAG 2013 Carbon Monoxide Maintenance Plan has been prepared. The plan demonstrates continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour concentration of 4.0 parts per million and establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area.

#### **OUTLINE OF THE MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN**

The purpose of this document is to present the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. The plan was prepared to address the relevant portions of the September 4, 1992 EPA memorandum entitled, "Procedures for Processing Requests to Redesignate Areas to Attainment" that are pertinent to maintenance plans.

The MAG 2013 Carbon Monoxide Maintenance Plan is composed of the following major sections:

1. Introduction (This Chapter) - Includes a general discussion of the prior Serious Area Plan and Maintenance Plan approvals, redesignation to attainment status, and the outline of the MAG 2013 Carbon Monoxide Maintenance Plan.
2. Continued Attainment of the Carbon Monoxide Standards - Includes the historical perspective; carbon monoxide monitoring network; monitoring results and continued attainment demonstration; and quality assurance program.
3. Maintenance Plan - Includes the maintenance plan control measures; emissions inventories; maintenance demonstration; monitoring network and verification of continued attainment; contingency provisions; transportation conformity budget; and subsequent maintenance plan revisions.

## CHAPTER TWO

### CONTINUED ATTAINMENT OF THE CARBON MONOXIDE STANDARDS

Attainment of the National Ambient Air Quality Standards for carbon monoxide (CO) is demonstrated when two consecutive years of monitoring data for each site show no more than one exceedance per year of the eight-hour (9 ppm) and one-hour (35 ppm) standards. The following information demonstrates that the Maricopa County maintenance area has continued to attain the national standards for carbon monoxide for the past 15 years. This is based on quality assured monitoring data representing all carbon monoxide monitoring locations in the maintenance area.

#### HISTORICAL PERSPECTIVE

Data from the regional monitoring network indicates that the Maricopa County maintenance area has not experienced a violation of the eight-hour standard for carbon monoxide since 1996. The last violation of the one-hour standard was recorded in 1984. In addition, both the frequency of exceedance days and the magnitude of observed CO concentrations have declined dramatically since air quality monitoring began in the late 1960's.

In contrast to the lack of eight-hour violations since 1996, eighty-six exceedance days were recorded in 1984. There was a noticeable decline in the number of exceedance days from 1984 through 1990. In 1994 through 1996 period, there were a total of eight exceedance days, three each in 1994 and 1995, and two in 1996. There were two violation sites in 1994 (West Indian School and West Phoenix sites), and one each in 1995 and 1996 (both at the Phoenix Grand Avenue microscale monitor). A single exceedance of the eight-hour standard occurred in 1999 at the Phoenix Grand Avenue site, but this one exceedance did not constitute a violation of the standard. There have been no exceedances of the CO standard since 1999.

The Maricopa County maintenance area has been in attainment of the National Ambient Air Quality Standards for carbon monoxide since 1997 and has had a continuous downward trend in concentrations. In the past ten years, the annual eight-hour maximum concentration has decreased by approximately 57 percent, from 7.5 ppm in 2001 to 3.2 ppm in 2011. Since 2008, the maximum eight-hour concentrations reported at the CO monitoring locations have been less than half of the 9 ppm standard (9.4 ppm due to rounding).

#### CARBON MONOXIDE MONITORING NETWORK

The ambient air monitoring network for carbon monoxide in the Maricopa County maintenance area consists of 12 State and Local Air Monitoring Stations (SLAMS). The Buckeye station is located west of the maintenance area in Maricopa County and also monitors carbon monoxide. Twelve of these sites are operated by the Maricopa County

Air Quality Department and one monitor is operated by the Arizona Department of Environmental Quality. The CO monitoring sites are identified, along with summary data from 2008 through 2011, in Tables 2-1 through 2-4. Figure 2-1 shows the geographical distribution of the regional monitoring network.

## MONITORING RESULTS AND CONTINUED ATTAINMENT DEMONSTRATION

The monitoring data presented in Tables 2-1 through 2-4 verify that the Maricopa County maintenance area has remained in attainment of the national standards for carbon monoxide, in accordance with the federal requirements of 40 CFR 50.8. Data recovery rates for the monitors exceed the 75 percent completeness requirements for all years and all state and federal quality assurance procedures have been followed. Figure 2-2 illustrates the downward trend in the second-highest carbon monoxide concentrations at all monitors in the maintenance area.

## QUALITY ASSURANCE PROGRAM

Carbon monoxide data for the Maricopa County area has been collected and quality-assured in accordance with 40 CFR, Part 58, Appendix A “Quality Assurance Requirements for SLAMS, SPMs, and PSD Air Monitoring” and EPA’s “Quality Assurance Handbook for Air Pollution Measurement Systems: Volume II: Ambient Air Quality Monitoring Program”. The data are recorded in the EPA Air Quality System and are available for public review through sources such as the EPA AirData website and air quality monitoring reports produced by the Maricopa County Air Quality Department and the Arizona Department of Environmental Quality.

**TABLE 2-1**

**2008 CARBON MONOXIDE MONITORING DATA SUMMARY  
FOR THE MARICOPA COUNTY MAINTENANCE AREA  
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM\***

Site Name	1-Hour		8-Hour	
	Max ppm	2 <sup>nd</sup> Max ppm	Max ppm	2 <sup>nd</sup> Max ppm
Buckeye, 26449 W. 100 <sup>th</sup> Dr. <sup>s+</sup>	0.7	0.7	0.5	0.5
Central Phoenix, 1645 E. Roosevelt	3.6	3.5	2.6	2.2
Dysart, 16825 N. Dysart Rd. <sup>s</sup>	1.5	1.4	1.0	1.0
Glendale, 6001 W. Olive <sup>s</sup>	2.1	2.0	1.6	1.5
Greenwood, 1128 N. 27 <sup>th</sup> Ave.	3.0	3.0	2.7	2.4
JLG Supersite, 4530 N. 17 <sup>th</sup> Ave.	3.1	3.1	2.5	2.4
Mesa, 310 S. Brooks <sup>s</sup>	1.7	1.7	1.4	1.3
North Phoenix, 601 E. Butler Dr. <sup>s</sup>	2.1	2.0	1.3	1.3
South Phoenix, 33 W. Tamarisk Ave. <sup>s</sup>	3.7	3.2	2.2	2.0
South Scottsdale, 2857 N. Miller Rd. <sup>s</sup>	2.0	2.0	1.5	1.4
Tempe, 1525 S. College Ave. <sup>s</sup>	2.4	2.3	1.8	1.4
West Chandler, 275 S. Ellis <sup>s</sup>	1.8	1.7	1.4	1.4
West Indian School, 3315 W. Indian School Rd.	3.9	3.6	2.8	2.8
West Phoenix, 3847 W. Earll	4.7	4.5	3.1	3.0

\* Due to mathematical rounding, values  $\geq 35.5$  and 9.5 ppm are necessary to exceed the standard.

<sup>s</sup> Seasonal monitor operating September 1st to April 1st.

<sup>+</sup> The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

**TABLE 2-2**

**2009 CARBON MONOXIDE MONITORING DATA SUMMARY  
FOR THE MARICOPA COUNTY MAINTENANCE AREA  
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM\***

Site Name	1-Hour		8-Hour	
	Max ppm	2 <sup>nd</sup> Max ppm	Max ppm	2 <sup>nd</sup> Max ppm
Buckeye, 26449 W. 100 <sup>th</sup> Dr. <sup>s+</sup>	1.2	1.1	0.6	0.5
Central Phoenix, 1645 E. Roosevelt	3.6	3.0	2.2	2.1
Dysart, 16825 N. Dysart Rd. <sup>s</sup>	1.0	0.9	0.9	0.8
Glendale, 6001 W. Olive <sup>s</sup>	2.0	1.9	1.3	1.2
Greenwood, 1128 N. 27 <sup>th</sup> Ave.	3.5	3.2	2.6	2.4
JLG Supersite, 4530 N. 17 <sup>th</sup> Ave.	2.9	2.8	2.3	2.3
Mesa, 310 S. Brooks <sup>s</sup>	2.0	1.9	1.5	1.3
North Phoenix, 601 E. Butler Dr. <sup>s</sup>	5.9	2.1	1.3	1.3
South Phoenix, 33 W. Tamarisk Ave. <sup>s</sup>	4.1	3.4	2.6	2.2
South Scottsdale, 2857 N. Miller Rd. <sup>s</sup>	2.9	1.9	1.4	1.4
Tempe, 1525 S. College Ave. <sup>s</sup>	4.0	3.6	2.9	2.1
West Chandler, 275 S. Ellis <sup>s</sup>	2.1	2.1	1.7	1.5
West Indian School, 3315 W. Indian School Rd.	5.6	5.0	4.2	3.3
West Phoenix, 3847 W. Earll	4.9	4.8	4.6	3.3

\* Due to mathematical rounding, values  $\geq 35.5$  and  $9.5$  ppm are necessary to exceed the standard.

<sup>s</sup> Seasonal monitor operating September 1st to April 1st.

<sup>+</sup> The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

**TABLE 2-3**

**2010 CARBON MONOXIDE MONITORING DATA SUMMARY  
FOR THE MARICOPA COUNTY MAINTENANCE AREA  
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM\***

Site Name	1-Hour		8-Hour	
	Max ppm	2 <sup>nd</sup> Max ppm	Max ppm	2 <sup>nd</sup> Max ppm
Buckeye, 26449 W. 100 <sup>th</sup> Dr. <sup>s+</sup>	1.9	1.3	0.6	0.6
Central Phoenix, 1645 E. Roosevelt	3.2	3.2	2.4	2.2
Dysart, 16825 N. Dysart Rd. <sup>s</sup>	2.0	1.8	0.9	0.6
Glendale, 6001 W. Olive <sup>s</sup>	9.0	8.9	3.0	1.5
Greenwood, 1128 N. 27 <sup>th</sup> Ave.	4.3	3.9	3.0	2.3
JLG Supersite, 4530 N. 17 <sup>th</sup> Ave.	2.9	2.7	2.1	2.1
Mesa, 310 S. Brooks <sup>s</sup>	2.0	2.0	1.4	1.4
North Phoenix, 601 E. Butler Dr. <sup>s</sup>	2.9	2.4	1.7	1.6
South Phoenix, 33 W. Tamarisk Ave. <sup>s</sup>	4.4	4.3	3.1	3.1
South Scottsdale, 2857 N. Miller Rd. <sup>s</sup>	2.1	2.0	1.6	1.6
Tempe, 1525 S. College Ave. <sup>s</sup>	3.4	2.4	1.9	1.6
West Chandler, 275 S. Ellis <sup>s</sup>	2.0	2.0	1.9	1.6
West Indian School, 3315 W. Indian School Rd. (Closed June 30, 2010) <sup>#</sup>	3.7	3.3	2.3	2.3
West Phoenix, 3847 W. Earll	4.3	4.2	3.3	3.2

\* Due to mathematical rounding, values  $\geq 35.5$  and  $9.5$  ppm are necessary to exceed the standard.

<sup>s</sup> Seasonal monitor operating September 1st to April 1st.

<sup>#</sup> Less than 75 percent data available.

<sup>+</sup> The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

**TABLE 2-4**

**2011 CARBON MONOXIDE MONITORING DATA SUMMARY  
FOR THE MARICOPA COUNTY MAINTENANCE AREA  
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM\***

Site Name	1-Hour		8-Hour	
	Max ppm	2 <sup>nd</sup> Max ppm	Max ppm	2 <sup>nd</sup> Max ppm
Buckeye, 26449 W. 100 <sup>th</sup> Dr. <sup>s+</sup>	1.8	1.2	0.9	0.8
Central Phoenix, 1645 E. Roosevelt	3.8	3.5	2.1	2.1
Dysart, 16825 N. Dysart Rd. <sup>s</sup>	1.0	0.9	0.5	0.5
Glendale, 6001 W. Olive <sup>s</sup>	1.9	1.8	1.3	1.2
Greenwood, 1128 N. 27 <sup>th</sup> Ave.	3.0	2.9	2.5	2.5
JLG Supersite, 4530 N. 17 <sup>th</sup> Ave. <sup>#</sup>	2.5	2.5	2.3	2.1
Mesa, 310 S. Brooks <sup>s</sup>	1.9	1.8	1.5	1.3
North Phoenix, 601 E. Butler Dr. <sup>s</sup>	2.9	2.7	1.6	1.5
South Phoenix, 33 W. Tamarisk Ave. <sup>s</sup>	3.0	2.9	2.6	2.0
South Scottsdale, 2857 N. Miller Rd. <sup>s</sup>	1.8	1.7	1.4	1.3
Tempe, 1525 S. College Ave. <sup>s</sup>	3.6	3.4	3.2	2.9
West Chandler, 275 S. Ellis <sup>s</sup>	1.8	1.7	1.4	1.3
West Phoenix, 3847 W. Earll	4.4	3.9	3.0	2.9

\* Due to mathematical rounding, values  $\geq 35.5$  and 9.5 ppm are necessary to exceed the standard.

<sup>s</sup> Seasonal monitor operating September 1st to April 1st.

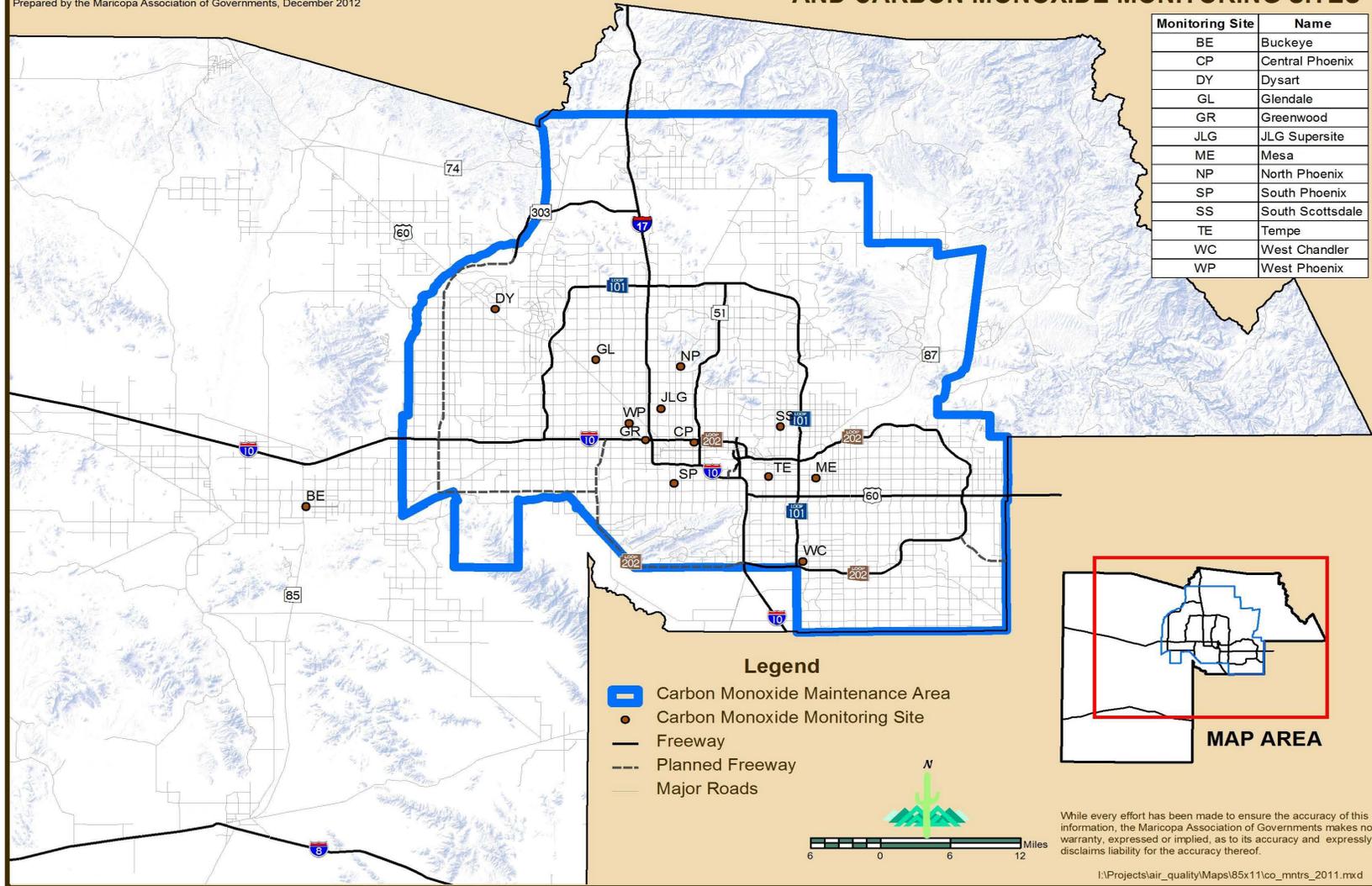
<sup>#</sup> Less than 75 percent data available.

<sup>+</sup> The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

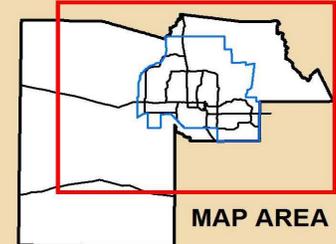
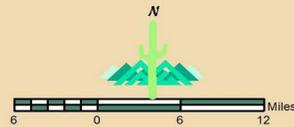
**FIGURE 2-1**

**CARBON MONOXIDE MAINTENANCE AREA AND CARBON MONOXIDE MONITORING SITES**



Monitoring Site	Name
BE	Buckeye
CP	Central Phoenix
DY	Dysart
GL	Glendale
GR	Greenwood
JLG	JLG Supersite
ME	Mesa
NP	North Phoenix
SP	South Phoenix
SS	South Scottsdale
TE	Tempe
WC	West Chandler
WP	West Phoenix

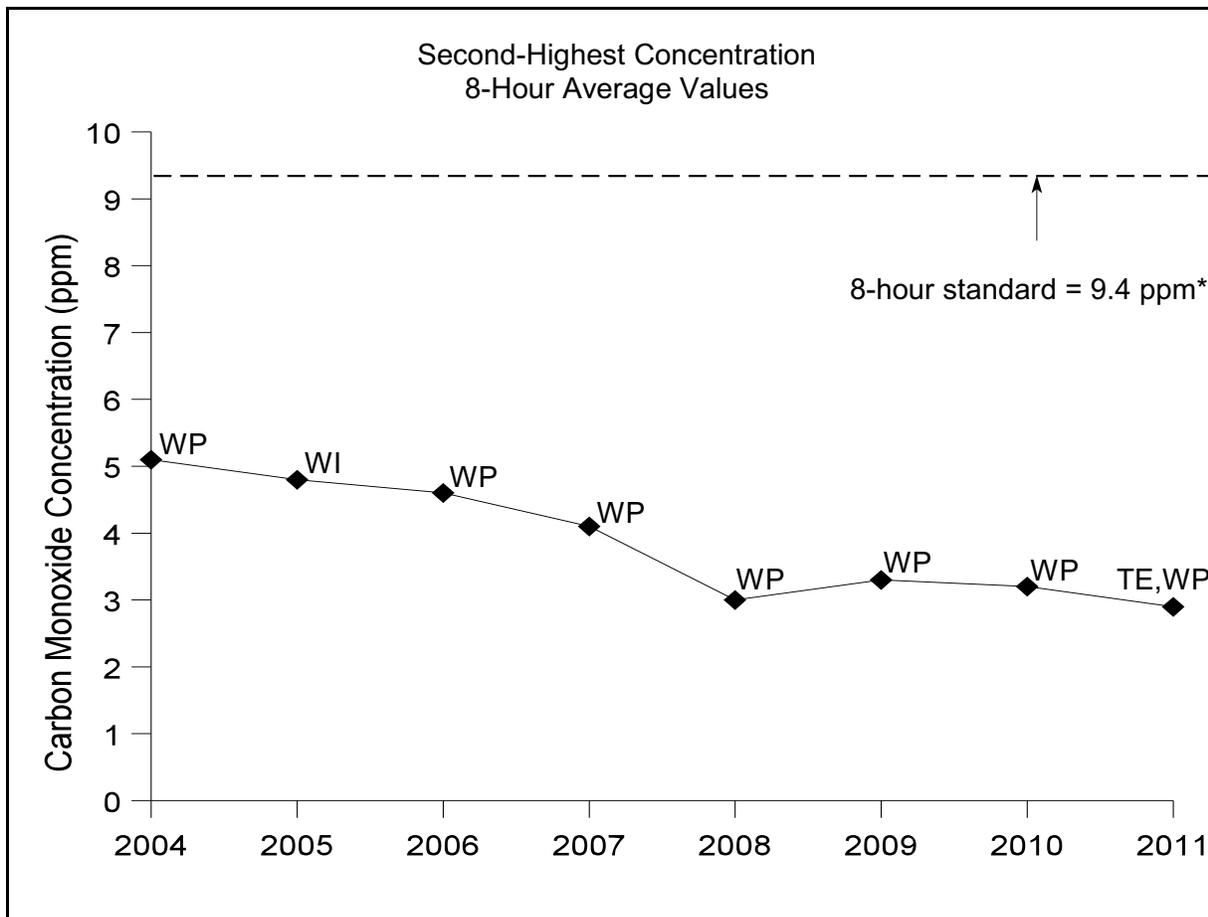
- Legend**
- Carbon Monoxide Maintenance Area
  - Carbon Monoxide Monitoring Site
  - Freeway
  - Planned Freeway
  - Major Roads



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

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**FIGURE 2-2**  
**CARBON MONOXIDE TRENDS**  
**(2004-2011)**



\* Due to mathematical rounding, values  $\geq 9.5$  ppm are necessary to exceed the standard.

Monitors Where the Second-Highest Reading Occurred

- (TE) Tempe
- (WI) West Indian School Road
- (WP) West Phoenix

Source: Environmental Protection Agency Air Quality System.

## CHAPTER THREE

### MAINTENANCE PLAN

No violation of the one-hour National Ambient Air Quality Standard for carbon monoxide has occurred in Maricopa County since 1984 and no violation of the eight-hour carbon monoxide standard has been recorded at any monitor since 1996. The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency (EPA) in 2001 (MAG, 2001). The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in 2003 (MAG, 2003).

The Revised 1999 Serious Area Carbon Monoxide Plan demonstrated attainment of the carbon monoxide standards by 2000. The 2003 Carbon Monoxide Maintenance Plan demonstrated continued maintenance of the carbon monoxide standards through 2015. EPA approved the Revised 1999 Serious Area Carbon Monoxide Plan and the 2003 Carbon Monoxide Maintenance Plan and redesignated the Maricopa County area to attainment, effective April 8, 2005 (EPA, 2005).

Section 175A(b) of the Clean Air Act Amendments states that *“8 years after redesignation of any area as an attainment area under section 107(d), the State shall submit to the Administrator an additional revision of the applicable State implementation plan for maintaining the national primary ambient air quality standard for 10 years after the expiration of the initial 10-year period”*. Thus, a second carbon monoxide maintenance plan for the years 2016 through 2025 for the Maricopa county area is required for submittal to EPA by April 8, 2013.

This second carbon monoxide maintenance plan (hereafter referred to as the 2013 CO Maintenance Plan) demonstrates maintenance of the National Ambient Air Quality Standards for carbon monoxide in the Maricopa County area through 2025 and establishes a 2025 conformity budget for onroad mobile source emissions using the latest version of the EPA Motor Vehicle Emission Simulator (MOVES) model, MOVES2010b. The 2008 Periodic Emissions Inventory for Carbon Monoxide for the Maricopa County, Arizona Maintenance Area is also included in Appendix A, Exhibit 1.

#### MAINTENANCE PLAN CONTROL MEASURES

The Maricopa County area will continue to implement the maintenance measures in the 2003 Carbon Monoxide Maintenance Plan. The first nine measures in Table 3-1 were used for numeric credit in demonstrating maintenance of the carbon monoxide standards through 2015. These measures are described in Chapter Two of the 2003 CO Maintenance Plan. The tenth measure, Expansion of Area A Boundaries, was one of three contingency measures in the 2003 Carbon Monoxide Maintenance Plan. This measure is described in Section VII-2-2 of the Technical Support Document in Appendix A, Exhibit

**TABLE 3-1  
MAINTENANCE MEASURES IN THE 2013 CARBON MONOXIDE MAINTENANCE  
PLAN**

- |     |  |
|-----|--|
| 1.  | California Phase 2 Reformulated Gasoline with 3.5% Oxygen Content From November 1 Through March 31 |
| 2.  | Off-Road Vehicle and Engine Standards  |
| 3.  | Phased-In Emission Test Cutpoints  |
| 4.  | One-time Waiver from Vehicle Emissions Test  |
| 5.  | Defer Emissions Associated with Government Activities  |
| 6.  | Coordinate Traffic Signal Systems  |
| 7.  | Develop Intelligent Transportation Systems   |
| 8.  | Tougher Enforcement of Vehicle Registration and Emissions Test Compliance                          |
| 9.  | Clean Burning Fireplace Ordinances   |
| 10. | Expansion of Area A Boundaries   |

2 of the 2003 Carbon Monoxide Maintenance Plan (MAG, 2003). The reason for converting this measure from contingency to maintenance in the 2013 Carbon Monoxide Maintenance Plan is discussed below.

In November 2012, EPA proposed to approve the 110(l) SIP revision submitted by the Arizona Department of Environmental Quality (ADEQ, 2009; ADEQ, 2011) that will eliminate the requirement for motorcycles to participate in the Arizona vehicle emissions inspection and maintenance (VEI) program (EPA, 2012a). EPA has indicated that the benefits of the contingency measure, Expansion of Area A Boundaries, in the 2003 Carbon Monoxide Maintenance Plan may be used to offset the increase in emissions attributable to the exemption of motorcycles from the VEI program. Like other contingency measures in the 2013 CO Maintenance Plan, this measure was implemented early, in accordance with EPA guidance (EPA, 1993).

Therefore, the Expansion of Area A Boundaries is included as a maintenance measure in the 2013 Carbon Monoxide Maintenance Plan. As discussed in the Contingency Provisions section of this chapter, ADEQ has made a commitment to re-institute the VEI program requirement for motorcycles, if there is a future violation of the carbon monoxide standard.

### EMISSIONS INVENTORIES

The emissions inventories used in performing the maintenance demonstration are presented in Table 3-2, for 2006, 2008, 2015 and 2025 in the carbon monoxide modeling domain, and Table 3-3, for 2008 and 2025 in the CO maintenance area. The 2008 emissions in both tables are based on the latest periodic emissions inventory (PEI) for carbon monoxide (CO) contained in Appendix A, Exhibit 1 (MCAQD, 2012). The PEI estimates CO emissions for a typical weekday during the winter months, November - January.

Emission reduction credit for two measures in Table 3-1, California Phase 2 Reformulated Gasoline and Off-Road Vehicle and Engine Standards, is reflected in the emissions inventories shown in Tables 3-2 and 3-3. The EPA MOVES2010b model estimates that California Phase 2 Reformulated Gasoline will reduce CO emissions by 128.9 metric tons per day in 2025, a reduction in CO maintenance area emissions of about 17 percent. The EPA NONROAD2008a model estimates that Off-Road Vehicle and Engine Standards will reduce CO emissions by 15.0 metric tons per day in 2025, which represents a two percent reduction in CO maintenance area emissions.

While other maintenance measures in Table 3-1 will continue to be implemented, their collective carbon monoxide reduction impact in 2025 is anticipated to be less than one percent. Therefore, no numeric credit has been taken for these measures in the maintenance demonstration. In addition to Reformulated Gasoline and Off-Road Vehicle and Engine Standards, the maintenance demonstration in this plan is dependent upon the emission reduction benefits of tighter federal emission standards for new onroad and nonroad engines, fuel requirements, and continuing fleet turnover to lower emissions from onroad and nonroad vehicles. These emission reduction benefits are reflected in the onroad and nonroad emissions shown in Tables 3-2 and 3-3.

**TABLE 3-2  
AVERAGE WEEKDAY EMISSIONS DURING THE WINTER SEASON  
IN THE CARBON MONOXIDE MODELING DOMAIN**

<b>Source Category</b>	<b>CO Emissions (metric tons/day)</b>			
	<b>2006</b>	<b>2008</b>	<b>2015</b>	<b>2025</b>
Point	0.4	0.7	18.0	18.0
Area	26.4	25.8	29.6	33.1
Nonroad	227.1	187.0	133.1	129.4
Onroad	549.1	410.0	297.9	223.4
<b>Total</b>	<b>803.0</b>	<b>623.5</b>	<b>478.6</b>	<b>403.9</b>

**TABLE 3-3  
AVERAGE WEEKDAY EMISSIONS DURING THE WINTER SEASON  
IN THE CARBON MONOXIDE MAINTENANCE AREA**

<b>Source Category</b>	<b>CO Emissions (metric tons/day)</b>	
	<b>2008</b>	<b>2025</b>
Point	0.7	19.8
Area	37.8	47.3
Nonroad	281.5	213.1
Onroad	581.6	359.4
<b>Total</b>	<b>901.6</b>	<b>639.6</b>

The data used to derive growth factors for estimating point and area source emissions were derived from the MAG Socioeconomic Projections of Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone in Maricopa County (MAG, 2007). These projections, which cover the period 2010 through 2030, are based on the 2005 Special U.S. Census conducted in Maricopa County and were approved by the MAG Regional Council in May 2007.

Onroad mobile source emissions for the 2013 Carbon Monoxide Maintenance Plan were estimated using the MOVES2010b model and traffic assignment data output by the MAG TransCAD travel demand model. The socioeconomic projections adopted by the MAG Regional Council in 2007 were also used as input to the travel demand model.

Nonroad equipment emissions were developed with the EPA NONROAD2008a model, using default NONROAD2008a activity growth rates for Maricopa County, with one exception. Equipment population and activity levels for commercial lawn and garden equipment were based on a survey performed as part of Cap and Trade Oversight Committee work (ENVIRON, 2003).

The Emissions and Dispersion Modeling System (EDMS) and Federal Aviation Administration Terminal Area Forecast system database were used to estimate future emissions for all airports, except Luke Air Force Base (AFB). Luke AFB emissions were derived from the 2008 Mobile Source Emissions Inventory for Luke AFB (Weston, 2010) and the F-35A Training Basing Environmental Impact Statement (USAF, 2012).

Details regarding the technical inputs and assumptions used in preparing the emissions inventories are provided in Chapter II of the TSD (Appendix A, Exhibit 2). The percentage contributions of CO emissions by source category are illustrated in Figures 3-1 and 3-2 for the CO modeling domain and maintenance area, respectively.

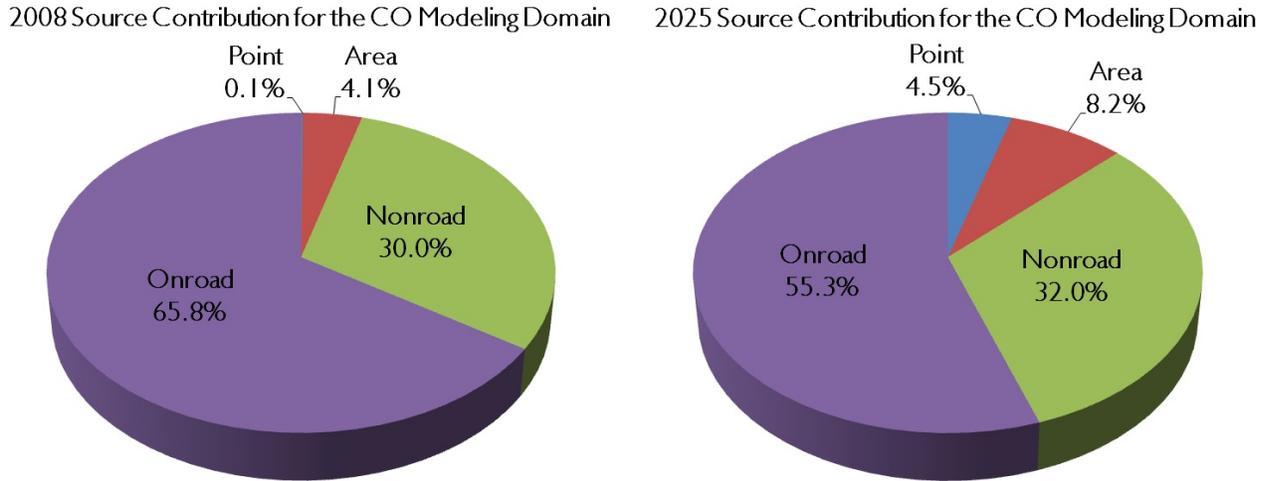
### MAINTENANCE DEMONSTRATION

The 2013 Carbon Monoxide Maintenance Plan relies on a series of technical analyses to demonstrate maintenance of the National Ambient Air Quality Standards for carbon monoxide through 2025. The maintenance demonstration assumes that the measures in Table 3-1 will continue to be implemented through 2025.

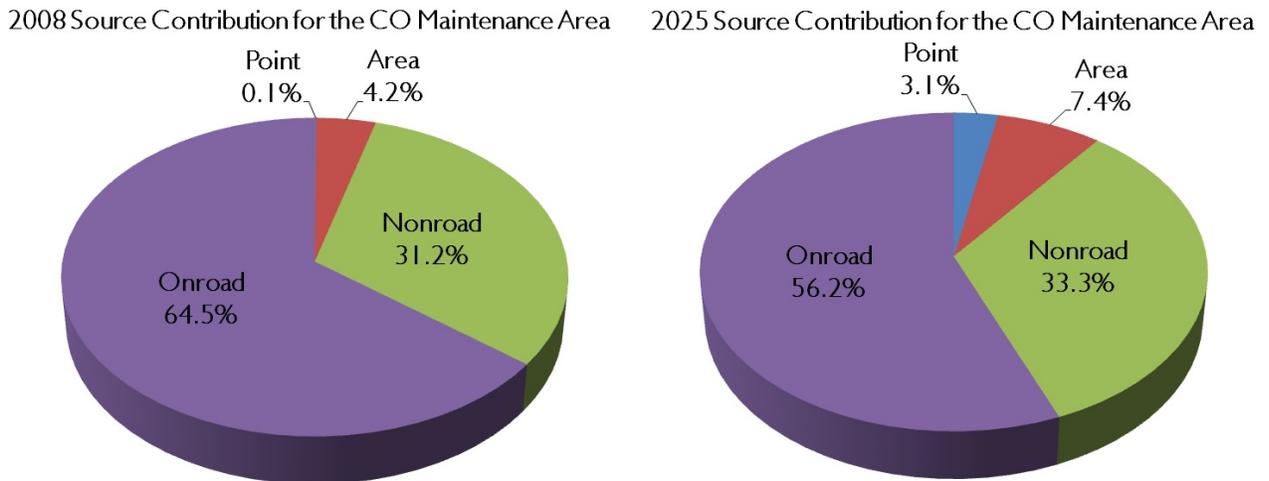
Three different modeling analyses were performed to estimate the effects of growth and emission reduction strategies on future carbon monoxide concentrations in the Maricopa County area. In addition, two weight of evidence evaluations were conducted using actual trends in air quality and meteorological data to reinforce the modeling analyses. The results of these five quantitative assessments provide assurance that there will continue to be compliance with the federal carbon monoxide standards through 2025.

A modeling protocol was developed to detail the technical approaches and assumptions to be used in demonstrating maintenance of the federal standards for carbon monoxide. The modeling protocol is contained in Appendix I of the Technical Support Document for the 2013 CO Maintenance Plan (TSD), contained in Appendix A, Exhibit 2.

**FIGURE 3-1  
2008 AND 2025 CARBON MONOXIDE EMISSIONS BY SOURCE CATEGORY FOR  
THE CARBON MONOXIDE MODELING DOMAIN**



**FIGURE 3-2  
2008 AND 2025 CARBON MONOXIDE EMISSIONS BY SOURCE CATEGORY FOR  
THE CARBON MONOXIDE MAINTENANCE AREA**



For the maintenance demonstration, two sets of carbon monoxide emissions inventories were developed representing: (1) the carbon monoxide modeling domain in 2006, 2008, 2015, and 2025 and (2) the carbon monoxide maintenance area in 2008 and 2025. The carbon monoxide modeling domain and maintenance area are illustrated in Figure 3-3. The modeling domain covers 792 square miles, while the maintenance area represents 1,814 square miles. Both of these areas are located within Maricopa County.

The 2008 Periodic Emissions Inventory for Carbon Monoxide in the Maricopa County Maintenance Area is provided in Appendix A, Exhibit 1 (MCAQD, 2012). This inventory was used to establish the 2008 base case emissions, back-cast the 2006 emissions, and project the 2015 and 2025 future emissions with control measures in place.

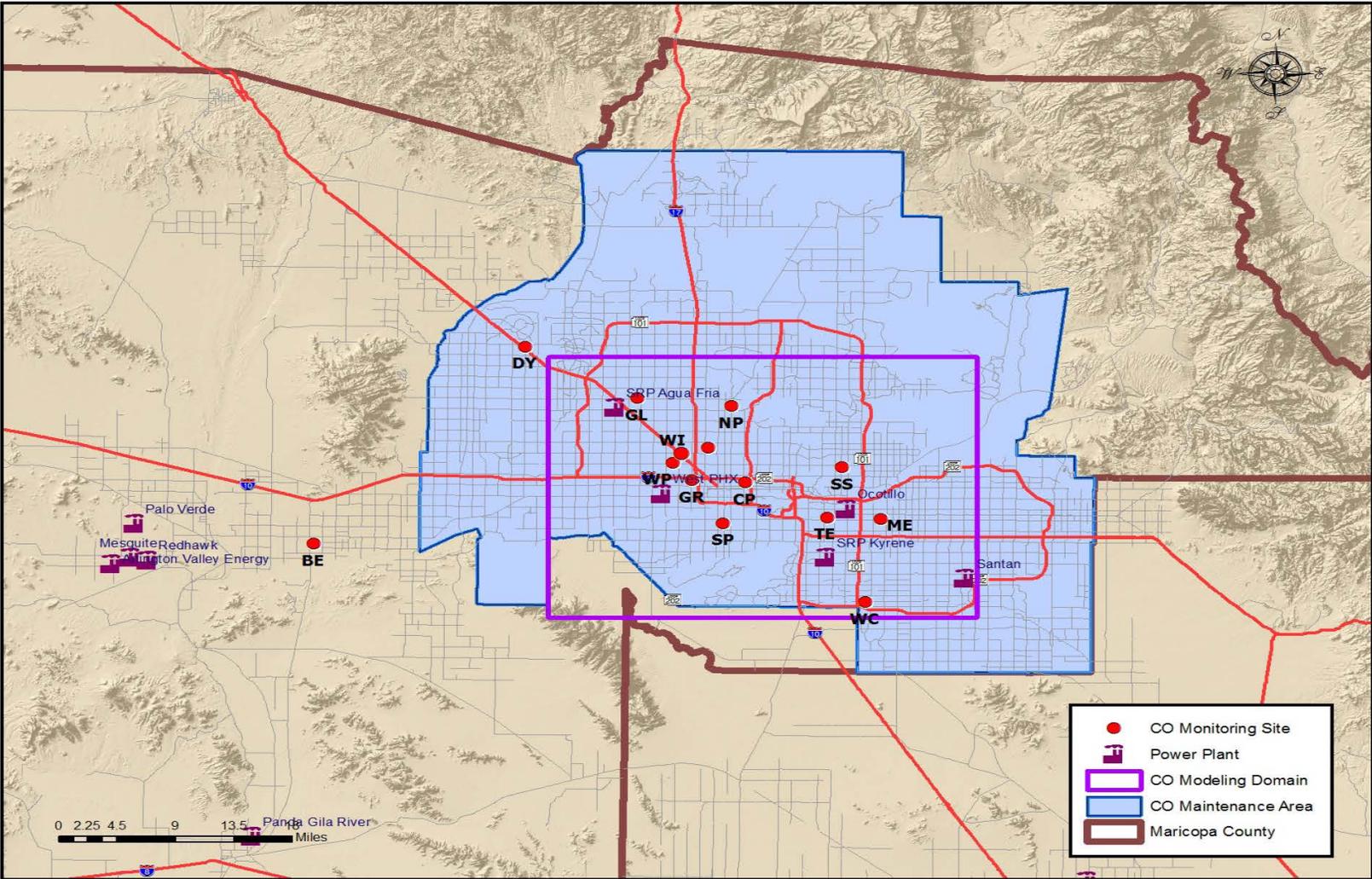
The modeling for the 2013 CO Maintenance Plan was conducted using three approaches: (1) an emissions inventory comparison, (2) a scaling of the Urban Airshed Model/CAL3QHC maximum concentration, and (3) a CAL3QHC intersection hotspot analysis. The first approach demonstrates maintenance of the standard by showing a continuing decrease in emissions levels in 2015 and 2025 compared with emissions levels in 2006 and 2008. The second approach scales the UAM/CAL3QHC maximum eight-hour concentrations for 2006 and 2015 derived from the 2003 CO Maintenance Plan based on the ratio of future year to base year total anthropogenic carbon monoxide emissions. The scaled UAM/CAL3QHC maximum concentration in 2025 was used to demonstrate maintenance of the eight-hour carbon monoxide standard.

In the third approach, CAL3QHC modeling was performed for six intersections which are expected to experience the heaviest traffic volumes and congestion in 2025. The CAL3QHC maximum eight-hour CO concentration projected for each intersection was added to the estimated background concentration for 2025. The combined background and CAL3QHC maximum eight-hour concentration at each intersection was also used to demonstrate maintenance of the eight-hour carbon monoxide standard in 2025.

In addition to the three modeling approaches described above, two weight of evidence analyses were performed to demonstrate maintenance through 2025. These include an evaluation of historical one-hour and eight-hour carbon monoxide concentration trends at monitoring sites and a regional meteorological analysis. For the first weight of evidence analysis, historical CO concentration trends for each monitoring site were developed and the trend was extended to 2015 and 2025 using regression analysis. For the second weight of evidence approach, a meteorological analysis was performed to demonstrate that the historical improvements in CO concentrations in the Maricopa County area are not due to unusually favorable meteorological conditions.

Summaries of the five technical analyses conducted as part of the maintenance demonstration are described in the subsections that follow. Details regarding these analyses and underlying technical assumptions are documented in Section IV of the TSD (Appendix A, Exhibit 2).

**FIGURE 3-3  
CARBON MONOXIDE MODELING DOMAIN AND MAINTENANCE AREA**



## **Emissions Inventory Comparison**

The emissions in the carbon monoxide modeling domain shown in Table 3-2 were estimated using the latest emissions models and planning assumptions. Table 3-4 compares the total 2006 and 2015 CO emissions in Table 3-2 with emissions derived with older models and assumptions as part of the 2003 CO Maintenance Plan. In order to estimate the maximum eight-hour CO concentration in 2025, the maximum concentration in 2006 of 5.3 ppm at the West Indian School monitor was multiplied by the ratio of 403.9 metric tons per day in 2025 divided by 803.0 tons per day in 2006. This results in an estimated maximum eight-hour concentration in the CO modeling domain of 2.7 parts per million (ppm) in 2025.

Table 3-3 indicates that total emissions in the CO maintenance area are 639.6 metric tons per day in 2025 and 901.6 metric tons per day in 2008. Applying this ratio to the maximum eight-hour CO concentration of 3.1 ppm at the West Phoenix monitor in 2008, results in an estimated maximum eight-hour CO concentration of 2.2 ppm in 2025. These two emissions inventory comparisons reveal that the maximum concentration will remain well below the eight-hour standard of 9 ppm in both the CO modeling domain and the CO maintenance area through 2025.

## **Scaled UAM/CAL3QHC Maximum Eight-Hour Concentrations**

In the MAG 2003 CO Maintenance Plan, the eight-hour carbon monoxide concentrations in the modeling domain were estimated for the years 2006 and 2015 using the EPA-approved Urban Airshed Model (UAM) and intersection hotspot model (CAL3QHC). Since the UAM/CAL3QHC predictions were derived from the emissions inventories based on older versions of models (e.g., MOBILE6) available at the time the MAG 2003 CO Maintenance Plan was developed, emissions inventories for the years 2006 and 2015, as well as the maintenance year 2025, were newly developed, as shown in Table 3-4, using the latest versions of models and updated input data. The UAM/CAL3QHC projections for the years 2006 and 2015 were adjusted by the ratio of the new to old emissions inventory totals. The adjusted 2006 and 2015 UAM/CAL3QHC estimates from the MAG 2003 CO Maintenance Plan were scaled for the maintenance year 2025.

Although the Phoenix Grand Avenue and West Indian School monitors were deactivated in 1993 and 2010, respectively, modeling conducted for the Revised MAG 1999 Serious Area CO Plan (MAG, 2001) and the MAG 2003 CO Maintenance Plan (MAG, 2003) projected that these monitored intersections would have some of the highest levels of traffic congestion and CO concentrations in future years. In addition, the West Indian School monitor recorded the peak CO concentration of 10.5 ppm during the 1994 episode that was modeled in both plans. The adjusted and scaled maximum concentrations for these two intersections, as well as the highest eight-hour CO concentrations predicted by UAM/CAL3QHC in the modeling domain, are shown in Table 3-5. The scaled maximum UAM/CAL3QHC eight-hour CO concentration for 2025 is 4.0 ppm, which is less than half the eight-hour CO standard of 9 ppm.

**TABLE 3-4  
TOTAL CARBON MONOXIDE EMISSIONS IN THE CARBON MONOXIDE MODELING  
DOMAIN**

Source	Total CO Emissions (metric tons/day)		
	2006	2015	2025
2003 CO Maintenance Plan	912.3	901.2	N/A
2013 CO Maintenance Plan	803.0	478.6	403.9

**TABLE 3-5  
UAM/CAL3QHC MAXIMUM EIGHT-HOUR CARBON MONOXIDE CONCENTRATION  
ADJUSTMENTS AND SCALED ESTIMATES FOR 2025**

(units = ppm)

	2006		2015		2025	
	UAM/ CAL3QHC	Adjusted	UAM/ CAL3QHC	Adjusted	Based on 2006	Based on 2015
WI Monitor*	7.28	6.41	6.59	3.50	3.22	2.95
WI Receptor #9	8.25	7.26	8.08	4.29	3.65	3.62
WI Receptor #8	8.08	7.11	7.84	4.16	3.58	3.51
WI Receptor #20	7.85	6.91	7.44	3.95	3.48	3.33
PHGA Monitor**	N/A	N/A	N/A	N/A	N/A	N/A
PHGA Receptor #30	8.24	7.25	7.81	4.15	3.65	3.50
PHGA Receptor #46	8.08	7.11	7.45	3.96	3.58	3.34
PHGA Receptor #29	8.03	7.07	7.39	3.92	3.56	3.31
UAM/CAL3QHC Maximum	8.92	7.85	8.06	4.28	3.95 (rounded to 4.0)	3.61

WI = West Indian School  
PHGA = Phoenix Grand Avenue

\*The WI Monitor was deactivated on June 30, 2010

\*\*The PHGA monitor values were not available (N/A) for the 1994 episode modeled with UAM/CAL3QHC (MAG, 2001; MAG, 2003), because the monitor was deactivated on March 31, 1993, due to impending reconstruction of the adjacent intersection.

\*\*\* The UAM/CAL3QHC maximum was rounded to one decimal place.

## **Intersection Hotspot Analysis**

The three intersections projected to have the highest traffic volumes and the three intersections projected to have the worst traffic congestion were identified using the MAG TransCAD traffic assignment for the year 2025. Detailed data sets were collected for each of the six intersections and they were modeled using CAL3QHC to determine the maximum eight-hour CO concentration in 2025. The modeling input assumptions and results are detailed in Section III of the TSD (Appendix A, Exhibit 2). The background eight-hour CO concentration used for all intersections was determined to be 1.3 ppm. The maximum eight-hour CO concentration in 2025, which is the sum of the intersection maximum impact and the background concentration, was projected to be 1.7 ppm at two intersections: 16<sup>th</sup> Street and Camelback Road and Priest Drive and Southern Avenue, as shown in Table 3-6. The results from the CAL3QHC intersection hotspot analysis support the conclusion that high traffic volumes and congestion will not contribute to exceedances of the eight-hour carbon monoxide standard in 2025.

## **Continued Monitored Attainment**

In addition to the three modeling analyses described above, MAG conducted two weight of evidence evaluations to support the maintenance demonstration. The first of these assessed the historical trends in one-hour and eight-hour concentrations measured at carbon monoxide monitors in the Maricopa County area. To demonstrate attainment, carbon monoxide concentrations at each monitor should not exceed the one-hour standard of 35 ppm more than once per year for two consecutive years. In addition, the eight-hour standard of 9 ppm can not be exceeded more than once per year for two consecutive years.

The trends in the second-highest eight-hour carbon monoxide concentrations at eighteen monitors for the years 1996 - 2011 are shown in Table 3-7. Similar tables showing the highest and second-highest one-hour CO concentrations and highest eight-hour CO concentrations recorded at these eighteen monitors are shown in Section IV-3-1 of the TSD (Appendix A, Exhibit 2). The one-hour carbon monoxide standard has not been violated at any monitor since 1984. The highest and second highest one-hour CO concentrations at all monitors in 2011 were 4.4 ppm and 3.9 ppm, respectively.

The second-highest eight-hour carbon monoxide concentration of 10.0 ppm was recorded at the Grand Avenue monitor in 1996. Since then, no monitor has violated the eight-hour CO standard. Eight-hour CO concentrations have continued to decline over the past decade. The highest and second highest eight-hour CO concentrations in 2011 were 3.2 ppm and 2.9 ppm, respectively.

To predict future concentrations based on the historical monitored carbon monoxide concentrations, a regression analysis was performed using data recorded at fourteen CO monitors for the period 1980 to 2011. The regression equations were used to project carbon monoxide concentrations to 2015 and 2025. Figure 3-4 shows the historical and projected

**TABLE 3-6  
 MAXIMUM CAL3QHC EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS  
 IN 2025**

**(units = ppm)**

<b>Intersection</b>	<b>CAL3QHC Maximum One-Hour CO Concentration</b>	<b>Maximum Eight-Hour CO Concentration</b>	<b>Background CO Concentration</b>	<b>Total Maximum Eight-Hour CO Concentration</b>
16 <sup>th</sup> St & Camelback Rd	0.5	0.4	1.3	1.7
107 <sup>th</sup> Ave & Grand Ave	0.4	0.3		1.6
Priest Dr & Southern Ave	0.5	0.4		1.7
7 <sup>th</sup> Ave & Van Buren St	0.4	0.3		1.6
Germann Rd & Gilbert Rd	0.4	0.3		1.6
Thomas Rd & 27 <sup>th</sup> Ave	0.4	0.3		1.6

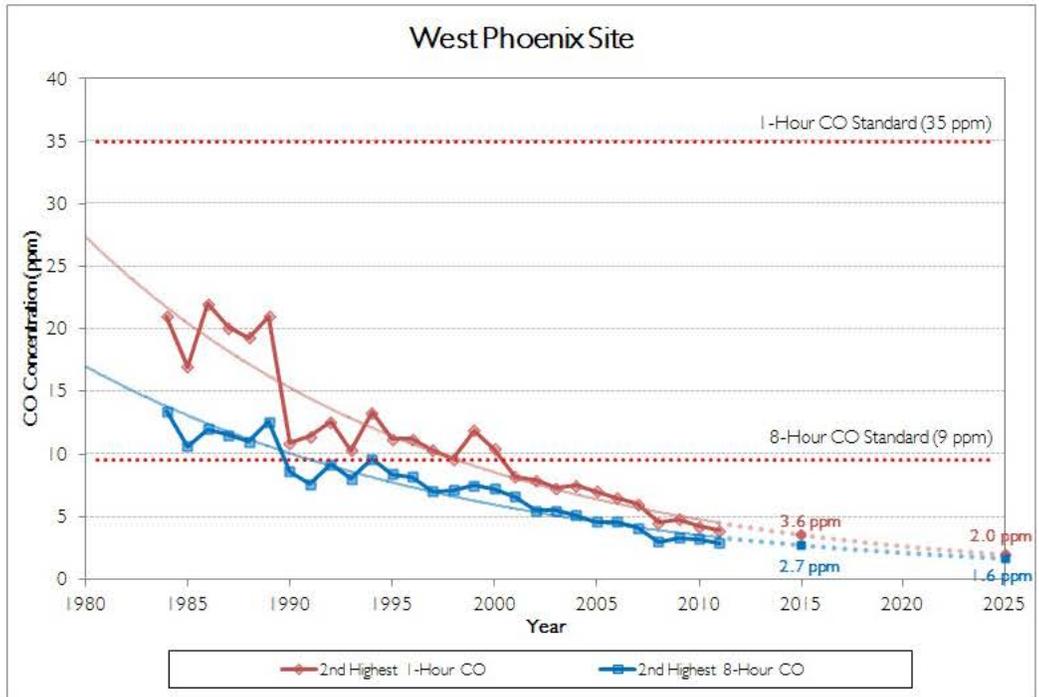
**TABLE 3-7  
SECOND HIGHEST EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS AT MONITORS IN MARICOPA COUNTY  
FOR 1996-2011**

**(units = ppm)**

Site ID	Site Name	Abbr	2 <sup>nd</sup> highest non-overlapping 8-hour CO concentrations																
			1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
04-013-0013	South Phoenix (old)*	SP	5.1	4.4	4.7	4.1													
04-013-0016	W Indian School Rd	WI	8.3	7.2	8.1	7.6	6.8	6.0	5.4	5.3	4.6	4.8	4.5	3.9	2.8	3.3	2.3		
04-013-0019	West Phoenix	WP	8.2	7.0	7.1	7.5	7.2	6.6	5.5	5.5	5.1	4.6	4.6	4.1	3.0	3.3	3.2	2.9	
04-013-0022	Grand Ave	GA	10.0	7.8	6.8	8.1	6.0	6.2	5.5										
04-013-1003	Mesa	ME	3.8	4.5	3.7	4.0	3.2	2.7	3.5	2.2	1.7	2.4	2.0	2.0	1.3	1.3	1.4	1.3	
04-013-1004	North Phoenix	NP	3.7	3.4	5.6	3.5	3.1	2.5	2.7	2.1	2.0	2.2	1.9	1.6	1.3	1.3	1.6	1.5	
04-013-2001	Glendale	GL	3.7	3.0	3.4	3.5	3.2	2.8	2.7	2.3	2.1	2.3	1.8	1.6	1.5	1.2	1.5	1.2	
04-013-3002	Central Phoenix	CP	7.5	7.2	6.3	6.0	5.2	4.1	4.1	3.8	3.3	3.8	3.2	2.9	2.2	2.1	2.2	2.1	
04-013-3003	South Scottsdale	SS	4.9	4.2	3.5	4.1	3.1	3.1	2.8	2.2	2.4	2.4	1.9	1.6	1.4	1.4	1.6	1.3	
04-013-3005	Gilbert	GI		2.2	2.7	2.4	2.0												
04-013-3006	Maryvale	MA		6.3	5.9	6.7	7.0	5.3	5.0	4.1	2.9								
04-013-3009	West Chandler (old)*	WC		2.7	2.7	2.8	2.3												
04-013-3010	Greenwood	GR		6.9	6.8	6.7	5.6	4.6	5.1	5.1	4.3	4.1	3.5	3.0	2.4	2.4	2.3	2.5	
04-013-4003	South Phoenix (new)*	SP				4.4	4.8	3.4	3.7	3.3	3.3	3.2	2.7	2.3	2.0	2.2	3.1	2.0	
04-013-4004	West Chandler (new)*	WC					2.2	2.1	2.2	2.6	2.1	2.0	2.0	1.5	1.4	1.5	1.6	1.3	
04-013-4005	Tempe	TE					3.2	3.1	3.4	2.4	1.7	2.4	2.4	1.9	1.4	2.1	1.6	2.9	
04-013-4007	Surprise	SU						1.1	1.1	0.8									
04-013-4010	Dysart	DY								1.1	1.1	1.2	0.8	1.3	1.0	0.8	0.6	0.5	
04-013-4011	Buckeye	BE									0.4	0.9	0.6	0.8	0.5	0.5	0.6	0.8	
04-013-9997	Super Site	SUPR				6.5	6.5	5.2	4.2	4.2	4.0	3.6	2.9	2.9	2.4	2.3	2.1	2.1	
<b>Maximum</b>			<b>10.0</b>	<b>7.8</b>	<b>8.1</b>	<b>8.1</b>	<b>7.2</b>	<b>6.6</b>	<b>5.5</b>	<b>5.5</b>	<b>5.1</b>	<b>4.8</b>	<b>4.6</b>	<b>4.1</b>	<b>3.0</b>	<b>3.3</b>	<b>3.2</b>	<b>2.9</b>	

\* South Phoenix and West Chandler monitors (old) were relocated to the new South Phoenix and West Chandler sites in 1999 and 2000, respectively.

**FIGURE 3-4  
 HISTORICAL ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE MONITORING  
 DATA AND PROJECTIONS FOR THE WEST PHOENIX MONITORING SITE**



trends in the second-highest one-hour and eight-hour CO concentrations at the West Phoenix monitor. The West Phoenix site has the highest projected eight-hour CO concentrations of 2.7 ppm in 2015 and 1.6 ppm in 2025. Similar graphs for the other thirteen monitors are provided in Section IV-3-1 of the TSD (Appendix A, Exhibit 2). The projected carbon monoxide concentrations based on historical data provide additional evidence that the Maricopa County area will continue to maintain the one-hour and eight-hour standards through 2025.

### **Meteorological Analysis**

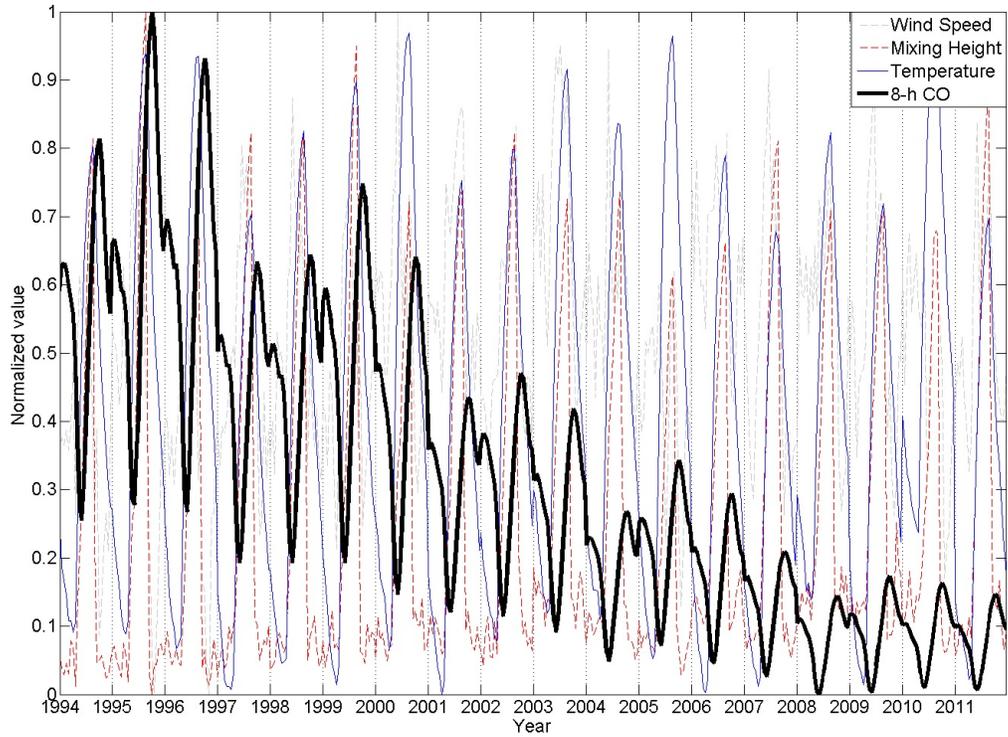
A meteorological analysis was performed to support the premise that the measured decreases in carbon monoxide concentrations are attributable to permanent and enforceable emission reductions, not unusually favorable meteorological conditions. The permanent and enforceable measures that have achieved continuing reductions in carbon monoxide concentrations, despite major increases in population, employment and vehicle travel in the region, are described in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001). For this purpose, long-term historical conditions for key meteorological parameters, including temperature, wind speed, wind direction, atmospheric stability, and mixing height, have been analyzed. The detailed results of this analysis are documented in Section IV-3-2 of the TSD (Appendix A, Exhibit 2).

Four different meteorological analyses were performed to demonstrate that the continuing trend in declining carbon monoxide concentrations in the Maricopa County area has not been due to favorable meteorological conditions. Figure 3-5 shows the results of one of these four analyses. This analysis was performed using meteorological data and eight-hour carbon monoxide concentrations for the winter seasons of 1994-2011. This graph shows clearly that maximum CO concentrations have declined, while daily wind speeds, temperatures, and mixing heights have not varied significantly over the same period.

The conclusions of the four meteorological analyses are summarized below:

- The maximum eight-hour CO concentrations have continued to decline, even though meteorological conditions during those years have not differed significantly from the 1994 episode meteorological conditions.
- The eight-hour CO concentrations have declined, while the daily variations in wind speeds, temperatures and mixing heights have not varied significantly over time.
- The one-hour CO concentrations have continued to decrease over time regardless of meteorological conditions.
- Daily maximum eight-hour CO concentrations below the CO standard were predominant during the period 1997 through 2011 under the same range of wind speeds and mixing heights.

**FIGURE 3-5**  
**NORMALIZED DIURNAL CYCLES OF WIND SPEED, TEMPERATURE, MIXING HEIGHT AND MAXIMUM EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS**



## **Maintenance Demonstration Summary**

Together, the three modeling and two weight of evidence analyses described above support a definitive conclusion that carbon monoxide concentrations will remain well below the one-hour and eight-hour standards through 2025. The following maximum eight-hour carbon monoxide concentrations were projected for 2025:

Emissions Inventory Comparison - 2.7 ppm (modeling domain); 2.2 ppm (maintenance area)

Scaled UAM/CAL3QHC Maximum Eight-Hour Concentrations - 4.0 ppm (modeling domain)

Intersection Hotspot Analysis - 1.7 ppm (near two high traffic/congested intersections)

Continued Monitored Attainment - 1.6 ppm (2nd-high at the West Phoenix monitor)

The maximum 2025 eight-hour carbon monoxide concentration projected by these four analyses was 4.0 ppm, which was based on scaled UAM/CAL3QHC modeling results from the 2003 CO Maintenance Plan. This maximum concentration in 2025 is less than half the eight-hour carbon monoxide standard of 9 ppm.

The Meteorological Analysis provides additional convincing evidence that the major reductions in carbon monoxide concentrations since 1994, despite increases in regional population, employment, and vehicle travel over this period, can be attributed to permanent and enforceable federal and local measures in the EPA-approved carbon monoxide plans for the region (MAG, 2001; MAG, 2003), rather than favorable meteorological conditions.

## **MONITORING NETWORK AND VERIFICATION OF CONTINUED ATTAINMENT**

The ambient air quality monitoring network in Maricopa County is designed to assess the extent of air pollution, ensure compliance with national legislation, evaluate control options, and provide data for air quality modeling. In accordance with 40 CFR Part 58, the Maricopa County Air Quality Department (MCAQD) currently maintains twelve carbon monoxide monitoring sites in Maricopa County, while the Arizona Department of Environmental Quality (ADEQ) operates the Supersite in central Phoenix. Table 3-8 lists the carbon monoxide monitoring sites and their addresses.

MCAQD and ADEQ will continue to operate an appropriate air quality monitoring network to collect and provide air quality data for use in demonstrating ongoing attainment of the carbon monoxide standards. If the ambient levels of carbon monoxide concentrations rise and threaten to exceed the federal standards, the reasons for these occurrences will be investigated and appropriate actions will be taken. In compliance with 40 CFR Part 58 Subpart B, an annual air monitoring network review will be conducted to determine whether the network meets the monitoring objectives defined in Appendix D of 40 CFR Part 58, whether new sites are needed, and whether existing sites are no longer needed and can be terminated.

**TABLE 3-8  
CARBON MONOXIDE MONITORING SITES IN MARICOPA COUNTY**

<b>Site ID</b>	<b>Site Name</b>	<b>Abbr</b>	<b>Address</b>	<b>City</b>
04-013-0016	West Indian School Rd*	WI	33 <sup>rd</sup> Ave & W Indian School Rd	Phoenix
04-013-0019	West Phoenix	WP	39 <sup>th</sup> Ave & Earll Dr	Phoenix
04-013-1003	Mesa	ME	Broadway Rd & Alma School Rd	Mesa
04-013-1004	North Phoenix	NP	7 <sup>th</sup> St & Dunlap Ave	Phoenix
04-013-2001	Glendale	GL	59 <sup>th</sup> Ave & W Olive	Glendale
04-013-3002	Central Phoenix	CP	16 <sup>th</sup> St & Roosevelt St	Phoenix
04-013-3003	South Scottsdale	SS	Miller Rd & Thomas Rd	Scottsdale
04-013-3010	Greenwood	GR	27 <sup>th</sup> Ave & Interstate 10	Phoenix
04-013-4003	South Phoenix	SP	Central Ave & Broadway Rd	Phoenix
04-013-4004	West Chandler	WC	Ellis St & Frye Rd	Chandler
04-013-4005	Tempe	TE	College Ave & Apache Blvd	Tempe
04-013-4010	Dysart	DY	Dysart Rd & Bell Rd	Surprise
04-013-4011	Buckeye	BE	Hwy 85 & MC 85	Buckeye
04-013-9997	Supersite	SUPR	4530 N 17 <sup>th</sup> Ave	Phoenix

\* Closed in 2010.

## CONTINGENCY PROVISIONS

Section 175A(d) of the Clean Air Act requires that the maintenance plan contain contingency provisions to ensure prompt actions to correct any violation of the carbon monoxide standard which occurs after redesignation to attainment. A contingency plan is not required to contain fully adopted contingency measures. However, the plan should contain clearly identified contingency measures to be adopted, a schedule and procedure for adoption and implementation, and a specific time limit for action by the State. In addition, specific indicators should be identified which will be used to determine when the contingency measures need to be implemented (EPA, 1992). The 2013 Carbon Monoxide Maintenance Plan addresses each of these requirements below.

Two contingency measures in this plan were also contingency measures in the EPA-approved 2003 CO Maintenance Plan: Gross Polluter Option for I/M Program Waivers and Increased Waiver Repair Limit Options (MAG, 2003). A third contingency measure, Reinstatement of the VEI Program for Motorcycles, has been added to the 2013 CO Maintenance Plan.

Consistent with EPA guidance on early implementation of contingency measures, the two contingency measures that were approved in the 2003 CO Maintenance Plan have already been implemented in the CO maintenance area (EPA, 1993). No emission reduction credit for these two contingency measures was taken in this maintenance demonstration.

A description of the contingency measures in the 2003 CO Maintenance Plan is provided in Section VII-2-2 of the Technical Support Document in Appendix A, Exhibit 2 (MAG, 2003). The reasons for converting the Expansion of Area A Boundaries from a contingency measure in the 2003 CO Maintenance Plan to a maintenance measure in the 2013 Carbon Monoxide Maintenance Plan and the addition of a new contingency measure, Reinstatement of the VEI Program for Motorcycles, are discussed below.

In November 2012, EPA proposed to approve the 110(l) SIP revision submitted by the Arizona Department of Environmental Quality (ADEQ, 2009; ADEQ, 2011) that will eliminate the requirement for motorcycles to participate in the Arizona vehicle emissions inspection and maintenance (VEI) program (EPA, 2012a). EPA has indicated that the benefits of the contingency measure, Expansion of Area A Boundaries, in the 2003 CO Maintenance Plan may be used to offset the increase in emissions attributable to the exemption of motorcycles from the VEI program. Like other contingency measures in the 2003 CO Maintenance Plan, this measure was implemented early, in accordance with EPA guidance (EPA, 1993).

The motorcycle exemption is estimated to increase total carbon monoxide emissions in Area A by 0.264 metric tons per day or 0.027 percent, while the 2003 CO Maintenance Plan estimated that the expansion of Area A boundaries mandated by S.B. 1427 in 1998 reduced total CO emissions by 0.1 percent in 2000. Since the Expansion of Area A Boundaries will be used to offset the VEI exemption, it has been converted from a contingency measure in the 2003 Maintenance Plan to a committed maintenance measure in the 2013 Carbon Monoxide Maintenance Plan.

As indicated in the ADEQ SIP revision that will exempt motorcycles from VEI testing, CAA section 175A(d) requires that the State adopt as a contingency measure any control measure that was approved in the SIP prior to redesignation, but which the State subsequently repeals or relaxes (ADEQ, 2009; EPA, 2012a). In this instance, because the EPA-approved VEI program applied to motorcycles at the time the Maricopa County area was redesignated to attainment of the carbon monoxide standards in 2005, Reinstatement of the VEI Program for Motorcycles must also be adopted as a contingency measure in the 2013 Carbon Monoxide Maintenance Plan.

The ADEQ SIP revision proposes a contingency measure to reinstate VEI testing for motorcycles in Area A if a violation of the carbon monoxide standard occurs. If a violation of the eight-hour carbon monoxide standard occurs (i.e., the second-highest reading at the same monitor over two consecutive years is 9.5 ppm or higher), reinstatement of the motorcycle VEI program will be implemented according to the following schedule: ADEQ will request that the Arizona State Legislature reinstate emissions testing of motorcycles by October following the violation. In January 2013, ADEQ will request that the Legislature enact new legislation to reinstate emissions testing of motorcycles previously exempted by the revised SIP in the Phoenix vehicle emissions testing area, beginning January 1 of the following year (ADEQ, 2009).

In general, the success of an air quality program is measured by the concentrations recorded at the monitors. In order to ensure that violations of the carbon monoxide standards do not occur in the future, ambient air quality monitoring data will be examined to determine if additional contingency measures are needed. Two verified eight-hour carbon monoxide readings exceeding 9.0 ppm at one monitor during the same winter season (November - January) will trigger consideration of additional measures, which may include the strengthening of contingency measures that have already been implemented. When the trigger is activated, additional measures would be considered on the following schedule: (A) verification of the monitoring data to be completed three months after activation of the trigger; (B) applicable measures to be considered for adoption six months after the date established in (A); and (C) resultant committed measures to be implemented within twelve months after the adoption date in (B).

## TRANSPORTATION CONFORMITY BUDGET

In accordance with the 1990 Clean Air Act Amendments (CAAA), transportation conformity requirements are intended to ensure that transportation activities do not result in air quality degradation. Section 176 of the Amendments requires that transportation plans, programs, and projects conform to applicable air quality plans before the transportation action is approved by a Metropolitan Planning Organization (MPO). The designated MPO for Maricopa County is the Maricopa Association of Governments.

Section 176(c) of the 1990 CAAA provides the framework for ensuring that Federal actions conform to air quality plans under section 110. Conformity to an implementation plan means

that proposed activities must not: (1) cause or contribute to any new violation of any standard in any area, (2) increase the frequency or severity of any existing violation of any standard in any area, or (3) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

EPA transportation conformity regulations establish criteria involving comparison of projected transportation plan emissions with the motor vehicle emissions assumed in applicable air quality plans. These regulations define the term “motor vehicle emissions budget” as meaning “the portion of the total allowable emissions defined in a revision of the applicable implementation plan (or in an implementation plan revision which was endorsed by the Governor or his or her designee) for a certain date for the purpose of meeting reasonable further progress milestones or attainment demonstrations, for any criteria pollutant or its precursors, allocated by the applicable implementation plan to highway and transit vehicles.”

The MAG 2003 CO Maintenance Plan, submitted to EPA in May 2003, established two transportation conformity budgets for the carbon monoxide modeling domain: a 2006 CO emissions budget of 699.7 metric tons per day and a 2015 CO budget of 662.9 metric tons per day. EPA found the 2006 and 2015 carbon monoxide budgets to be adequate for conformity purposes, effective October 14, 2003. In addition, these budgets were approved by EPA as part of the MAG 2003 CO Maintenance Plan, effective April 8, 2005. Currently, the approved 2006 budget applies to conformity horizon years from 2006 through 2014 and the 2015 budget applies to horizon years after 2014.

Table 3-3 indicates that the onroad mobile source emissions for the CO maintenance area will be 359.4 metric tons per day in 2025. EPA has indicated a new version of MOVES may be released in 2013 that “will incorporate multiple sources of new emissions data” and “it is too early in the development process for us to estimate the overall direction and magnitude of the emissions changes” (EPA, 2012b). To ensure that increases in carbon monoxide emission rates in future versions of the MOVES model do not cause exceedances of the 2025 conformity budget, it is proposed that a “safety margin” be applied to the 2025 onroad mobile source emissions produced by MOVES2010b.

Table 3-3 indicates that the 2008 carbon monoxide emissions estimated by MOVES2010b for the maintenance area are 581.6 metric tons per day. The maximum eight-hour carbon monoxide concentration in 2008 was 3.1 ppm (at the West Phoenix monitor), which is only one-third of the standard. Figure IV-1 in the TSD (Appendix A, Exhibit 2) indicates that carbon monoxide concentrations have declined since 2008 at all monitors and are projected to remain far below the 2008 concentrations at every monitoring site. The hotspot analysis also revealed that the traffic at high volume and heavily congested intersections will increase eight-hour carbon monoxide concentrations by a maximum of 0.4 ppm in 2025. Therefore, an increase in the 2025 conformity budget to a level below the 2008 emissions will not result in an exceedance of the carbon monoxide standard.

It is proposed that the safety margin represent 90 percent of the difference between the 2008 and 2025 carbon monoxide emissions, which is 200.0 metric tons per day. When added to the 2025 carbon monoxide emissions of 359.4 metric tons per day, this establishes a new 2025 conformity budget of 559.4 metric tons per day for the CO maintenance area. It is important to note that the 2025 budget for the CO maintenance area is less than the 2006 and 2015 conformity budgets for the CO modeling domain, even though the maintenance area is more than twice the size of the modeling domain.

Once EPA finds the new 2025 budget to be adequate (or approves the 2025 budget as part of the MAG 2013 CO Maintenance Plan), the 2025 budget for the CO maintenance area will be applied in regional conformity analyses conducted by MAG for horizon years 2025 and beyond. The 2006 and 2015 conformity budgets approved by EPA as part of the MAG 2003 CO Maintenance Plan, effective April 8, 2005, will continue to be applied in conformity analyses for horizon years prior to 2025. The approved 2006 carbon monoxide budget of 699.7 metric tons per day for the CO modeling domain will be applied in regional conformity analyses for horizon years 2006 through 2014 and the approved 2015 carbon monoxide budget of 662.9 metric tons per day for the CO modeling domain will be applied for horizon years 2015 through 2024.

#### SUBSEQUENT MAINTENANCE PLAN REVISIONS

Section 175A(b) of the Clean Air Act requires that a maintenance plan be submitted to EPA eight years after the original redesignation request and maintenance plan has been approved (i.e., by April 8, 2013). The purpose of this second maintenance plan is to demonstrate maintenance of the federal carbon monoxide standards for an additional ten years (2016-2025) following the first ten-year period (2006-2015).

No additional revisions of the carbon monoxide maintenance plan are anticipated at this time. If EPA reduces the carbon monoxide standards, the Maricopa Association of Governments, as the designated Regional Air Quality Planning Agency for the Maricopa County area, will work with ADEQ, MCAQD, ADOT and EPA to revise the State Implementation Plan, if necessary to demonstrate attainment and maintenance of the new carbon monoxide standards.

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PUBLIC HEARING ON THE  
MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN  
FOR THE MARICOPA COUNTY AREA

Phoenix, Arizona  
February 19, 2013  
5:30 p.m.

PREPARED FOR:

Maricopa Association of Governments  
(ORIGINAL)

REPORTED BY:

Debora Mitchell  
Arizona CCR No. 50768



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MARICOPA ASSOCIATION OF GOVERNMENTS 2013

Carbon Monoxide Maintenance Plan Public Hearing, taken on February 19, 2013, commencing at 5:30 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

APPEARANCES:

Ms. Lindy Bauer, Maricopa Association of Governments

Ms. Diane Arnst, Arizona Department of Environmental Quality

1 (Commencement of Public Hearing at  
2 5:30 p.m.)

3 \* \* \* \* \*

4 MS. BAUER: Good evening. My name is  
5 Lindy Bauer with the Maricopa Association of  
6 Governments, and I would like to welcome those if you  
7 that came to our public hearing on the MAG 2013 Carbon  
8 Monoxide Maintenance Plan for the Maricopa County Area.  
9 This public hearing is being jointly held by the  
10 Arizona Department of Environmental Quality and  
11 Maricopa Association of Governments to receive public  
12 comments on the draft MAG 2013 Carbon Monoxide  
13 Maintenance Plan for the Maricopa County Area.

14 Those driving to the meeting and parked in the  
15 garage can have their tickets validated by MAG staff.  
16 The public hearing will begin with some introductory  
17 remarks by the Arizona Department of Environmental  
18 Quality and then an overview presentation by the MAG  
19 staff.

20 Following the presentation, hearing  
21 participants are invited to make comments for the  
22 public record. A court reporter is present to provide  
23 an official record of the hearing. Written comments  
24 are also welcomed at the hearing.

25 For those participants who wish to speak,

1 please fill out a form on the table and place it in the  
2 box. If you need to speak early to meet a bus  
3 schedule, please tell the MAG staff, and we will  
4 accommodate your request.

5 As you come up to the podium, please state some  
6 information for the formal record, your name, and who  
7 you represent. I'd like to note that we have a timer  
8 to assist the public in their presentations. We have a  
9 three-minute time limit. When two minutes have  
10 elapsed, the yellow light will come on notifying the  
11 speaker that they have one minute to sum up. At the  
12 end of the three-minute time period, the red light will  
13 come on.

14 And now we will have some introductory remarks  
15 from the Arizona Department of Environmental Quality.

16 MS. ARNST: My name is Diane Arnst, and I am  
17 the manager of the legal support section at the Arizona  
18 Department of Environmental Quality. I am here to  
19 express support and confidence that this maintenance  
20 plan will continue to prevent any violations of the  
21 common monoxide standard, which has been met for more  
22 than 16 years.

23 MS. BAUER: Thank you very much, Diane.

24 And now we will move on to the presentation on  
25 the MAG 2013 Carbon Monoxide Maintenance Plan.

1           Thank you very much. It is a real pleasure to  
2 present this carbon monoxide maintenance plan. As you  
3 will soon see, we have been clean from this pollutant  
4 for several years. Carbon monoxide is a colorless,  
5 odorless, tasteless gas. Carbon monoxide used to be a  
6 problem here during the winter months; however, the  
7 region has met the standard and has been clean for  
8 several years.

9           To give you an overview, in April of 2005, the  
10 Environmental Protection Agency approved the revised  
11 MAG 1999 Serious Area Carbon Monoxide Plan. This plan  
12 demonstrated attainment of the standard in the year  
13 2000. At the same time, the EPA also approved the MAG  
14 2003 Carbon Monoxide Redesignation Request and  
15 Maintenance Plan. This plan demonstrated maintenance  
16 of the standard through 2015.

17           At the same time, the EPA also redesignated the  
18 Maricopa County Nonattainment Area to attainment  
19 status. We then became a maintenance area. There have  
20 been no violations of the one-hour carbon monoxide  
21 standard since 1984 and no violations of the eight-hour  
22 carbon monoxide standard since 1996.

23           The carbon monoxide maintenance area  
24 encompasses 1,882 square miles. There are 13 carbon  
25 monoxide monitors in the region; 12 of these are inside

1 of the maintenance area. Now, MAG closely tracks the  
2 air quality monitor data. Over the years there has  
3 been tremendous progress in reducing this pollutant.  
4 Several measures have been implemented by the local  
5 governments, the state, and the federal government.

6 As you can see, in 1984 there were 86 days of  
7 exceedances of the carbon monoxide standard. And look  
8 at all of the zeros. We have been clean for several  
9 years. Carbon monoxide concentrations have also  
10 decreased significantly. In 2012, the second-highest  
11 eight-hour concentration is 2.5 parts per million  
12 against a standard of 9. This is less than a third of  
13 the carbon monoxide standard. So this region at the  
14 monitors is way below the standard.

15 The MAG 2013 Carbon Monoxide Maintenance Plan  
16 is designed to meet the requirements of Section 175(b)  
17 of the Clean Air Act. The Clean Air Act requires an  
18 additional plan demonstrating maintenance of the  
19 standard for ten years beyond the initial ten-year  
20 period. This maintenance plan is due eight years from  
21 the point of when EPA redesignated this region to  
22 attainment. This was April 8, 2013, which is coming up  
23 shortly. We must demonstrate maintenance of the  
24 standard ten years after 2015, or by 2025.

25 The 2008 carbon monoxide emissions inventory

1 serves as the base for this plan. As you can see,  
2 64.5 percent of the carbon monoxide emissions are  
3 coming from onroad sources, cars and trucks for the  
4 most part. And then you can see, 31.2 percent is also  
5 coming from nonroad equipment and vehicles. Only a  
6 very small part is due to point sources and area  
7 sources.

8 Our general approach for this plan has been to  
9 rely on the measures from our prior Serious Area Carbon  
10 Monoxide Plan and Maintenance Plan that had been  
11 approved by the EPA. There are ten measures in this  
12 maintenance plan. Most are related to the vehicle  
13 emissions inspection program because this pollutant is  
14 very much tailpipe related. Then in addition there are  
15 the clean burning fireplace ordinances. And I want to  
16 point out that expansion of the Area A boundaries, this  
17 was previously a contingency measure. However, for  
18 this plan, it has been moved over to the maintenance  
19 side.

20 The carbon monoxide maintenance plan also  
21 includes contingency measures. There are three of  
22 them, and these again are tied to the vehicle emissions  
23 testing program: the gross polluter option, increased  
24 waiver repair limit options, and reinstatement of the  
25 vehicle emissions program for motorcycles.

1 I would like to point out that in November of  
2 2012, the EPA proposed to approve a plan submitted by  
3 the Arizona Department of Environmental Quality that  
4 will eliminate the requirement for motorcycles to be  
5 tested in the vehicle emissions testing program. DEQ  
6 made a commitment to reinstate the program if there is  
7 a violation of the carbon monoxide standard. So these  
8 are the three contingency measures that have benefits  
9 above and beyond what is already in the plan, above and  
10 beyond the other ten measures.

11 Now, MAG performed a series of analyses on the  
12 measures for this plan. Again, the carbon monoxide  
13 standard, the second-highest monitored value each year  
14 should not exceed 35 parts per million for the one-hour  
15 standard, 9 parts per million for the eight-hour  
16 average.

17 Three different analyses were performed: a  
18 comparison of the emission inventories, scaling maximum  
19 concentrations, and intersection analysis. In  
20 addition, there were two weight of the evidence  
21 evaluations conducted where we examined actual air  
22 quality trends and meteorological data. The results:  
23 the maximum 2025 eight-hour carbon monoxide  
24 concentration is 4 parts per million. This is less  
25 than half the standard.

1                    Now, the air quality analysis produces a pie  
2 chart in 2025 assuming that we will be at 4 parts per  
3 million. And as you can see in this pie chart, the  
4 total tonnage has been reduced greatly from the  
5 901 tons down to 639.6 metric tons per day.

6                    This pie chart also produces a motor vehicles  
7 emissions budget for transportation conforming purposes  
8 of 559.4 metric tons per day. We use the motor vehicle  
9 emission budget to test our transportation plans to  
10 ensure that transportation plans, programs, and  
11 projects will not contribute to air-quality violations.

12                   Now, at this point, I would like to point out  
13 that we have made an adjustment to the point source  
14 category due to converting English tons to metric tons.  
15 This amounts to 1.8 tons added to the point source  
16 category. This is insignificant since the 1.8 tons  
17 equates to .28 percent of the 639.6 tons. I would  
18 also like to mention that from this point forward, the  
19 plan will reflect this change to accommodate the  
20 conversion.

21                   And now in conclusion, I would like to go over  
22 the schedule for this plan. On January 18, 2013, the  
23 document became available for public review. Tonight  
24 we are having the public hearing. On February 28 the  
25 MAG Air Quality Technical Advisory Committee is

1 anticipated to make a recommendation on the plan  
2 following the consideration of public comments. The  
3 MAG Management Committee will meet on March 13, 2013,  
4 and will be making a recommendation to the MAG Regional  
5 Council.

6 The Mag Regional Council, the decision-making  
7 body of MAG, will meet on March 27, 2013. It is  
8 anticipated that MAG will then submit the plan to the  
9 Arizona Department of Environmental Quality and the  
10 Environmental Protection Agency on March 29. And this  
11 is before the plan is actually due on April 8, 2013.

12 This concludes my presentation this evening.  
13 And now we would welcome any comments that anyone has.  
14 We will open it up for public comment. Thank you very  
15 much.

16 (Call to the public.)

17 MS. BAUER: At this time there appears not to  
18 be any public comments or anyone wishing to address us  
19 on the MAG 2013 Carbon Monoxide Maintenance Plan. The  
20 Maricopa Association of Governments appreciates your  
21 interest in regional air-quality issues, and I would  
22 like to thank you for coming this evening. I will now  
23 close the public hearing. Thank you.

24 (Conclusion of public hearing at  
25 5:43 p.m.)

STATE OF ARIZONA        )  
                                  )    SS.  
COUNTY OF MARICOPA    )

BE IT KNOWN that the foregoing transcript was taken before me, Debora Mitchell, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona; that the foregoing proceedings were taken down by me using the Voice Writing method and translated into text via speech recognition under my direction; and that the foregoing typewritten pages are a full, true, and accurate transcript of all proceedings, all done to the best of my ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 20th day of February, 2013.



---

Debora Mitchell - Digital Signature

AZ Certified Reporter No. 50768

## EXCEPTIONAL EVENTS ISSUES

- By February 14, 2013, the Environmental Protection Agency (EPA) was required to approve the MAG 2012 Five Percent Plan for PM-10 in order to avoid the imposition of a federal implementation plan. The documentation for the remaining 26 exceptional event days that occurred in 2011 and 2012 had to be submitted and concurred with by EPA in time for EPA to approve the Five Percent Plan. The required documentation is extensive and represents a tremendous workload. On September 6, 2012, EPA approved the exceptional event package for five exceptional event days in July 2011. The package was more than 200 pages in length and took six months to assemble.
- The Arizona Department of Environmental Quality (ADEQ) has completed all of the required documentation with consultant assistance at an estimated cost of \$500,000, and technical assistance from Maricopa County and the Maricopa Association of Governments (MAG). EPA Region IX staff have also assisted in further streamlining the documentation. Ten packages of exceptional events became available for public review on December 3, 2012 and were transmitted to EPA on January 28, 2013. The remaining seven packages became available for public review on January 14, 2013 and were transmitted to EPA on February 13, 2013. Comments were received from the Arizona Center for Law in the Public Interest and ADEQ has responded to the comments. EPA is currently in the process of reviewing the exceptional events documentation.
- While EPA has made some improvements to their most recent draft exceptional events guidance, the documentation required is extensive. It is evident that additional streamlining still needs to be done. Background information is provided below.

## Background Information

- On July 6, 2012, the Environmental Protection Agency published a notice of availability and public comment period for the Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. The documents clarified key provisions and responded to questions and issues that have arisen since EPA promulgated the Exceptional Events Rule, and updated the prior May 2011 guidance.
- On August 31, 2012, the Maricopa Association of Governments submitted extensive comments on the Draft Guidance. While some improvements have been made, the revised guidance includes additional requirements and the documentation remains resource intensive. An overriding concern has been to develop a more streamlined and predictable approval process for exceptional events that relies on the work performed by state and local air quality agencies.
- The resource-intensive nature of the Draft Guidance has created an untenable situation for state and local air agencies that must submit exceptional event documentation either to avoid designation as nonattainment or avoid continual nonattainment designation. Especially for areas that experience frequent, recurring exceptional events, the current process is unsustainable.

- There is a need for EPA to streamline the documentation required to demonstrate exceptional events by states and the EPA process and timeline for approving exceptional events. Streamlining is critical to ensure that areas do not face continual, reoccurring nonattainment due to exceptional events beyond their control.
- The attention of the Draft Guidance needs to shift back towards ways in which the exceptional events process can efficiently grant relief to state and local air agencies that require exclusion of exceptional event data in order to attain or maintain the National Ambient Air Quality Standards.
- In the comments, MAG developed an example form which could be completed by state and local air agencies for high wind dust exceptional events to significantly streamline the exceptional event demonstrations. This form creates a straightforward description of the exceptional event, an explanation of how each element of the exceptional event rule is met, and provides for the attachment of additional information. The form allows the air agency to readily provide to EPA the level of information needed to support the demonstration on a case-by-case basis. EPA could then quickly evaluate the form, and the additional information attached, and either concur or request more information when warranted. When an air agency and EPA agree that a high wind dust exceptional event has occurred, the form greatly reduces the resources expended by both parties.
- Comments on the Draft Exceptional Events Guidance were also submitted by the Western States Air Resources Council (WESTAR), Arizona Department of Environmental Quality, Maricopa County, Associated General Contractors, Congressman Flake, and others. The workload issue and the need for additional streamlining were included in several of these comments.
- On October 19, 2012, EPA sent a letter to MAG regarding the MAG comments on the Draft EPA Exceptional Events Guidance Documents. In the letter, EPA indicated that after consideration of all the comments submitted, EPA will determine whether to issue final guidance and/or make a decision on whether to proceed with amendments to the EPA Exceptional Events Rule.
- MAG has also been working with the Washington special legal counsel and Congressional delegation staff in the event that the comments are unsuccessful in streamlining the exceptional events process and the required documentation. If legislation becomes necessary, MAG has been exploring possible legal remedies that would allow states and tribes to make exceptional events determinations. In addition, MAG had provided a redline of Congressman Flake's legislation, The Commonsense Legislative Exceptional Events Reform Act of 2012 (CLEER Act) to suggest some improvements to streamline the excessive documentation. The suggestions also included an option for EPA to allow for states to make determinations on exceptional events.
- During the December 6, 2012 Arizona Highway Users luncheon, there was some discussion regarding the exceptional events issues and the CLEER Act legislation. Interest was expressed by Representative Tobin, Senator Biggs, and the Arizona Farm Bureau in the MAG comments on the Draft EPA Exceptional Events Guidance and in the redline of the CLEER Act legislation. These items were then transmitted to them.

MAG, February 21, 2013





1 7619(b)(3)(B)(iv)) is amended by striking “to petition the  
2 Administrator to” and inserting “to submit a petition (in  
3 this section referred to as an ‘exceptional event dem-  
4 onstration’) to the Administrator to”.

5 (b) CRITERIA.—Section 319(b)(3) of the Clean Air  
6 Act (42 U.S.C. 7619(b)(3)) is amended by adding at the  
7 end the following:

8“(C) CRITERIA FOR DETERMINATION OF

9 EXCEPTIONAL EVENT DEMONSTRATION.—The

10 criteria for evidence, analyses, and documenta-  
11 tion applicable to approval or disapproval of an  
12 exceptional event demonstration under the regu-  
13 lations under this section shall be stated with  
14 specificity in order to assist States in obtaining prompt review of

exceptional events and to minimize the discretion of

15 the Administrator in approving or disapproving

16 such demonstration. The Administrator shall

17 develop such criteria in conjunction with input

18 from the States. Such criteria shall streamline the criteria and documentation  
19 required for exceptional events, reflect the

20 varying level of technical expertise and re-

21 sources available in State and local agencies,

22 ~~and~~ the varying availability of meteorological

and other monitoring data in rural areas, and the varying

meteorological and climatic conditions in different states,  
including states with arid areas. Such criteria~~and~~

~~23~~ \_\_\_\_\_ may vary with  
respect to different regions. In

24                developing such criteria, the Administrator shall

25                also consider use of an expedited or streamlined

~~f:\VHLC\041812\041812.308.xml (516275|16)~~  
~~April 18, 2012 (5:01 p.m.)~~

1 approval process and conditions under which  
2 exceptional event demonstrations may be suit-  
3 able for such a process.”.

“(D) Additional Authority.—Notwithstanding any other  
provision of this Act, the Administrator may deem a State  
petition to be approved based solely on the State’s  
determination that an exceptional event has occurred and that  
the requirements of this section are satisfied, including all  
requirements contained in paragraphs (A) and (B).”

4 (c) TIMING OF APPROVAL OR DISAPPROVAL OF EX-  
5 CEPTIONAL EVENT DEMONSTRATION.—Section 319(b)(3)  
6 of the Clean Air Act (42 U.S.C. 7619(b)(3)) is further  
7 amended by adding at the end the following:

8 “(D) TIMING OF DETERMINATION OF EX-  
9 CEPTIONAL EVENT DEMONSTRATION.—

10 “(i) DEADLINE FOR DETERMINA-  
11 TION.—Not later than 90 days after sub-  
12 mission of an exceptional event demonstra-  
13 tion, the Administrator shall approve, dis-  
14 approve, or request additional information  
15 from a State regarding such exceptional  
16 event demonstration. If the Administrator  
17 does not take any action with respect to an  
18 exceptional event demonstration within  
19 such 90-day period, such demonstration  
20 shall be considered approved.

21 “(ii) DEADLINE IF ADDITIONAL IN-  
22 FORMATION REQUESTED.—If the Adminis-

23                                   trator requests additional information from  
24   a State regarding an exceptional event  
25   demonstration under clause (i), not later

1 than 90 days after the submission of such  
2 additional information, the Administrator  
3 shall approve or disapprove such dem-  
4 onstration. If the Administrator does not  
5 approve or disapprove such a demonstra-  
6 tion for which additional information is  
7 submitted within such 90-day period, such  
8 demonstration shall be considered ap-  
9 proved.”.

10 (d) BURDEN OF PROOF.—Section 319(b)(3) of the  
11 Clean Air Act (42 U.S.C. 7619(b)(3)) is further amended  
12 by adding at the end the following:

13 “(E) BURDEN OF PROOF.—The regula-  
14 tions promulgated under this section shall pro-  
15 vide that a determination by the Administrator  
16 with respect to approval or disapproval of an  
17 exceptional event demonstration be based on a  
18 preponderance of the evidence. In making any  
19 such determination, the Administrator shall ac-  
20 cord substantial deference to the findings of the  
21 State exceptional event demonstration, ~~and may~~  
22 ~~develop and use analyses and consider evidence~~  
23 ~~not provided by such exceptional event dem-~~  
24 ~~onstration.”.~~



1 (e) APPEALS.—Section 319(b)(3) of the Clean Air  
2 Act (42 U.S.C. 7619(b)(3)) is further amended by adding  
3 at the end the following:

4 “(F) APPEALS.—Approval or disapproval  
5 by the Administrator of an exceptional event  
6 demonstration shall be considered final action  
7 subject to judicial review under section  
8 307(b).”.

(f) OTHER AMENDMENTS.—Section 319(b) of the  
Clean Air Act (42 U.S.C. 7619(b)(3)) is further amended by:

(1) striking “location or a natural event” in section  
319(b)(1)(A)(iii) and inserting in lieu thereof “location, a  
natural event or a high wind event; and”

(2) inserting after “subsection,” in section  
319(b)(1)(B), “except a high wind event,”

(3) by adding at the end the following:

“(C) Definition.—

“In this subsection –

“(i) the term ‘natural event’  
means an event in which

human activity plays little or  
no direct causal role;”

“(2) the term ‘high wind event’  
means an event where  
particulate matter is raised or  
transported by high winds.”

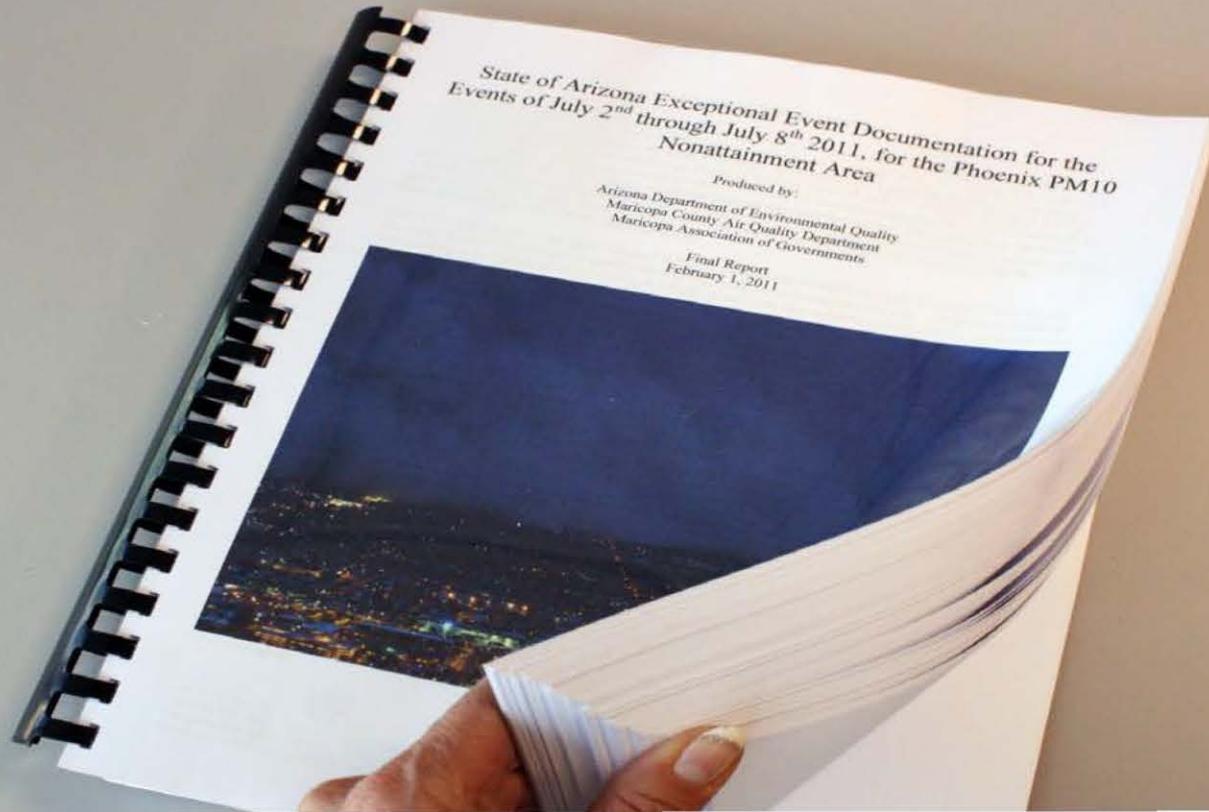
9 (g) REVISION OF REGULATIONS.—Not later than 180  
10 days after the date of enactment of this Act, the Adminis-

11 trator of the Environmental Protection Agency shall revise  
12 the regulations under section 319(b) of the Clean Air Act  
13 (42 U.S.C. 7619(b)) to carry out the amendments made  
14 by this Act.

# Haboobs Happen



# Six Months & More Than 200 Pages to Prove to EPA the Haboob was Not Man Made





August 31, 2012

Air and Radiation Docket and Information Center  
U.S. Environmental Protection Agency  
Mail Code 6102T  
1200 Pennsylvania Ave., NW  
Washington DC 20460

Attn: Docket ID No. EPA-HQ-OAR-2011-0887

Dear Sir or Madam:

The Western States Air Resources Council (WESTAR), an association of 15 western state air quality management agencies, is pleased to offer the following comments on the Environmental Protection Agency's (EPA) "Draft Guidance To Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events". WESTAR appreciates the effort EPA has made in preparing guidance to assist State and local agencies in the development of approvable exceptional events demonstrations. However, the draft guidance fails to address several fundamental issues we have raised over the years, as summarized below. Please note that the California Air Resources Board is submitting separate comments on its own behalf.

WESTAR previously commented on a preliminary draft of the subject guidance, highlighting four areas of particular concern: The level of effort needed to support an exceptional events request, including the need for a dispute resolution process; EPA's use of guidance to impose requirements on state and local agencies; The imposition of escalating emission control programs in areas subject to chronic exceptional events and; The requirement that state and local agencies show that, but for the event, there would not have been an exceedance or violation. With regard to this last issue, WESTAR reiterates its view that EPA should revise the exceptional events rule to either remove the "but for" test, or promulgate techniques that State and local agencies can use to adjust monitored data so as to remove the impact of an exceptional event.

#### Workload

WESTAR initially reached out to EPA regarding the need to streamline the demonstration process to lessen the burden on air agencies and to define uniform methods to determine the

impact of exceptional events on downwind concentrations, recognizing technical limitations and limited resources. We appreciate the effort EPA has made to address the challenges faced by State and local agencies in the implementation of the exceptional events rule, and fully support the goal of the guidance to allow air agencies to “better manage resources” given acknowledged limitations.

We think that the voluntary prospective controls analysis introduced in the June 2012 guidance has potential for significant process streamlining, both for states as well as EPA. However, a state that prepares a prospective controls analysis may not realize any benefits from such an effort if the scope of work to prepare the prospective controls analysis is not substantially less than the demonstration analysis. Other concerns include: 1.) changing circumstances, such as a controls analysis that is deemed out-of-date, causing the pre-approved analysis to be unusable as reference for the “Not Controllable or Preventable” demonstration; 2.) the review triggers a requirement to revise the prospective controls analysis.

In addition, while the draft guidance provides suggested methodology for an approvable technical demonstration, air agencies with limited resources or infrastructure will be hard pressed to submit a reasonable demonstration similar to examples cited in the guidance. For example, the sample apportionment analysis presented on page 46 of the guidance would require tremendous resource commitment for a local event and would be unattainable for a regional annual event that might occur in the desert southwest. In other places the guidance uses examples that many air agencies simply do not have the resources or technical expertise to replicate.

### Dispute Resolution

In previous comments on ways to streamline implementation of the exceptional events rule, WESTAR requested that EPA establish an administrative dispute resolution process to resolve disagreements over concurrence or approvals before a significant regulatory action is taken. The Q and A section of the draft guidance states that existing remedies are available, such as more communication with Regional Office staff, elevation to senior management, and reconsideration where errors are discovered. Inconsistencies between EPA Regional Offices in evaluating and acting on substantially similar exceptional events demonstrations have been and remain a concern - an aspect that the guidance is meant to address. While we appreciate the knowledge and abilities of Regional Office staff, we do not think the existing remedies suggested in the Q and A would be particularly effective. We reiterate our recommendation for EPA to develop an administrative dispute resolution process that could involve a third party with technical expertise.

### Guidance in Lieu of Rules

At several locations in the new guidance material, (e.g. the disclaimers in the guidance documents and Part 6 of the “Responses to First Round Significant Comments...”) EPA states that the purpose of the draft guidance is to assist states in complying with the exceptional events rule, and that the guidance documents do not change, increase, or decrease rule

requirements, and are not binding. We wholeheartedly agree. However, a number of western states have cited cases of Regional Office reviewers expecting strict adherence to the guidance, or requiring extensive additional analyses from the submitting agency to justify deviation from the guidance.

#### Not Reasonably Controllable or Preventable

WESTAR believes that the option for states to develop a prospective controls analysis is a step in the right direction. This would provide a positive mechanism to ensure that an assessment of reasonable controls does not need to be revisited with each individual event request. However, WESTAR remains concerned that the prospective controls analysis may still represent a significant workload for the states, as discussed in the workload paragraph above. In addition, it is not clear what EPA's expectations are for demonstrating the adequacy of existing state or local rules, or what the process would be for rule/program revisions suggested by EPA beyond those approved in SIPs. WESTAR is also concerned that there is a presumption by EPA that each recurring event suggests a need for increasingly more stringent controls on sources of windblown dust as a condition of concurrence. The frequency of chronically occurring natural windblown dust events in the west should not change the assessment of what constitutes reasonable controls for anthropogenic windblown dust sources.

#### The "No Exceedance But For" Demonstration

WESTAR reiterates its view that revisions to the exceptional events rule are needed to address issues related to the requirement that States demonstrate there would have been "no exceedance but for" the event (NEBF). The draft guidance includes a new recommendation that the NEBF demonstration should follow and build upon the technical demonstrations of the other required elements of the submittal, especially "Clear Causal Relationship." We agree that using these earlier analyses as the basis for the NEBF demonstration would streamline the process for *qualitative* NEBF assessments as well as for events occurring in urban areas with more extensive monitoring, as illustrated in the examples. However, the guidance is much less helpful where the event concentrations are close to the NAAQS, calling for *quantitative* NEBF analysis. Many states do not have the resources or the expertise to perform the types of refined and highly technical analyses suggested in the draft guidance. Accordingly, WESTAR believes that the NEBF test should be removed from the rule until EPA promulgates acceptable methodologies for quantifying event-caused concentrations, and examples are available.

There is a clear need to find an acceptable method or methods to quantify PM concentrations that are solely due to high wind events. We urge EPA to work with state and local agencies in a joint effort to develop commonly recognized default methodologies to separate exceedance concentrations due to high wind events from concentrations that would have occurred otherwise. By promulgating approved methods to determine event-caused contributions to downwind concentrations, the preparation of exceptional events requests by state and local agencies would be greatly simplified in most cases, as would EPA's review and approval of the request.

## Additional Comments

*Dust from Agriculture Sources:* The draft high winds guidance draws a distinction between BACM/RACM for non-agricultural sources and wind erosion best management practices (BMPs) developed by the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS) to prevent the loss of soil during high winds (p. 15 of the draft guidance). NRCS is just part of the larger agricultural community involved in the development and the implementation of wind erosion BMPs. This larger community includes the Agricultural Research Service, university researchers, the state conservation commission, conservation districts, the cooperative extension service, and farmers. EPA would benefit by using expertise available in the agricultural communities for addressing reasonable controls on agricultural lands. WESTAR urges EPA to collaborate with the agricultural community on the implementation of the Exceptional Events Rule.

*Wildfire Events:* While we understand that the primary focus of this draft guidance is dust from high wind events, there is an urgent need for EPA to work with State and local agencies on guidance for other types of exceptional events, most especially smoke impacts from fires. Likewise, we are eager to work with EPA on updates to the Interim Air Quality Policy on Wildland and Prescribed Fires.

If you have any questions or require further clarification of our comments, please contact WESTAR Executive Director Dan Johnson at 206-254-9145.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Remer".

Greg Remer, President  
Western States Air Resources Council



Janice K. Brewer  
Governor

# ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007  
(602) 771-2300 • [www.azdeq.gov](http://www.azdeq.gov)



Henry R. Darwin  
Director

August 31, 2012

U.S. Environmental Protection Agency  
Attention Docket ID No. EPA-HQ-OAR-2011-0887  
1200 Pennsylvania Avenue, NW  
Mail Code: 6102T  
Washington, DC 20460

Re: Comments to the Exceptional Event Guidance Documents

To Whom it may concern,

The Arizona Department of Environmental Quality (ADEQ) has long been a proponent for changes to EPA's Exceptional Events Rule (EER) and we appreciate the opportunity to provide comment on the *Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events* that EPA released on July 12, 2012.

ADEQ supports EPA's overall efforts to add clarity to the agency's interpretation of the existing rule and the creation of a process for reviewing exceptional events along with deadlines for action. We also agree with the guiding principle that States should not be held accountable for exceedances due to events that were beyond their control at the time of the event. Exclusion of exceptional events that overwhelm reasonable control measures from regulatory decisions enables the state to focus its resources on sources of pollution that can be controlled.

In this submittal ADEQ also incorporates by reference our June 30, 2011 comments pertaining to the May 2, 2011 version of the *Draft Guidance on the Implementation of the Exceptional Events Rule* release by EPA. ADEQ appreciates consideration of our prior comments in the latest review but believes that many comments need additional review by EPA.

ADEQ maintains that additional rulemaking remains necessary. While the draft guidance represents much needed progress, it is ultimately limited in its usefulness, as guidance can not carry the weight of rule. ADEQ believes that several of the approaches in EPA's guidance, described fully in this letter, require rule revisions before the guidance can be fully implemented.

ADEQ also supports the comments submitted by the Western States Air Resources Council (WESTAR). ADEQ is a member of WESTAR so those specific comments are not repeated in

Southern Regional Office  
400 West Congress Street • Suite 433 • Tucson, AZ 85701  
(520) 628-6733

Printed on recycled paper

this letter. Instead, this letter contains ADEQ's comments about how the proposed guidance will impact the review of Exceptional Events within its jurisdiction.

I. Need for Rule Revision

The Draft Guidance frequently presents new "optional" analyses that appear to be quasi-requirements that need to be addressed through a rule revision. Rather than requiring submitting agencies make qualifying statements about the reasonability of controls on natural sources, ADEQ suggests a rule revision stating "due to the cost of applying controls over such large land areas and the potential to disturb those areas, and because of the detrimental effect on the natural ecosystem that could result, controls on natural, undisturbed sources are not expected and no investigation of controls on natural, undisturbed sources is required."

II. Investigation of Controls on Natural Sources

The Revised Draft Guidance for High Wind Exceptional Events continues to contain language that implies that submitting agencies would need to investigate whether natural sources could have been reasonably controlled during a high wind dust event. It should be apparent that in all cases once a natural, undisturbed source is determined to have been a contributing source of particulate matter during a high wind event, not having controls on that natural, undisturbed source is reasonable and therefore, no investigation of or statements about controls on natural sources should be required as a part of an exceptional event demonstration.

EPA's response to comment 7.5.22 regarding EPA's stance on controls on natural sources states that "for a high wind event implicating only natural, undisturbed and non-anthropogenic sources, not having controls on these sources may be reasonable and therefore considered to meet the not reasonably controllable or preventable requirement". Natural sources, whether the only implicated potential sources of particulate matter for an event or not, should not require controls or any control investigation. Additionally, the use of "may be" in EPA's response to comment 7.5.22 implies that there are situations where natural, undisturbed non-anthropogenic sources may require controls in EPA's view. If this is the case, EPA should clarify in what situations they foresee requiring controls on natural undisturbed sources and why this requirement is reasonable. On page 43 of the main Guidance document, EPA seems to require that states include a statement in submittals indicating emissions from given natural sources were not reasonably controllable "due to the cost of applying controls over such a large land area and because of the detrimental effect on the natural ecosystem that could result." Additionally, as was stated in comment 7.5.22, attempting to place controls on natural sources might inherently disturb those sources, rendering them "disturbed" and thus anthropogenic in EPA's view. EPA did not address this portion of the comment in their initial response. As a part of streamlining submittals, rather than requiring submitting agencies to go through the time consuming exercise of investigating controls on natural sources and

making the sort of qualifying statement suggested on page 43, EPA should revise the rule to make it clear that controls on natural, undisturbed sources are not expected or required.

III. The Control and “Extinguishing” of Wildfires

EPA’s response to comment 1.1.9 addressing the not reasonably controllable or preventable aspect of wildfire emissions states that reasonable action should be taken to control a fire once it has started in order to meet the NRCP criteria. Additionally, EPA’s response suggests that for unplanned and unwanted fires, submitting agencies should be able to make a statement to show that they “did their reasonable best to control the extent of and extinguish the fire by taking the following actions...” The word “extinguish” is not appropriate and should be removed, as fire managers work to contain wildfires, not necessarily to extinguish them. There are times where the most reasonable action a wildfire manager can take is to remove fire crews from the ground near a wildfire for safety, and work on creating containment barriers for the fire a safe distance away and/or from the air using air resources. Due to concerns involving firefighter safety, cost, resource management, and resource objectives, it is often prudent for fire managers to monitor, confine, or contain a wildfire while allowing it to burn itself out or play its natural role until adequate precipitation ends the wildfire. These sorts of management actions should not exclude submitting agencies from pursuing Exceptional Event Demonstrations related to wildfires.

IV. Hourly Averaged winds vs. NWS 2-minute Winds and Wind Gusts

On page 40 of the Revised Draft Guidance document, EPA states in footnote 47 that “while the National Weather Service defines a “sustained wind” as the speed determined by averaging observed value over a two-minute period, the EPA believes that it would take a longer period of high wind speeds to raise enough dust to significantly influence measured 24-hour average values of PM10 or PM2.5”. Studies that may have led the EPA to this belief are not cited. ADEQ believes that such citations are necessary to support inclusion of this approach in the guidance. Short lived strong winds carrying vast amounts of PM can cause exceedances. During some of Arizona’s monsoonal outflow dominated dust events, five minute values of PM10 at monitors can reach over 10,000 micrograms, and it can only take a few extremely elevated 5-minute values to cause a 24 hour PM10 exceedance. Some studies have found that wind gusts are more strongly correlated to the onset of saltation and dust entrainment and that maximum wind gusts are a very important factor in dust generation (Holcombe et al., 1996; Zobeck and Van Pelt, 2006).

V. Interstate and International Transport and Investigating Out-of-State Controls

In EPA's response to comment 6.4.1 regarding intra-state, interstate, and international transport, it is suggested that for situations where out of state emissions contributed to an exceedance submitting states should “provide available information on the status of

control measures” and that they also may make a determination based on available information that “controls on out-of-state sources constitute reasonable controls” and that the “not reasonably controllable or preventable” criterion is satisfied. Based on jurisdictional boundaries alone, contributions from out-of-state sources are not reasonably controllable or preventable by the impacted state. Regardless of any controls on out-of-state sources, once it is determined and shown that emissions from sources outside of the submitting state contributed to an exceedance, the emissions from that contribution should be classified as not reasonably controllable or preventable and no investigation of controls or the reasonableness of controls on out-of-state sources should be required. ADEQ suggests the guidance not include a requirement for the affected state to investigate controls or the reasonableness of controls in neighboring states or countries with emissions contributing to an exceedance.

VI. Area Specific Wind Threshold Establishment

The development of area specific High Wind Thresholds will be very resource intensive and costly to develop. Additionally, High Wind Thresholds may vary over time due to changes in ground cover, soil moisture, and countless other variables.

Wind speed (default 25 mph threshold) appears to be EPA’s only criterion for the expected rigor of analysis needed in EE submittals, but numerous other variables are involved and should be considered in determining the rigor of analyses. Regarding the default 25 mile per hour threshold, ADEQ requests, as in our June 20, 2011 comments, that EPA provide literature citations or analytical process used to establish the 25 mile per hour threshold.

VII. Resource Intensity

Some of the optional components put forth in the Draft Guidance are quasi-requirements and have the potential to add significant resource commitments to develop an approvable exceptional events package. The development of area specific High Wind Thresholds will be very resource intensive and costly to develop. This also applies to development of area specific Prospective Controls Analyses, a portion of which is the development of High Wind Thresholds. Another portion (#4) of the Prospective Controls Analysis requires information on whether natural sources are reasonably controlled. ADEQ believes that no investigation of or statements about controls on natural sources should be required as a part of an exceptional event demonstration. Attempting to place controls on natural sources might inherently disturb those sources, rendering them “disturbed” and thus anthropogenic in EPA’s view. ADEQ is currently utilizing the services of a contractor to assist in the development of exceptional event submittals. The anticipated contractor cost for the Maricopa County and Yuma area exceptional events demonstrations in 2011 is estimated to be \$500,000. These additional analyses have the potential to increase that cost.

### VIII. Timeframe and Resources for EPA Review

Given the resource intensity and resource commitments being put forward by submitting agencies in researching and putting together an approvable exceptional event package, will EPA have available similar resource commitments in order to ensure the timely review of submitted packages? ADEQ will be developing and submitting EE packages on a very ambitious schedule and is concerned that concurrence may be hindered or delayed with the increased volume of exceptional event packages.

The Draft Guidance states that EPA anticipates completing their initial review of a submitted package and will provide submitting agencies with a letter outlining the preliminary assessment of completeness and whether there is a need for additional information within 120 days of submittal. However, this timing is not specified by the Exceptional Events Rule and unless adequate EPA resources are designated to completing this task, it is not clear that EPA can meet such a schedule. Additionally, the Guidance states that EPA's final decision regarding concurrence on a submitted package (for packages impacting regulatory decisions) is expected to be made within 18 months of the initial submittal. This is about 420 days or 14 months after EPA's initial (120 day) review. This timing seems excessive, particularly for packages deemed complete and requiring no supplemental information based on EPA's initial (120 day) review.

### IX. Historic Land Use

On page 11, "artificially exposed beds of natural lakes and rivers" are not eligible for exceptional event concurrence, but "naturally dry" beds of lakes and rivers are eligible. After long term drought (more than 6 months as shown with "L" for most of Arizona on the U.S. Department of Agriculture's Drought Monitor <http://droughtmonitor.unl.edu/>) it is logical to conclude that most riverbeds in Arizona become "naturally dry" no matter if they were originally dammed or not.

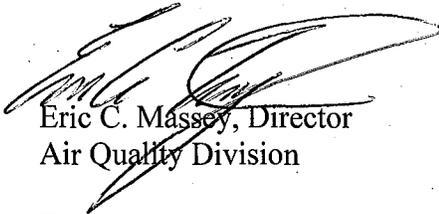
In closing, the preparation of the exceptional event demonstration packages requires extensive time and resource investments by State and Local agencies. This draft guidance appears to include more reliance on continuous ambient monitors, requires additional meteorological data collection, increased data storage and processing capabilities, independent research to establish appropriate local wind speed thresholds, inspection and enforcement databases capable of localized queries, meteorological expertise for evaluating weather phenomenon, expertise capable of producing event specific back trajectories and date specific source emission inventories, and possibly additional resources for the development of ever evolving High Wind Action Plans. Many agencies are at historically low staffing levels due to budgetary constraints. The complex data packages supporting exceptional event demonstrations often consist of 50-100 pages of technical data (tables, graphs, maps and diagrams). For each package prepared, hundred

of hours of staff time have been invested. Most agencies are already making priority decisions on which events to pursue simply based on manpower availability.

The draft guidance seems to acknowledge that EPA has similar constraints, as it discusses how EPA will prioritize review of exceptional events, and spend the most time looking at those packages that relate to regulatory decisions. In Arizona's experience, most of the exceptional event demonstrations that are submitted are related to regulatory decisions. While this guidance was meant to streamline the process for submitting and reviewing exceptional event demonstrations, ADEQ's application of the guidance to its existing exceptional events indicates that the draft guidance, as currently written, provides little or no added efficiency for ADEQ or EPA.

ADEQ appreciates EPA's efforts in this matter, and looks forward to continuing a partnership to better achieve the underlying goals of the draft guidance. If you have any questions, please contact me at (602) 771-2308.

Sincerely,



Eric C. Massey, Director  
Air Quality Division

Enclosures

cc: Deborah Jordan, EPA Region IX  
Colleen McKaughan, EPA Region IX  
William Wiley, Maricopa County Air Quality Department  
Lindy Bauer, Maricopa Association of Governments  
Don Gabrielson, Pinal County Air Quality Management District  
Ursula Kramer, Pima County Department of Environmental Quality



# Maricopa County

Air Quality Department

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September 4, 2012

Air Docket

Attention Docket Id No: EPA-HQ-OAR-2011-0887

Mail Code 6102T

U.S. Environmental Protection Agency

1200 Pennsylvania Ave. NW.,

Washington, DC 20640

To Whom It May Concern:

Maricopa County Air Quality Department (MCAQD) welcomes the opportunity to provide the following comments on EPA's draft guidance implementing the Exceptional Events Rule (EER) specifically *Draft Guidance on Preparation of Demonstrations in Support of Requests to Exclude Ambient Air Quality Data Affected by High Winds under the Exceptional Events Rule* (high Wind Guidance). This is in response to the U.S. Environmental Protection Agency's (EPA) solicitation for public comment published in Federal Register on July 6, 2012 (77 FR 39959).

MCAQD supports EPA's effort to clarify its interpretation of the existing EER and to provide an efficient and effective process to make determinations regarding air quality data affected by high-wind events over which an agency has little, if any, control. Exclusion of exceptional events that overwhelm reasonable control measures from regulatory decisions enables our agency to focus our resources on sources of pollution that can be controlled. We believe the draft guidance represents movement in the right direction, but that the guidance does not yet provide a streamlined, predictable process that can be performed by state and local agencies. As a result, MCAQD still has several key concerns.

MCAQD also supports the comments submitted by the Arizona Department of Environmental Quality (ADEQ), the Maricopa Association of Governments (MAG), and the Western States Air Resources Council (WESTAR). While we may refer to those specific comments, we are not repeating them in this letter.

## I. Level of Resources and Timeframes

Various components, including some of the optional components, put forth in the draft High Winds Guidance require significant resource commitments to develop an approvable exceptional events demonstration. Based on Arizona agencies' experiences completing exceptional event demonstrations, significant manpower and technical expertise, including thousands of dollars of consultant assistance, were required to complete the multi-day demonstration submitted for July 2 through July 8, 2011. All of this effort was necessary to document a series of weather-related events and subsequent impacts including a July 5, 2012, haboob pictured in a National Geographic article on extreme weather events (September 2012). That level of effort should not be necessary to document a request for an event of that magnitude. EPA needs to substantially streamline what air agencies must include in order for an exceptional event request to be approved.

While the July 2011 demonstrations were prepared in consultation with EPA and the agency indicated they will take action in less than the 18 months allowed in the guidance, the amount of time that has elapsed for agency preparation and EPA review still extends beyond six months. We mention six months to illustrate the disconnect between the exceptional event process as laid out by the EER / High Winds Guidance and the Clean Air Act (CAA) deadlines for determining attainment of the National Ambient Air Quality Standards (NAAQS). This is just one of several exceptional events demonstrations that must be submitted by the State and acted on by EPA to meet this impending deadline. MCAQD urges EPA to synchronize the EER and guidance with the requirements of the CAA.

## II. Wind Speed Threshold

Maricopa County has a range of soil types and textures in the complex terrain of a desert valley in which metropolitan Phoenix resides. Consequently, wind speeds and the ability of wind to overwhelm reasonable controls can vary greatly. A wind speed threshold may vary over time due to changes in ground cover, soil moisture and other variables. As a result, the development of a Maricopa County specific wind speed threshold may be event specific and will be very resource intensive, costly, and not practical to develop. MCAQD supports the analysis and recommendations of both ADEQ and MAG on wind speed threshold analyses and the related topic of hourly versus "sustained" winds.

## III. Controls on Natural Sources

The draft guidance document and EPA's response to comments document still contain language implying that agencies need to investigate where natural sources could have been reasonably controlled during a high wind event. MCAQD believes that it is neither reasonable nor required that an analysis of controls on natural, undisturbed sources of particulate matter be prepared as part of an exceptional events demonstration. Control of natural undisturbed surfaces is beyond the current authority of MCAQD. Further, MCAQD also believes that attempting to control natural, undisturbed sources could render them disturbed and thus anthropogenic under EPA's current definitions.

## IV. Optional Streamlining Mechanisms

EPA has proposed optional streamlining mechanisms for exceptional event demonstrations that include "High Wind Action Plans", "Prospective Controls Analysis", and area specific "Wind Speed Threshold" analysis. However, the level of effort necessary to develop these documents would be substantial. The "High Wind Action Plans" and "Prospective Controls Analysis" are SIP-like documents and the resources required to produce these documents as outlined in the draft guidance would tax our already limited resources and are duplicative of the SIP. Likewise, the underlying science behind a "Wind Speed Threshold" analysis is complex and would consume

extensive resources. MCAQD supports ADEQ's and MAG's comments regarding these optional streamlining mechanisms.

V. Reasonable Controls Determination

As a long time PM-10 nonattainment area, the Maricopa County PM-10 State Implementation Plan (SIP) contains an exhaustive list of control measures analyzed to meet the CAA requirements to demonstrate the implementation of Reasonably Available Control Measures (RACM), Best Available Control Measures (BACM), and Most Stringent Measures (MSM) for moderate and serious PM-10 nonattainment areas. The guidance documents, however, do not recognize these measures as reasonable and continue to link recurrence with potential additional control measure feasibility even though the event is overwhelming. EPA should offer more certainty to agencies by recognizing the extensive work included in the SIP by not requiring significant control analysis for each event.

In closing, MCAQD appreciates EPA's efforts in this area and looks forward to continuing to work with the agency on improving the guidance. In this effort, please recognize the implications of this guidance on our local citizens, economy and agencies' resources. We do not look forward to being showcased in the Natural Geographic for our Exceptional Events, but neither do we relish the work required to document them. If you have any questions, please do not hesitate to contact me at (602) 506-6443.

Sincerely,



William D. Wiley, P.E.  
Director

cc: Deborah Jordan, EPA Region IX  
Colleen McKaughan, EPA Region IX  
Eric Massey, Arizona Department of Environmental Quality  
Lindy Bauer, Maricopa Association of Governments  
Don Gabrielson, Pinal County Air Quality management District  
Ursula Kramer, Pima County Department of Environmental Quality

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DAVID R. LUKENS, Chief Operating Officer

**AGC of America**  
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA  
**Quality People. Quality Projects.**



**ELECTRONIC SUBMITTAL:** [www.regulations.gov](http://www.regulations.gov)

September 4, 2012

Air Docket  
Attention Docket ID No. EPA-HQ-OAR-2011-0887  
U.S. Environmental Protection Agency  
Mail Code: 6102T  
1200 Pennsylvania Avenue, NW  
Washington, DC 20460

**RE: Comments on EPA's Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events; Docket ID No. EPA-HQ-OAR-2011-0887**

Dear Sir or Madam:

The Associated General Contractors of America (AGC) appreciates this opportunity to provide comments on the *Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events* (Draft Guidance) published in the *Federal Register* on July 6, 2012.<sup>1</sup>

EPA's Exceptional Events Rule (EER) allows the Agency to exclude certain air-quality monitoring data when determining whether or not an area violates a National Ambient Air Quality Standard(s) (NAAQS). Under the EER, EPA may flag certain air monitoring readings as "exceptional" and exclude data from nonattainment determinations if a local air agency demonstrates that an exceptional event, such as a wildfire or dust storm, caused an air quality violation.

AGC chapters and members in arid western states face significant air quality challenges brought on by chronic wildfires, dust storms and high winds; they report that EPA has not consistently applied its Exceptional Events Rule. Many of the concerns and criticism over the EER center around the lack of clarity on what a state should include in its demonstration package, a lack of consistency between the preamble and the rule itself, as well as delays in processing and approving exceptional event submissions.

AGC is concerned that the Draft Guidance does little to reduce the overall burden required in producing and approving exceptional event documentation and – in some cases – may actually increase the effort and documentation required.

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<sup>1</sup> AGC support the comments of its Arizona Chapter and incorporates those comments herein by reference.

## About AGC

AGC is the leading trade association in the construction industry. It dates back to 1918, and it currently represents 33,000 firms in nearly 100 chapters across the United States. AGC's members include 7,500 of the nation's leading general contractors, nearly 12,500 specialty contractors and more than 13,000 material suppliers and service providers to the construction industry. These members engage in the construction of commercial buildings, hospitals and laboratories, schools, shopping centers, factories, warehouses, highways, bridges, tunnels, airports, levees, water works facilities and multi-family housing units, and they prepare sites and install the utilities necessary for housing development.

AGC members are directly impacted by the implementation of the EER and EPA's Draft Guidance. If an event is ruled an exceptional event, then a NAAQS exceedance caused by high winds, for example, would not be counted in determining whether to reclassify the attainment area as nonattainment. Additional nonattainment areas would result in additional requirements and restrictions on the business of construction. AGC is most concerned about the potential restriction on the use and operation of construction equipment that is currently out in the field, the loss of federal highway funding and the loss of economic development opportunities in urban areas. AGC and its members therefore have a great interest in the outcome of this proposed rulemaking.

The active phase of construction and the equipment used to perform this work is heavily regulated by both federal and state agencies to reduce particulate matter emissions. States with PM<sub>10</sub> non-attainment areas have fugitive dust regulations in place that apply directly to the construction industry. In many cases, construction firms must obtain permits and submit dust management plans for each active construction site, and the permits are reviewed and approved by local air pollution control officers.

As discussed above, failure by any state to prove compliance with federal air standards can have serious repercussions for construction in the area(s) so designated – including potential restriction on the use and operation of equipment, the loss of federal highway funding and the loss of economic development opportunities.

The Draft Guidance would leave several well-documented concerns unresolved—

- It would set a “wind threshold” for what constitutes high wind events for all arid areas and anything below the threshold would require extensive information and data to show that the event was not reasonably controllable or preventable. But depending on local circumstances and conditions, the actual wind speed required to cause dust exceedances from undisturbed and reasonably controlled surfaces will vary greatly.
- A lack of precipitation would be excluded from the definition of exceptional events.

- To establish an exceptional event, a state would need to show that the event caused a specific concentration, at a specific place. Doing so is difficult, for example, given the lack of particulate matter (PM) monitors and the high spatial variability of PM.
- Furthermore, in many rural areas, insufficient monitoring is available to demonstrate the “clear causal” relationships between an exceptional event and a measured exceedance even when simple visual observations would establish such a relationship.

## **EPA Should Implement “Specific, Broadly Applicable, Streamlining Mechanisms”**

States face strict deadlines to make attainment determinations that could hinge on whether or not data affected by exceptional events are included or excluded. However, EPA is under no pressure to review this paperwork in a timely manner. The EPA review process as outlined in the Draft Guidance would provide for a total of 667 days of Agency review time once a demonstration package was submitted (presuming that such a package was considered to be “complete” by the Agency).<sup>2</sup> This timeline is far too long. AGC urges EPA to work with states and local air agencies to accelerate the review and approval process for exceptional events.

AGC urges EPA to take more meaningful steps to streamline the process for producing and reviewing exceptional event demonstrations. A state must submit costly and complicated demonstration projects to EPA for its review (and for public comment) before it may exclude any exceedance(s) of any air quality standard(s) caused by naturally-occurring events such as dust storms. AGC understands that many states do not have the resources or the time required to meet the demonstration requirements for an exceptional event.

## **EPA Should Give Greater Deference to State and Local Determinations**

AGC recommends that EPA adopt additional measures (using forms, check-off lists and other straightforward mechanisms) to rely on to the judgment of air pollution officials who are responsible for the day-to-day implementation of CAA measures.

Section 319 of the CAA (42 U.S.C. § 7619) requires the Administrator to determine that an event is an exceptional event. While the Administrator is required under this section to promulgate

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<sup>2</sup> EPA is allowing itself 120 days from the initial submission of a package for responding via letter on a completeness determination and whether there is a need for additional information to be submitted. Following this process, the Draft Guidance allows EPA 547 days in order for the Agency to actually make a decision regarding an exceptional event.

regulations to “govern[ ] the review and handling of air monitoring data influenced by an exceptional event,”<sup>3</sup> the requirement for such regulations does not constrain the degree of deference that the Administrator may afford to state or local determinations regarding exceptional events. EPA is also not prevented under current regulations from providing much greater latitude to state submissions on exceptional events than is contained in the Draft Guidance. Current regulations provide only that various demonstrations to justify data exclusion be “to EPA’s satisfaction” with regard to whether air pollution concentrations in excess of a NAAQS were directly due and caused by an exceptional event.<sup>4</sup>

## Dispute Resolution

The current regulations governing exceptional events demonstrations leave the decision entirely at the discretion of the EPA, and the decisions are not subject to appeal.<sup>5</sup>

Neither the EER nor the Draft Guidance provides for a mechanism to challenge an EPA non-concurrence determination on a submission by an air regulatory agency. There is no opportunity or clear direction for a state or locality to challenge an EPA denial. This can lead to inconsistency in how EPA regional offices evaluate and act upon similar events and circumstances. AGC recommends a path for a formal appeal process to address non-action or denial by EPA.

In light of likely adoption of a more stringent federal particulate matter and ozone standards expected to drastically increase the number of non-attainment areas across the nation, it is critical that EPA streamline the information required for demonstration submittals, the processing of requests and the underlying ambiguities in the rule. But moving ahead with guidance rather than a formal revision to the rule would mean less regulatory certainty and could violate federal rulemaking procedures under the Administrative Procedures Act.

While EPA “is deferring a decision on whether to revise the Exceptional Events Rule,” AGC urges the agency to carefully consider the key concept included in legislation that Rep. Jeff Flake (R-Ariz.) recently introduced a bill in the U.S. House of Representatives intended to help states prove more efficiently and effectively that their violations of dust-pollution (i.e., particulate matter) standards qualify as “exceptional events.” AGC and its Arizona Chapter have expressed support for the Commonsense Legislative Exceptional Events Reform Act of 2012, or CLEER Act, which proposes certain changes to the federal Clean Air Act’s requirements for demonstrating exceptional events. Specifically, the bill would (1) require EPA to work with states to develop criteria for proving exceptional events; (2) create a deadline for EPA to approve

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<sup>3</sup> CAA section 319(b)(2)(B).

<sup>4</sup> See 40 C.F.R. § 50.14(a)-(b) generally and 40 C.F.R. § 50.14(b)(2) and (b)(3) with respect to fireworks and prescribed fires.

<sup>5</sup> See 42 U.S.C. § 7619(b)(A)(iv) and 40 C.F.R. § 50.149.

Docket ID No. EPA-HQ-OAR-2011-0887  
AGC of America Comments  
September 4, 2012

a state's exceptional-events documentation; (3) make EPA's decisions on exceptional events appealable; and (4) require EPA to make its decisions based on the evidence that states provide.

AGC appreciates the opportunity to comment. Thank you for taking our concerns into account. If you have any questions, please contact me at [pilconisl@agc.org](mailto:pilconisl@agc.org) or (703) 837-5332.

Sincerely,

A handwritten signature in cursive script that reads "Leah Pilconis".

Leah F. Pilconis  
Senior Environmental Advisor to AGC of America

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COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEES:  
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MILITARY CONSTRUCTION, VETERANS AFFAIRS,  
AND RELATED AGENCIES

## Congress of the United States House of Representatives

September 4, 2012

U.S. Environmental Protection Agency  
Mail Code: 6102T  
1200 Pennsylvania Ave. NW  
Washington, DC 20406

Re: Docket ID No. EPA-HQ-OAR-2011-0887

To whom it may concern,

I write to provide comments on the Environmental Protection Agency's "Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events." EPA's handling of exceptional events has been problematic to say the least, with the agency's review timeframe unpredictable, decisions arbitrary, and approach cumbersome for even routine events. Unfortunately, it appears unlikely that draft guidance will provide much in the way of a solution to these problems even if finalized.

These issues are far from academic for Arizona, specifically when it comes to additional regulatory burdens and costs. With the Phoenix area having failed to meet the dust standard since the Clean Air Act amendments of 1990, the area is one of the hardest hit when it comes to issues pertaining to particulate matter. Yet, in January of last year due to a regulatory approach that does little to account for naturally occurring dust events in the desert, the Arizona Department of Environmental Quality (ADEQ) was forced to withdraw the *MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area*. Beyond the regulatory implications, the procedural hurdles for excluding air quality data from events that cannot be prevented or controlled are staggering. For example, the San Joaquin Valley Unified Air Pollution Control District has suggested that the paperwork for just one high wind exceptional event takes more than 400 staff hours to prepare. According to ADEQ, the anticipated cost for the necessary exceptional events demonstrations for 2011 is \$500,000.

To the extent that it is intended to produce a more streamlined and predictable process for exceptional events, the draft guidance being contemplated by the agency falls woefully short. EPA noted that regional officials "worked with agencies in Arizona to incorporate approaches presented in the draft guidance documents," and that the resulting demonstration "could be transferable and serve as a model for future events for both Arizona and areas experiencing high wind dust events." However, ADEQ submitted comments critical of what appears to be an increase in time and resources necessary to prepare such a demonstration under the draft guidance, noting specifically that:

"This draft guidance appears to include more reliance on continuous ambient monitors, requires additional meteorological data collection, increased data storage and processing capabilities, independent research to establish appropriate local wind speed thresholds, inspection and enforcement database capable of localized queries, meteorological expertise for evaluating weather phenomenon,

expertise capable of producing event specific back trajectories and date specific emissions inventories, and possibly additional resources for the development of ever evolving High Wind Action Plans.”

Beyond remaining a convoluted and expensive process for states and localities to endure simply for the chance of EPA taking them off the regulatory hook for events they could not possibly control or prevent, it would appear that EPA’s decisions remain final under the draft guidance. The Western States Air Resources Council has consistently called for a “process to resolve disagreements over concurrence or approvals before significant regulatory action is taken.” There should be a process to hold EPA accountable when it comes to exceptional event demonstrations approvals. In addition, rather than leaving the decisions entirely in the hands of the agency, states should be afforded wide deference in determining which events are truly exceptional in nature and which are not.

It is unfortunate that EPA has invested in a time-consuming process of multiple rounds of reviews that appear on track to produce guidance that will not address the persistent issues associated with the exceptional events process and even lacks the enforceability of a rule. While EPA “is deferring a decision on whether to revise the Exceptional Events Rule,” I would urge the agency to take a supportive posture towards legislation I have introduced and that would provide the legislative authority for a greater degree of transparency, predictability, accountability, and state deference for the exceptional events process. Enjoying widespread support among Arizona-based, regional, and national air quality stakeholders, H.R. 5381, the Commonsense Legislative Exceptional Events Reform Act of 2012 (CLEER Act), would:

- Require EPA to review states’ exceptional events documentations within 90 days of submission, with an optional 90 days available for a one-time request for more information;
- Require EPA to do a rulemaking providing specific and publically-disclosed criteria, developed with the states, on which exceptional events demonstrations will be evaluated (that reflect the varying levels of expertise and resources available at the state and local levels, monitoring data in rural areas, and the need for an expedited approval process);
- Make EPA’s decisions on exceptional events demonstrations judicially reviewable like other Clean Air Act regulatory requirements; and
- Require EPA’s decisions on exceptional event demonstrations to be based on the preponderance of the evidence and to accord substantial deference to the analysis and findings provided by the states.

I commend EPA for recognizing that the current exceptional events approach is untenable. However, I join with Arizona state, local, and regional stakeholders in concluding that the draft guidance falls far short. It is time to provide meaningful reforms to the exceptional events process and I urge the agency to support the much needed legislative remedies found in H.R. 5381. I appreciate your attention to these comments, in accordance with existing agency rules, regulations, and ethical guidelines. For additional information on the CLEER Act, please contact Chandler C. Morse on my staff at 202-225-2635.

Sincerely,



JEFF FLAKE  
Member of Congress