

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 11, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Christopher Brady, Mesa, Chair | # Rosemary Arellano, Guadalupe |
| Darryl Crossman, Litchfield Park, Vice Chair | Gregory Rose, City of Maricopa |
| # Matt Busby for George Hoffman,
Apache Junction | Kevin Burke, Paradise Valley |
| David Fitzhugh, Avondale | Susan Daluddung for Carl Swenson, Peoria |
| Stephen Cleveland, Buckeye | Thomas Remes for Ed Zuercher, Phoenix |
| * Gary Neiss, Carefree | # Louis Anderson for Greg Stanley,
Pinal County |
| Peter Jankowski, Cave Creek | # John Kross, Queen Creek |
| Rich Dlugas, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Amber Wakeman for Dr. Spencer Isom,
El Mirage | Brad Lundahl for Fritz Behring, Scottsdale |
| # Charles Montoya, Florence | Nicole Lance for Bob Wingenroth, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Andrew Ching, Tempe |
| Ken Buchanan, Fountain Hills | Reyes Medrano, Tolleson |
| * Ernest Rubi, Gila Bend | Joshua Wright, Wickenburg |
| * Tina Notah, Gila River Indian Community | Jeanne Blackman, Youngtown |
| Heather Wilkey for Patrick Banger, Gilbert | Sintra Hoffman for John Halikowski,
ADOT |
| Brent Stoddard for Brenda S. Fischer,
Glendale | Joy Rich for Tom Manos, Maricopa County |
| Brian Dalke, Goodyear | 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.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Christopher Brady, Mesa, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Ms. Rosemary Arellano, Mr. John Kross, Mr. Charles Montoya, Mr. Louis Anderson, and Mr. Matt Busby joined the meeting via teleconference.

Chair Brady welcomed Mr. Kevin Burke, the new Paradise Valley Town Manager.

Chair Brady noted that hearing assisted devices are available from MAG staff. He announced that public comment cards were available to members of the public who wish to comment. Parking validation was available for those who parked in the MAG parking garage and transit tickets were available for those who purchased transit tickets to come to the meeting. Hearing assisted devices were available from MAG staff.

3. Call to the Audience

Chair Brady 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 Brady recognized public comment from Mr. Pat Vint, who said that he had arrived in Phoenix in 1952 after his military service in Korea. Mr. Vint stated that he has been told he cannot express himself because he gets upset. He said that he was going to speak about communication and he thought there was an article about it in agenda item #6. Mr. Vint stated that it does not matter if the microphone is turned on if a person does not speak into it. He stated that the City of Phoenix is a sneaky organization; it is having an audit of the books by the same firm that has audited it for the past three years in a row. Mr. Vint stated that they did not have a usual meeting so everyone would know about it. He said that he and Ms. Barker showed up on the 12th floor of the City of Phoenix and they were surprised to see them. Mr. Vint stated that the auditor whispered most of the time. He said that the City of Phoenix must not be able to afford microphones. Chair Brady requested that Mr. Vint restrict his comments to items relevant to MAG. He noted that MAG does not have any jurisdiction over how the City of Phoenix runs their meetings. Chair Brady asked Mr. Vint if he could comment on a topic specific to MAG. Mr. Vint stated that he was commenting on communication and the City of Phoenix is a member of MAG. Chair Brady noted that the City of Phoenix is a MAG member, but MAG has no jurisdiction over how it runs its meetings. Mr. Vint stated that MAG needed to communicate with the City of Phoenix or it would go its own stupid way where no one is accountable or responsible. He said if that does not have anything to do with Maricopa County, you had better start checking what you do. Chair Brady stated that he was satisfied that the Call to the Audience does not cover that topic and he invited Mr. Vint to comment on a topic that was relevant to MAG. Mr. Vint stated that he thought agenda item #6 was about communication. Chair Brady noted that the agenda item was not relevant to public meetings. Mr. Vint stated that the public is at the top of the chain of command at the City of Phoenix but a few years ago took the line out.

Vice Chair Darryl Crossman made a Point of Order. He said that as the Chair noted, this has nothing to do with MAG.

Mr. Vint stated that this is a disaster. His public comment period expired. He said that they come to MAG to speak as citizens. Mr. Vint stated that there would be no Maricopa County without

citizens. Chair Brady thanked Mr. Vint for his time. He noted that the public is welcome to address the committee on items relevant to MAG. Mr. Vint stated that the citizens are unwanted at meetings and questioned why they were invited.

Chair Brady recognized public comment from Mr. Marvin Rochelle, who apologized for the statements by the previous gentleman. He commented that the speaker does not understand what MAG is about. Mr. Rochelle stated that Interstate 11 would be a vital and important corridor to bring in commerce to the region and the City of Phoenix in particular. He stated that the corridor needs to be built as quickly as possible. Chair Brady thanked Mr. Rochelle.

Chair Brady recognized public comment from Mr. John Rusinek, who spoke on his ongoing dust problem and his experiences with Maricopa County. He stated that he recently spoke at a Maricopa County Board of Supervisors meeting and told them his problem has been ongoing for ten years. He said that he received a call from Valerie Beckett, the Ombudsman for planning and development at Maricopa County asking his problem. Mr. Rusinek told her that no one would read his ten-year log or look at the photographs of the non-dustproofed driveway next door. He said the problem is a 13-foot non-dustproofed easement. Mr. Rusinek stated that he met with Heather and Frank from Maricopa County and they would not listen to him and told him they could not help him. Mr. Rusinek stated that he taped the meeting. He stated that neither Maricopa County nor the City of Phoenix will help him. Mr. Rusinek stated that he has been accused of taking pictures of children and his house surveyed without his knowledge. Chair Brady thanked Mr. Rusinek.

Chair Brady recognized public comment from Ms. Dianne Barker, a downtown Phoenix resident. Ms. Barker stated that she has a business background on a commission, and in business, a person does not get paid if bad things are not fixed. She said that we are seeing people with six-figure incomes with benefits who retire early can get away with not looking at the bad because your boss is doing it also. Ms. Barker stated that at the top of the organization chart is citizenry. She mentioned how some Americans wanted George Washington to be king, but he went on to be President, and then on to a higher calling as a citizen. Ms. Barker stated that MAG does not have the citizens at the top of its organization chart. She stated that the Legislature is currently trying to close meetings. Ms. Barker stated that the citizens will be diligent in efforts to ensure that America is what it is supposed to be: is diverse, provides opportunity, and is competitive, and they will not let the nation decline. She stated that some entities are not doing their jobs and the citizens will make sure if you pick up a paycheck it is your time to pick up a paycheck. Chair Brady thanked Ms. Barker.

Chair Brady recognized public comment from Mr. Howard May, who said this was the first time he had been at MAG. He said that his goal, as a low vision transit user, is to ensure uniformity all over the region for such accommodations as shade for bus stops, sidewalks, and bus shelters. Mr. May stated that some jurisdictions have issues with funding and providing these accommodations, and he suggested there might be some way to help them until they recover financially. He stated that he really liked the video played on Channel 11 regarding the Clearview font used on street signs. Mr. May stated that Tempe and Phoenix are utilizing this font, but Glendale has not yet implemented it. He suggested that this might be due to financial constraints and perhaps the other cities could help. Chair Brady thanked Mr. May.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He extended an invitation to committee members and local government and economic development leaders to attend the Joint Planning Advisory Council meeting scheduled at 9:30 a.m. to 1:00 p.m., February 24, 2015, at the Francisco Grande Resort in Casa Grande. Mr. Smith noted that a representative from the University of Arizona Mining School and Mr. Glenn Williamson from the Canadian Consulate are among the speakers. He stated that the focus will be on the advanced manufacturing supply chains for mining and the auto sector. Mr. Smith noted that the luncheon keynote speaker will be Mr. Luis Angel Mendoza, Sr., the Purchasing Manager at Ford Motor Company.

Mr. Smith reported that the Rural Age-Friendly Collaborative is a partnership among the Arizona Age-Friendly Network (administered by MAG) and the Indiana Philanthropy Alliance and Indiana University Public Policy Institute. He stated that the Indiana delegation recently visited MAG to share best practices. Mr. Smith stated that Mayor LeVault, Mayor Price, Vice Mayor Kardinal, Councilmember Osborne, and Councilmember Tande spoke at the event and the Town of Wickenburg and City of Surprise hosted tours.

Mr. Smith stated that Dr. Michael Crow from Arizona State University spoke at the MAG Economic Development Committee meeting in February. He said that Dr. Crow spoke of educational attainment and economic development and made a correlation between educational attainment and gross domestic product (GDP). Mr. Smith displayed a slide comparing the per capita GDP of Arizona to that of other states.

Mr. Smith stated that Mayor Alejandro López Caballero from Hermosillo, Sonora, Mexico, spoke on accommodating businesses and bilateral trade at the MAG Economic Development Committee meeting in February. He reported that the mayor's wife was instrumental in the City of Hermosillo accommodating people with disabilities.

Mr. Smith stated that MAG has produced a training video for law enforcement and stakeholders on domestic violence called "Orders of Protection: A Tool for Safety." The video details the importance of both orders of protection and compassionate interaction between victims and law enforcement. Mr. Smith then played a short clip from the video, which features staff from El Mirage, Glendale, Phoenix, and Tempe, and he noted that the video was shown at the El Mirage City Council meeting. He remarked that domestic violence is very costly for all agencies.

Chair Brady thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

Chair Brady recognized public comment from Ms. Barker, who commented on conformity and air quality. She said that she was a school bus driver and she remarked that school buses have

particulate traps. Ms. Barker stated that the most vulnerable to air pollution are children and older adults. Ms. Barker expressed her concern when children would be standing by idling school buses while waiting for their ride. She stated that she has been reading about MAG's lawsuit for which it hired a law firm based in Washington, D. C., and the material discusses all of the roles of the different jurisdictions in communicating with each other. Ms. Barker stated that the Open Meeting Law provides for jurisdictions to place items received during public comment on their agendas for discussion. She noted that she provided to the City of Phoenix state law 9-500, which requires that cities of more than 50,000 adjust the work hours of municipal employees by at least 85 percent each year from October to April in order to reduce air pollution. Ms. Barker stated that implementation of control measures is the duty of member agencies. She commented on the low number of people developing the \$30 billion transportation plan for the City of Phoenix use transit. Chair Brady thanked Ms. Barker.

Chair Brady recognized public comment from Mr. Rusinek, who indicated he would speak on conformity. Mr. Rusinek discussed his experiences with Maricopa County, MAG, and the City of Phoenix. He said he spoke to Ken and Mindy and he was told about a separate ordinance than parking and maneuvering. Mr. Rusinek stated that the size of rock used in the driveway next door to his is the wrong sized rock. He stated that Phoenix staff lied when they said he had a vendetta against his neighbor. Mr. Rusinek stated that staff has not read his log. He reported that an inspector came out for a site visit and told Mr. Rusinek he was not allowed on the property, even after Mr. Rusinek volunteered to give him written permission. He stated that he has found a state ordinance that says that backyards over 3,000 square feet must be dustproofed and he added that the yard next door to him is approximately 6,000 square feet, but no one will do anything. Chair Brady thanked Mr. Rusinek.

Chair Brady asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted.

Chair Brady called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I.

Mr. Ken Buchanan moved, Mr. Joshua Wright seconded, and the motion passed unanimously.

5A. Approval of the January 7, 2015, Meeting Minutes

The MAG Management Committee, by consent, approved the January 7, 2015, meeting minutes.

5B. MAG Federally Funded, Locally Sponsored Project Development Status Report

The MAG Management Committee, by consent, recommended acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit information on the development and status of their federally funded projects that is incorporated into the Project Development Status Report. The Project Development Status Report focuses on projects funded with sub-allocated Federal Highway Administration funds (Congestion Mitigation and Air Quality,

Highway Safety Improvement Program, regionwide Transportation Alternatives, and Pinal County Surface Transportation Program). These projects are programmed to obligate in Federal Fiscal Year (FFY) 2015 (Tier 1 of the TIP process), 2016, and 2017. Table B lists the individual detail of project change line item listings for the requested amendments and modifications to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan. Table B is being considered under a separate agenda item. Information for Tier 2 and Tier 3 of the TIP process (Federal Fund Closeout), is also addressed in a separate agenda item. On January 29, 2015, the MAG Transportation Review Committee recommended acceptance of the Status Report.

5C. Information Update–Revisions to the National Highway System and Principal Arterial Network in the MAG Region

The National Highway System consists of roadways important to the nation's economy, defense, and mobility, such as Interstates, the Eisenhower Interstate System of highways, other principal arterials, the Strategic Highway Network, major strategic highway network connectors, and intermodal connectors. Congress automatically added 60,000 miles of roadways that were classified as principal arterials to the National Highway System (NHS) with the enactment of Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. In Maricopa County, this added approximately 817 centerline miles of member agency owned roadways to the NHS. During FY 2013 and FY 2014, the Arizona Department of Transportation (ADOT) and MAG reviewed and evaluated the functional classification of the principal arterial roadway system, and those facilities included in the National Highway System. On August 27, 2014, the MAG Regional Council approved changing approximately 642 miles of roadway classifications in the MAG region. The Arizona Department of Transportation submitted the MAG requested changes to the Federal Highway Administration. On December 22, 2014, the Federal Highway Administration approved the requested modifications to the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System in the MAG region. This item is included to inform member agencies that the requested changes to the functional classification and modifications to the NHS have been approved by Federal Highway Administration and the effective date of changes is December 22, 2014.

5D. MAG Regional Multimodal Level of Service Map Study Consultant Selection

The MAG Management Committee, by consent, recommended approval of the selection of Chen Ryan and Associates, Inc., to conduct the Multimodal Level of Service Map Study, for an amount not to exceed \$125,000. The Fiscal Year (FY) 2015 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, includes funding for a project to conduct Multimodal Level of Service map evaluations on pilot locations in the MAG region, with a budget of \$125,000. Multimodal Level of Service evaluates a street's ability to accommodate all user modes, including auto, bicyclists, pedestrians and transit. The methodology was developed for the Transportation Research Board and is considered an established metric for evaluating multimodal performance. On October 17, 2014, a request for proposals to conduct the project was advertised. Five teams submitted proposals, of which four met the eligibility requirements. The proposals were reviewed by a multi-agency proposal evaluation team. On January 7, 2015, the proposal evaluation team interviewed two teams, and recommended to MAG

the selection of Chen Ryan Associates, Inc., to conduct the study, for an amount not to exceed \$125,000.

5E. Pinal County Surface Transportation Program Programming and Evaluation Policy

The MAG Management Committee, by consent, recommended approval of the Pinal County Surface Transportation Program into the MAG Federal Fund Programming Guidelines. On May 9, 2013, Governor Brewer approved the MAG metropolitan planning area boundary expansion into Pinal County. The new boundaries include the Town of Florence, City of Maricopa, portions of Pinal County, and the balance of the City of Apache Junction, Gila River Indian Community, and Town of Queen Creek. With the addition of this area into MAG came an increase in sub-allocation of federal Surface Transportation Program (STP) funds, which are distributed based on population and do not impact the fiscal balance of other programs. MAG is responsible for programming these funds. A working group comprising city, county, town, and tribal managers was tasked with generating regional goals and evaluative criteria to program the sub-allocated STP funds. The working group met a total of four times between June 2014 and September 2014. The goals and evaluative criteria developed by the working group for technical review are included. On January 29, 2015, the MAG Transportation Review Committee recommended adoption.

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects for FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arizona Department of Transportation and Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5H. Approval of the MAG Solar Ready Construction and Solar Installation Checklists

The MAG Management Committee, by consent, recommended approval of the Solar-Ready Single-Family Residential Construction Checklist and the Solar Inspection Checklist for Single-Family Residences into the MAG Building Code Amendments and Standards Manual. As part of the MAG Solar Ready II project, the MAG Building Codes Committee and Solar Ready Stakeholder Group have completed work on two documents that can be used to make residential

solar installations safer and faster. The Solar-Ready Single-Family Residential Construction Checklist is an optional checklist that homebuilders can use if they build solar-ready houses, which are designed to ease the installation of solar panels at a later date. The Solar Inspection Checklist for Single-Family Residences is a checklist that solar installers can use to help avoid the most common errors found during residential solar inspections. Both checklists are optional to use and will be available at member agency building departments. On January 21, 2015, the MAG Building Codes Committee recommended approval of both checklists.

5I. 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 2016 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee (HSCC) prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, HSCC conducts a service ranking exercise to determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in December 2014 and the draft results were released for public comment in January 2015. The results reflect the prioritized listing of services as determined by the service ranking exercise completed by members of the MAG Human Services Coordinating Committee and MAG Human Services Technical Committee. The MAG Human Services Technical Committee voted to recommend approval of the draft allocations on January 8, 2015. HSCC voted to recommend approval of the draft allocations on January 28, 2015.

6. Reducing Violence Through Data and Collaborations

Amy St. Peter, MAG staff, stated that the purpose of the presentation today was to share opportunities to reduce the number of domestic violence cases by increasing collaboration. Ms. St. Peter stated that the Commission has been analyzing crime data. Ms. St. Peter noted that this project is part of the Domestic Violence Protocol Evaluation Project and she extended her appreciation to the Governor's Office for funding for the program and also to member agencies for their partnership. She introduced Mr. J. R. Blackburn, Jr., the Executive Director of the Criminal Justice Commission.

Mr. Blackburn stated that the Arizona Criminal Justice Commission is a 19-member state group that includes county attorneys, sheriffs, chiefs of police, the DPS and Department of Corrections directors, and other criminal justice stakeholders. Mr. Blackburn stated that statutorily, the Arizona Criminal Justice Commission is required to work toward the improvement of criminal justice records.

Mr. Blackburn noted that information on the Arizona Records Improvement Plan and Information Sharing Strategy was at each place. He said that the goal is to enhance public safety and security for Arizona citizens through a collaborative justice information sharing environment while protecting the privacy of citizens and the confidentiality of information. Mr. Blackburn noted that

a copy of the Plan is posted on the azcjc.gov website. He noted that federal funding is important to the Criminal Justice Commission, because other than DPS, the state does not put a lot of money toward these types of efforts.

Mr. Blackburn stated that the National Instant Background Check System (NICS) for firearms was a process for the state to leverage funding, and more than \$3 million has been received to date. He stated that NICS reporting is used to prevent certain people from obtaining firearms. Mr. Blackburn noted that categories for NICS reporting include felony convictions, active arrest warrants, orders of protection, misdemeanor domestic violence convictions, drug arrests, mental health rulings, and indictments. He added that this is in no way gun control and the Commission worked with the National Rifle Association on legislation.

Mr. Blackburn stated that improvements to the Arizona criminal justice system include the GAP Project, which focuses on inmates at the Arizona Department of Corrections who have no criminal history. He explained that there is no way to generate a record if a person was not fingerprinted during adjudication. As of February 2014, 367 of 938 GAP cases could not be processed because either the fingerprint match was inconclusive or no fingerprint was captured on the sentencing order. He explained that sometimes one person, such as a homeless person or family member, will serve the sentence of another person.

Mr. Blackburn then explained the County Report Cards to measure performance. He noted that very recently, the NICS showed an increase in cases where law enforcement records being generated do not match the cases being adjudicated. He indicated that there is more than one reason for this, but the focus of this presentation would be on the fingerprint records. Mr. Blackburn stated that there are millions of felony records in Arizona: 28 percent of the adjudication records with fingerprint records do not match up and 72 percent do match up.

Mr. Blackburn described coordinated efforts to improve business processes include policy and technical committees, the NICS Task Force, legislative liaisons, business process improvements working groups, and consultants.

Mr. Blackburn stated that almost \$10 million has been expended on this project since 2005, however, money will not solve all problems and collaboration and cooperation also are needed. Mr. Blackburn stated that in 2008, after the recession happened, their work groups collaborated the most efficiently and effectively ever because everyone was forced to be at the table.

Mr. Blackburn stated that having accurate records can reduce violence. He noted that after the third offense domestic violence and DUIs become felonies, and without accurate records, an offender would not be charged. Mr. Blackburn remarked that inaccurate records and result in some offenders being released because their record does not reflect prior felony arrests, and some people who are incarcerated should not be incarcerated during the pre-trial period. He stated that background checks and fingerprint clearances are only as good as the criminal history behind them. Mr. Blackburn stated that approximately 28 percent of people in positions such as elder caretakers, bus drivers, or school workers, who receive clearances should not receive them.

Mr. Blackburn stated that options for improving criminal justice records include developing a county stakeholder workgroup to address missing records and business process challenges, contacting the Arizona Criminal Justice Commission and apply for grants to provide for overtime to conduct research and address disposition backlogs, continuing to utilize the Arizona Criminal Justice Commission Statistical Analysis Center for updated performance metrics to track progress in completion of records, and staying involved in the statewide business process improvements, policy revisions and initiatives. Mr. Blackburn noted that many city staff are involved in these efforts already. He recollected how Judge Finn from the City of Glendale found a fingerprinting machine in an old DUI van and she fingerprints on the spot those who come to court and have no fingerprint record.

Mr. Blackburn stated that the new Program Manager is Marc Peebles. Chair Brady thanked Mr. Blackburn for his presentation. No questions from the Committee were noted.

7. Project Changes - Amendment and Administrative Modification to the FY 2014 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate to the 2035 Regional Transportation Plan, and to the FY 2015 MAG Unified Planning Work Program

Ms. Teri Kennedy, MAG staff, reported on requests for amendments and administrative modifications to the FY 2014 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, to the 2035 Regional Transportation Plan, and to the FY 2015 MAG Unified Planning Work Program.

Ms. Kennedy stated that the majority of changes shown on Table A are Arizona Department of Transportation (ADOT) general project changes, Material Cost Changes, and an amendment to the FY 2015 Work Program. She explained that one of the Material Cost Changes is an increase in the cost of a freeway project that is more than five percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million. Ms. Kennedy stated that one of the Material Cost Changes includes the design, construction, and landscaping of the interchange on the Loop 303 at the I-10 segments Phase I and Phase II. The increases on the Loop 303 relate to scope changes that added the mainline and I-10 westbound and eastbound frontage road bridges. She noted that Material Cost Changes are related to the US-60 at the Grand Avenue and Bell Road Traffic Interchange, where the current budget was based on preliminary design plans for the Median Urban Diamond design; no detailed design or cost estimate was done in establishing the original program budget. During development of the Design Concept Report and Environmental Assessment, and subsequent value analyses and risk assessments, more detailed plans and cost estimates were prepared, identifying the need for this additional funding.

Ms. Kennedy stated that the Arizona Department of Transportation has requested that MAG lead the safety planning studies, and the Avondale Strategic Transportation Safety Plan will be managed by MAG under the MAG Work Program. The addition of the Avondale Strategic Transportation Safety Plan will amend the FY2015 MAG Work Program.

Ms. Kennedy stated that Table B includes the changes related to the Project Development Status Report (agenda item #5B). Table C contains ALCP changes within the TIP. Table D contains

ALCP changes outside of the TIP window. Table E is contingent on the results of a separate agenda item, item #8.

Ms. Kennedy stated that Tables A and B include 48 ADOT regionwide projects, eight historic clean-up items, five Material Cost Changes, four Congestion Mitigation and Air Quality Improvement (CMAQ) Intelligent Transportation System projects, two CMAQ bicycle/pedestrian projects, one Transportation Alternatives bicycle/pedestrian project, eight CMAQ paving projects, six Highway Safety Improvement Program projects. Ms. Kennedy reported that Tables C and D include 28 listing changes within the TIP and four historic clean-up listing changes that reflect actuals.

Chair Brady thanked Ms. Kennedy for her efforts in tracking all of the project changes. He asked members if they had questions. None were noted.

Mr. Ken Buchanan moved to recommend approval of amendments and administrative modifications included in Tables A, B, C, and D to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and FY 2015 MAG Unified Planning Work Program. Ms. Sintra Hoffman seconded, and the motion passed unanimously.

8. Federal Fiscal Year 2015 Sub-allocated Federal Highway Administration Funds and Funding Levels for Tier 3 Programming – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan

Ms. Kennedy reported on the process for closeout of federal fiscal year 2015 funding. She explained that the purpose of the closeout process is to ensure that all Federal Highway Administration sub-allocated funds coming to MAG are obligated – a use it or lose it situation. Ms. Kennedy stated that twice per year, the status of projects is updated in the Project Development Status Report, which is a separate agenda item, #5B. She stated that the uncertainty of projects obligating for such reasons as unexpected project slippage or increases in unobligated funding. Ms. Kennedy stated that project final vouchers add unspent funds for completed projects to the region's total and redistribution of unobligated federal funds nationally adds to the region's funding. She noted that closeout funding is not guaranteed.

Ms. Kennedy reviewed the ADOT ledger report. She noted that ADOT requires sub-allocated funds for bicycle-pedestrian, ITS, transit, paving dirt roads, roadway projects, and Unified Planning Work Program related activities to be obligated on an annual basis. The funding amounts are impacted by project schedules, final vouchers, cost savings and the redistribution of unobligated funds. The available funding currently includes a correction from ADOT for an incorrectly billed freeway project from last year, and a loan that is being repaid to the SouthEastern Arizona Governments Organization.

Ms. Kennedy reported that the current MAG sub-allocated FFY 2015 Federal Highway Administration funding is estimated at approximately \$6.3 million and funding requests totaled approximately \$15.6 million.

Mr. Stephen Cleveland asked for clarification of the totals of the funding requests; the agenda material and the presentation material reflect different numbers. Ms. Kennedy apologized for the difference. She explained that the variance resulted from a 2015 project miscategorized as a 2014 project, which has since been corrected.

Ms. Kennedy stated that Federal Surface Transportation Authorization is through May 2015, and is the basis for estimating funding. She noted that final vouchers and project savings are estimated at \$4 million. Ms. Kennedy stated that this amount is subject to change, and there could be an additional \$1.3 million or \$1.4 million on top of that. She advised that not all requests can be funded. She stated that all project information must be submitted to ADOT by June 1, 2015, or additional closeout funding is forfeited.

Ms. Kennedy reviewed the options discussed by the MAG Transportation Review Committee. Option One adds additional FFY 2015 funding to cover updated engineering cost estimates or actual bid returns on current year (FY 2015) construction and/or procurement-installation work phases with a \$225,000 cap on the additional requested funding; adds additional FFY 2015 funding to cover actual bid returns on FY 2014 construction and/or procurement work phases with a \$225,000 cap on the additional requested funding; and funds a design work phase in FFY 2015 for federally funded construction or procurement projects that are programmed for FY 2016-17.

Ms. Kennedy reviewed Option Two, which adds additional FFY 2015 funding to cover updated engineering cost estimates or actual bid returns on current year (FY 2015) construction and/or procurement-installation work phases with a \$275,000 cap on the additional requested funding; adds additional FFY 2015 funding to cover actual bid returns on FY 2014 construction and/or procurement work phases with a \$275,000 cap on the additional requested funding; and funds ADOT awarded work phase projects in FY 2015 for federally funded (Safe Routes to School and Transportation Enhancement) projects that are short on funding due to revised engineering costs. Ms. Kennedy noted that no design work is funded under Option Two.

Ms. Kennedy reviewed Option Three, which adds additional FFY 2015 funding to cover updated engineering cost estimates or actual bid returns on current year (FY 2015) construction and/or procurement-installation work phases with a \$325,000 cap on the additional requested funding, and funds a design work phase in FFY 2015 for federally funded construction or procurement projects that are programmed for FY 2016-17. Ms. Kennedy stated that Option Three includes funding for design work.

Ms. Kennedy stated that Option Four A was recommended by the Transportation Review Committee. She said that it adds additional FFY 2015 funding to cover updated engineering cost estimates or actual bid returns on current year FHWA FY 2015 projects, including ADOT awarded Safe Routes to School and Transportation Enhancement projects based on requests received by January 14, 2015, up to \$600,000 additional federal funds per project, with an agency cap of \$800,000; funds FY 2015 design work phases for the five project requests as received by January 14, 2015, up to the total of \$606,162, funds the next priority order of FY 2015 Street Sweepers for Surprise #3, Surprise #4, Pinal County #1, and Buckeye; and if additional federal funds become available prior to June 1, 2015, continue to fund the remaining FY 2015 Street Sweepers

for Maricopa #1 and #2, Chandler #2, Scottsdale, Chandler #1, Pinal County #2, and Pinal County #3.

Ms. Kennedy stated that the Transportation Review Committee recommended approval to proceed with Option 4A and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program included in Table E, and as appropriate, to the 2035 Regional Transportation.

Chair Brady thanked Ms. Kennedy for her report and asked members if they had questions.

Mr. Gregory Rose asked for clarification of the reason that unfunded projects were selected. He asked if during the evaluation process, the Transportation Review Committee looked at projects that were over budget and tried to narrow the scope. Ms. Kennedy replied that the amounts for unfunded projects are above and beyond the original programming amounts. She stated that the engineering cost estimates identified some items that needed to be included and some were to address current project costs. Ms. Kennedy noted that no scope changes were allowed during closeout unless the changes resulted from an environmental process or were deemed necessary.

Mr. Cleveland asked if Option 4A included the contingency shown on the slide. Ms. Kennedy replied yes, and it provides a priority listing for street sweepers. Mr. Smith noted that historically, at the end of the closeout process, all the street sweepers are funded.

Ms. Kennedy noted that MAG is operating under the Continuing Resolution for Federal Surface Transportation Reauthorization, which runs through May 2015, and she used 2014 estimates without inflation applied. She noted that the Obligation Authority amount is still an estimate and will be better known after Congress acts on Federal Surface Transportation Reauthorization. She added that meeting the deadline of June 1, which is very close to May 15 can make for a difficult planning process to ensure that the region spends its funds in an efficient and effective manner when the amount is unknown. Ms. Kennedy stated that advance construct projects is one option after street sweepers this region relies on in case extra funding is available to ensure funding is not lost to the region. She added that this option was used both last year and the year before to get to that important zero balance.

Mr. Cleveland complimented staff and committees for their continuing efforts to recognize air quality addressed with CMAQ funds for street sweepers. Mr. Cleveland moved to recommend approval to proceed with Option 4A and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program included in Table E, and as appropriate, to the 2035 Regional Transportation. Mr. Rose seconded, and the motion passed unanimously.

9. Regional Community Network Update

Audrey Skidmore, MAG staff, reported that the Regional Community Network (RCN) is a fiber optic “private Internet” created from agency-owned fiber that helps cities and towns with operations ranging from traffic control to police and fire calls. She noted that MAG staff would be providing an update on the status of the network, opportunities for expansion and no-cost

service additions approved through the committee process to maximize the use of this infrastructure and improve government operations through the efficient use of resources.

Ms. Skidmore stated that the RCN started out as a study in 2003 that was concerned with the amount of fiber member agency IT and ITS departments were laying and looking for ways to best use that investment. Ms. Skidmore stated that one of the primary recommendations of the study was to create a private fiber network connecting MAG member agencies to support the sharing of traffic cameras and videoconferencing. The goal was to “bridge the gaps” in fiber infrastructure between the agencies and create a dependable network. Even in these early stages, there was hope the network would be used for more and they were assured that other public uses would be acceptable as long as the primary transportation use was respected.

Ms. Skidmore reported that in 2008, using \$1.6 million in previously dedicated funding, the first phase of the network became a reality with ADOT overseeing the construction and participating agencies dedicating two and sometimes more fibers to the project. Construction was complete on this phase in 2010 and control of the network was passed to MAG. Since that time, the RCN has been able to expand as additional agencies add fiber paths. Ms. Skidmore stated that currently, RCN participants represent almost 79 percent of the region’s population and 11 of the 16 Traffic Management Centers. She displayed a graphic that shows the existing reach and plans for the immediate future. Ms. Skidmore stated that the goal remains to eventually connect all of the member agencies. It also shows how the agencies are interconnected so that even if there is a fiber break, most of the agencies will still be able to communicate. Ms. Skidmore noted that Queen Creek is currently not connected, but will be connected as currently planned fiber becomes available.

Mr. Ryan Gish, MAG staff, provided a list of what this project is providing to the member agencies. He said that the traffic camera sharing is the primary goal of the network and one of the most heavily used functions. In support of this use and at the request of the agencies, MAG is supporting a pilot project using new camera sharing software that eases the sharing of cameras between agencies. Mr. Gish stated that he also visits the agencies to assist in the troubleshooting and repair of various ITS related infrastructure.

Mr. Gish stated that the second biggest use is support for 9-1-1 communications. The RCN provides a diverse additional fiber path into many of the region's Public Safety Answering Points. Mr. Gish stated that additional paths are critical in an emergency and in at least one location, the RCN was the only available secondary provider. This path is available to the 9-1-1 system at no additional cost.

Mr. Gish stated that in April 2009, the Regional Council approved a number of processes that allowed the MAG Technology Advisory Group and the MAG Intelligent Transportation Systems Committee to jointly oversee the network. In particular, these two committees can jointly approve the use of the network for additional purposes beyond the original videoconferencing and traffic camera sharing. Mr. Gish stated that these committees have taken action to do just that on several occasions.

Mr. Gish stated that the most recent addition was approved very quickly by a unanimous vote at a joint meeting of both committees in January. This action allowed the RCN to support the Multi Agency Coordination Center for the Super Bowl, Pro Bowl and Waste Management Open. The center was able to view cameras from across the Valley using the RCN to help with incident management.

Mr. Gish stated that staff is often asked when additional agencies will be added to the network. He said they are always looking for opportunities to identify and bridge the existing gaps. For example, working with Avondale and Goodyear, they were able to get a small addition to an ADOT Freeway Management System project that will add them to the network by 2016. Mr. Gish stated that they are also planning to try to connect one or more agencies via wireless as a stopgap while they wait for more fiber opportunities. Mr. Gish stated that they are collecting information on existing and planned fiber from member agencies in hopes of finding more locations where limited investment will help the most. Mr. Gish stated that this information is sensitive and is not being distributed beyond the agencies. He said that the goal is to eventually connect all the agencies in a way that really capitalizes on existing and planned infrastructure spending. Mr. Gish stated that the RCN is providing a functional, secure network that supports a variety of transportation and public safety needs by using existing investments as efficiently as possible.

Chair Brady thanked Ms. Skidmore and Mr. Gish for their presentation and asked members if they had questions.

Mr. Cleveland asked how communities could be added to the network. He noted that Wickenburg, Gila Bend, and Buckeye were not on the graphic. Ms. Skidmore replied that the original plan was to connect all agencies, and she noted that the graphic illustrated the agencies that could be added in the near term. Ms. Skidmore stated that they are looking at Buckeye as a possible wireless hop, and she added that conduit is a part of the Interstate 10 project, making fiber an option in the future. She stated that this likely will not be in the near-term and they are trying to connect agencies with traffic management centers first.

Mr. Smith noted that the only way the RCN could be accomplished is through the great cooperation with member agency IT departments. He noted that Mr. Gish has the technical expertise to splice the fiber and Maricopa County Department of Transportation has lent its splicing machine to MAG. Mr. Smith added that the passion behind the project from the beginning has been Ms. Skidmore. He stated that the RCN was instrumental in behind the scenes activities at the Super Bowl.

Mr. Alfonso Rodriguez asked whom he could contact regarding opportunities for Fort McDowell since they are so far away, although it does have its own 9-1-1 system and fiber. Ms. Skidmore replied that the RCN does not have a lot of money, but MAG is always looking for opportunities that make the most sense. Ms. Skidmore stated that the Fort McDowell representative frequently attends the MAG Technology Advisory Group meetings. She noted that agencies interested in participating should let Mr. Gish know about their fiber infrastructure and facilities and that of neighboring agencies. Ms. Skidmore stated that most agencies have dedicated at least two fibers to the RCN, and some even more.

10. Interstate 10/Interstate 17 Corridor Master Plan Update

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/Interstate 17 Corridor Master Plan and a demonstration of the MetroQuest tool for public outreach. Mr. Hazlett stated that this 35-mile section of the region's freeway system is referred to as "The Spine." He noted that \$1.47 billion is programmed in the Regional Transportation Plan for improvements to this corridor.

Mr. Hazlett stated that this corridor extends from the North Stack (Interstate 17/Loop 101) to the Pecos Stack (Interstate 10/Loop 202). He said that the corridor involves the MAG member agencies of ADOT, Chandler, Guadalupe, Phoenix, and Tempe. Mr. Hazlett noted that about 40 percent of the daily freeway trips in Metro Phoenix use some portion of the corridor.

Mr. Hazlett stated that for a number of years, ADOT was conducting environmental impact statement studies, but there was little guidance as to the vision for the corridor. He stated that Interstate 10/Interstate 17 Corridor Master Plan began in response to the 2012 decision for suspending the two environmental impact statement studies for the corridor between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges.

Mr. Hazlett stated that on October 31, 2014, a joint meeting of the participating agencies was held to define a path forward for the corridor. He stated that improvements include a near term improvement strategy to address bottlenecks in the corridor.

Mr. Hazlett stated that the Corridor Master Plan is a four-step process to identify the vision for Interstate 10 and Interstate 17. He stated that the goal is for completion in 2016. Mr. Hazlett displayed a photograph of the Charter Partners, which includes elected officials and executive directors, the Management Partners, which includes staff from MAG, ADOT and Federal Highway Administration Arizona, and the Planning Partners, which includes Federal Highway Administration, Federal Aviation Administration, ADOT, MAG, Chandler, Guadalupe, Phoenix, Tempe, and Valley Metro.

Mr. Hazlett stated that public meetings will be launched on February 23, 2015. He noted that a project fact sheet was at each place. Mr. Hazlett stated that MetroQuest, a public outreach tool, was developed. He described it as a bilingual online engagement/survey tool used to obtain input regarding the public's values, concerns, and feedback on potential scenarios and improvements. He stated that MetroQuest is more interactive than just taking a survey. Mr. Hazlett stated that MetroQuest will be embedded into the study website: spine.azmag.gov, which will be live approximately the second week of February. He noted that an online survey would be available throughout the duration of the public comment period and is mobile compatible.

Mr. Hazlett then demonstrated MetroQuest. He said the starting point is a ten-minute survey where respondents are asked to rate their priorities. Mr. Hazlett noted that respondents can suggest additional priorities and can rate strategies. He said that respondents will be able to report where they are experiencing problems and can offer comments about a particular freeway segment. Mr. Hazlett stated that respondents can add their demographic information and can opt in if they would like to receive updates about the study. He added that the website also will be

able to disregard responses not from this region. Mr. Hazlett stated that staff will be able to access all of the data received from the survey when completed. He said they anticipate they will be able to determine trends that traffic data might not reveal.

Mr. Hazlett stated that the public information meetings will take place on February 25 at the Academia Del Pueblo Elementary School Gym at 201 E. Durango Street, Phoenix; February 26 at the Deer Valley Community Center at 2001 W. Wahalla Lane, Phoenix; and on March 4 at the Sheraton Four Points Inn (formerly Grace Inn) at 10831 S. 51st Street, Phoenix. He noted that all meetings will take place from 6:00 p.m. to 8:00 p.m. Mr. Hazlett stated that planning, environmental, engineering and safety work done to date will be available at the meetings and he added that iPads or tablets will be available for the public to use.

Mr. Hazlett stated that a Near Term Improvement Strategy for the corridor is under development and study by ADOT. He said that multiple options are under consideration, including those targeting bottlenecks and enhancing traffic operations. Candidate projects must rapidly meet environmental requirements and a near-term construction timeframe.

Mr. Hazlett reported on possible near term improvements on Interstate 10, which include striping an additional outbound lane between SR-51/SR-202L and US-60 (unknown if this would be a High Occupancy Vehicle lane or a General Purpose lane); adding collector/distributor roads between SR-143 and US-60 to eliminate weave; adding a bicycle/pedestrian overpass at Tempe Diablo Stadium to allow for parking on both sides of the freeway; adding an extra General Purpose lane between Baseline Road and the Pecos Stack (Loop 202); and adding a bicycle/pedestrian overpass at Guadalupe Road. Mr. Hazlett reported that possible near term improvements on Interstate 17 could include reconstructing ramps between 16th Street and 19th Avenue, which are among the oldest sections of the freeway.

Mr. Hazlett stated that one of the most important improvements is Active Traffic Management, which reduces the potential for crashes when speed and conditions change; reduces congestion with variable speed limits, lane control, and adaptive ramp metering; improves reliability and enhances information to motorists; and provides meaningful traffic-flow benefits at a relatively low cost, and coordinated with local communities. He explained that one of the things they are trying to eliminate with Active Traffic Management is the “shockwave,” which occurs with stop-and-go traffic.

Mr. Hazlett stated that staff anticipates implementation of the Near Term Improvement Strategy projects by late calendar year 2016 or early 2017.

Chair Brady thanked Mr. Hazlett. No questions from the committee were noted.

11. Development of the FY 2016 MAG Unified Planning Work Program and Annual Budget

Ms. Becky Kimbrough provided an update on the development of the MAG Unified Planning Work Program and Annual Budget. Due to the meeting running long, Ms. Kimbrough requested that members contact her if they had questions about the agenda materials. She noted that one new project, the Implementation of Regional Demand Management Strategic Plan, had been

deleted, leaving six new projects. Ms. Kimbrough stated that the Work Program is approved by the Regional Council each May.

12. Legislative Update

No legislative update was provided.

13. Request for Future Agenda Items

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

No requests were noted.

14. Comments from the Committee

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

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:30 p.m.

Chair

Secretary