

March 3, 2015

TO: Members of the MAG Management Committee

FROM: Christopher Brady, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, March 11, 2015 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
March 11, 2015**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the February 11, 2015, Meeting Minutes

5A. Review and approval of the February 11, 2015, meeting minutes.

TRANSPORTATION ITEMS***5B. MAG Public Involvement Progress Report**

As part of its adopted public involvement process, MAG provides quarterly progress reports on public involvement activities to MAG policy committees for information and to convey input. MAG responds to all of the comments received as appropriate. The MAG public involvement process adheres to all federal requirements under the current federal transportation planning legislation and is dedicated to providing all of the region's residents and interested parties an opportunity to comment on transportation plans and programs. Please refer to the enclosed material.

5B. Information and discussion.

***5C. ADOT Red Letter Process**

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2014 to December 31, 2014. Four of the 54 notices received have an impact to the state highway system. Please refer to the enclosed material.

5C. Information and discussion.

***5D. Amendment to the FY 2015 MAG Unified Planning Work Program to Amend the Contract for the Off-Street Bicycle Network Wayfinding Guide Project with Alta Planning + Design**

In May 2013, the Regional Council approved the MAG FY 2014 Unified Planning Work Program and Annual Budget, which included \$75,000 for an Off-Street Bicycle Network Wayfinding Guide project. This project was carried forward in the FY 2015 Unified Planning Work Program and Annual Budget for continuing project work. In November 2013, Alta Planning + Design was selected as the consultant for the project. The intent of this project is to develop a regional brand for the off-street network, along with a package of wayfinding signs to identify the system and help users

5D. Recommend approval of the amendment to the FY 2015 MAG Unified Planning Work Program to amend the contract for the Off-Street Bicycle Network Wayfinding Guide project with Alta Planning + Design to include additional work and to increase the contract by \$5,498.86.

navigate. It is requested that an additional \$5,498.86 be added to the contract, for an increase from \$74,999.13 to \$80,497.99, to accommodate the additional work requested by the MAG Bicycle and Pedestrian Committee. The project is scheduled to be complete by June 2015. Please refer to the enclosed material.

*5E. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, and have been modified nine times. At this time, additional changes are needed. General project changes, and ADOT project changes to accommodate the proposed Design-Build-Maintain delivery method identified for the SR-202 Loop Corridor are included in Table A. The FY 2015 Arterial Life Cycle Program project changes are included in Table B. On February 26, 2015, the MAG Transportation Review Committee (TRC) recommended approval of the requested changes in Tables A and B. Project change requests added since the TRC took action are noted on the tables. Please refer to the enclosed material.

5E. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

ENVIRONMENTAL ITEMS

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including the reprogramming of Arizona Department of Transportation State Route (SR) 202 Loop project segments into three master

5F. Consultation.

comprehensive listings to support a Design/Build/Maintain project delivery process, 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. Please refer to the enclosed material.

*5G. Update on the Arizona Center for Law in the Public Interest Lawsuit on the MAG 2012 Five Percent Plan for PM-10

On February 13, 2015, the Arizona Center for Law in the Public Interest submitted a reply brief in the lawsuit filed by the Center to challenge the Environmental Protection Agency (EPA) approval of the MAG 2012 Five Percent Plan for PM-10. The reply brief is in response to the EPA brief submitted on December 17, 2014 and the Arizona Department of Environmental Quality and MAG briefs submitted on December 31, 2014. The reply brief is posted on the MAG website at: <http://www.azmag.gov/Events/Event.asp?CMSID=6954>.

5G. Information and discussion.

GENERAL ITEMS

*5H. Request for Qualifications for 9-1-1 Services

On October 22, 2014, the MAG Regional Council approved that MAG issue a Request for Proposals (RFQ) to solicit Statements of Qualifications (SOQ) from consultants to provide MAG with specialized services in the area of 9-1-1 Communications and Process Management Support. The RFQ was issued on December 23, 2014, and two SOQs were received by the January 30, 2015, due date. On February 27, 2015, a multi-agency evaluation team discussed the SOQs and recommended to MAG that RCC Consultants, Inc., be qualified to provide the requested services to the MAG Region 9-1-1 System. Please refer to the enclosed material.

5H. Recommend approval that RCC Consultants, Inc., be qualified to provide requested services to the MAG Region 9-1-1 System.

ITEMS PROPOSED TO BE HEARD

6. Revised Alignment Changes to the Tempe Streetcar Project and Phoenix - Northwest Phase II Light Rail Transit Extension

Valley Metro, in coordination with the City of Tempe and City of Phoenix, is requesting approval of the revised Tempe Streetcar Project alignment and budget, and the alignment modification and cost changes to the Phoenix Northwest - Phase II Light Rail Transit (LRT) Extension. Previously, the MAG Regional Council approved the Locally Preferred Alternative for both project alignments and costs in 2007 and in 2010. The revised Tempe Streetcar Project and Phoenix - Northwest Phase II Light Rail Transit Extension increase in both length and costs. The projects are requested to be incorporated into an air quality conformity analysis prior to modifying the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan (RTP). The revised alignment changes to the Tempe Streetcar project and Phoenix - Northwest Phase II Light Rail Transit Extension project were recommended for approval by the MAG Transit Committee on February 12, 2015, and by the MAG Transportation Review Committee on February 26, 2015. Please review the enclosed information for detailed background information, alignment maps, cost information, and a draft amendment to the RTP.

7. Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014

The City of Glendale and Maricopa County have requested that the MAG 208 Water Quality Management Plan be amended to include the service area expansion for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities. The facilities are located within the Goodyear Municipal Planning Area and would expand their service area to serve portions of the Glendale Municipal Planning Area that includes unincorporated areas of Maricopa County. The

6. Recommend approval of: (1) the revised alignment and cost changes to the Tempe Streetcar project and that the MAG 2035 Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis; and (2) the revised alignment and cost changes to the Phoenix - Northwest Phase II Light Rail Transit Extension project and that the MAG 2035 Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

7. Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014.

facilities are identified in the MAG 208 Plan with reserve capacity to accommodate the service area expansion. The project is located within three miles of the City of Avondale, City of El Mirage, City of Goodyear, City of Litchfield Park, City of Peoria, City of Phoenix, City of Surprise, Town of Youngtown, and Luke Air Force Base. These jurisdictions have indicated no objections, with some based on certain conditions. Liberty Utilities has indicated that the expanded collection service areas are outside of the Luke Air Force Base flight path and will not affect flight operations. In addition, the reclaimed water recharge basins are being planned to not interfere with the operations of the Base. Liberty Utilities has indicated that they will provide the development plans to Luke Air Force Base for review to ensure that there is no negative impact to the Base. On February 12, 2015, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Amendment. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Amendment. The amendment is posted on the MAG website at:

http://www.azmag.gov/Documents/WQAC_2014-12-10_Liberty-Utilities'-Palm-Valley-and-Sarival-Water-Reclamation-Facilities-208-Plan-Amendment.pdf. Please refer to the enclosed material.

8. Regional Freeway and Highway Program Update

At the October 2014 meeting of the MAG Management Committee, a briefing was provided identifying 50 percent completion of the Regional Freeway and Highway Program. In addition, the committee was also briefed on the available financial program data and the need for additional information to confirm the present status. Since that time, MAG and Arizona Department of Transportation (ADOT) staff reviewing the status of the remaining projects in the program, reviewing and correcting some historical entries in the cash flow model, and reconciling the program, cash flow and the ADOT federal highway ledger for the MAG region. A briefing will be provided on this continuing effort, including an introduction to the Risk Management Program jointly developed

8. Information and discussion.

by MAG and ADOT on this matter, and the potential for further refinement to the Program's project scheduling and funding.

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

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2016 "MAG Programs in Brief" and the FY 2016 MAG Unified Planning Work Program and Annual Budget represent the development of the budget document to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

10. Legislative Update

An update will be provided on legislative issues of interest.

11. 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.

12. Comments from the Committee

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

Adjournment

9. Information and discussion.

10. Information, discussion, and possible action.

11. Information.

12. Information.

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

MEMBERS ATTENDING

- | | |
|------------------------------------------------------------------------|--------------------------------------------------------------|
| 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, and #5E.

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



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March 3, 2015

TO: Members of the MAG Management Committee

FROM: Jason Stephens, MAG Public Involvement Planner III

SUBJECT: MAG PUBLIC INVOLVEMENT PROGRESS REPORT

In April 2014, the Maricopa Association of Governments (MAG) adopted an updated Public Participation Plan. The Plan is designed to provide complete information on transportation plans, timely public notice, full access to key decisions, and opportunities for early and continuing involvement in the transportation planning process, as well as other MAG activities, for all segments of the region's population, including Title VI and Environmental Justice communities.

MAG believes that public participation is a critical and necessary part of the planning process. The involvement of the public helps MAG make better transportation decisions that meet the needs of all people, and to plan transportation facilities that fit more harmoniously into communities. As part of its adopted public involvement process, MAG provides quarterly Public Involvement Progress Reports to policy committees for information and consideration. Please see the attached report for an update on recent MAG public involvement activities.

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MAG Public Involvement Progress Report

The MAG public involvement process adheres to all federal requirements under current federal transportation planning legislation. MAG is dedicated to providing the region's residents with an open and inclusive process designed to obtain input from all interested parties as defined in Section 5303 of Title 49, United States Code. All input received was addressed during the activity/group presentation or responded to within 48 hours. For more information, please contact Jason Stephens at (602) 452-5004 or Leila Gamiz at (602) 452-5076.

DATE	ACTIVITY/GROUP PRESENTATION	SUMMARY OF INPUT	APPROX. NUMBER REACHED
1/16/15	Granite Reef Senior Center (Scottsdale)	Attendees asked about the trolley in Scottsdale and how the look of the vehicles has changed; whether or not wheelchairs can ride the bus for free; the difference between express bus and a local bus; and whether or not people with disabilities had to pay for the Valley Metro Platinum Card.	10
1/19/15	Martin Luther King, Jr. Day Celebration (Central Phoenix)	The majority of interactions with attendees were about transit, specifically light rail and the extensions to the system. Many comments were also received on the need for increased bus service. Though many people were happy with local transit service in Phoenix, they commented on the need for the same type of service regionwide.	200
1/29/15	Stay Together and Recover (STAR) East Disabilities Group (Mesa)	Attendees asked if Medicare cards could be used as proof of disability when trying to board the bus; how far the light rail extension will run in Mesa; whether or not light rail would reach Sossaman Rd.; how to apply for Dial-a-Ride in Mesa; fare increases to non-ADA (Americans with Disabilities Act) Dial-a-Ride; and Sunday bus service in Mesa.	30
2/10/15	Hopekeepers Disability Support Group (Mesa)	Attendees asked about the status of the South Mountain Freeway; light rail extensions; whether or not there were any updates on an effort to regionalize Dial-a-Ride; and about cab vouchers as an alternative to Dial-a-Ride.	40

DATE	ACTIVITY/GROUP PRESENTATION	SUMMARY OF INPUT	APPROX. NUMBER REACHED
2/21/15	Golden Gate Community Center Farmer's Market Spine Public Involvement (West Phoenix Study Area)	Attendees to this community event were informed about I-10/I-17 Spine Study and asked to provide their input via the MetroQuest survey tool. Attendees were encouraged to go online to spine.azmag.gov and take a 10-minute survey identifying their challenges with the corridor, their priorities for improvements, and preferred solutions. The input will be used to develop alternative scenarios. Spanish language assistance was available.	75
2/25/15	Spine Public Meeting (Central Phoenix Study Area)	Attendees were informed about I-10/I-17 Spine Study and asked to provide their input via the MetroQuest survey tool. Attendees were encouraged to go online to spine.azmag.gov and take a 10-minute survey identifying their challenges with the corridor, their priorities for improvements, and preferred solutions. The input will be used to develop alternative scenarios. Spanish language assistance was also available.	3
2/26/15	Spine Public Meeting (North Phoenix Study Area)	Attendees were informed about I-10/I-17 Spine Study and asked to provide their input via the MetroQuest survey tool. Attendees were encouraged to go online to spine.azmag.gov and take a 10-minute survey identifying their challenges with the corridor, their priorities for improvements, and preferred solutions. The input will be used to develop alternative scenarios. Spanish language assistance was also available. In addition, as of 2/27/15 more than 700 online surveys had been completed.	25
2/27/15	African American Symposium on Disabilities (Phoenix)	Attendees inquired about the status of the South Mountain freeway; I-10/I-17 Spine Study; light rail extensions along I-10; commented on the need for increased bus service and asked about MAG's bicycle map and committee structure.	100

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2014

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from July 1, 2014 to December 31, 2014. Four of the 54 notices received have an impact to the state highway system.

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

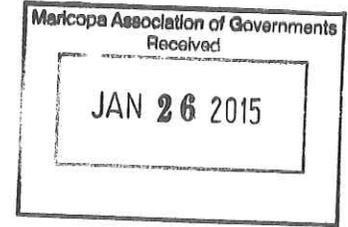
This item was included in the February 26, 2015, Transportation Review Committee agenda for information and discussion.

CONTACT PERSON:

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

January 16, 2014

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



Re: Red Letter Report - Notices from July 01, 2014 to December 31, 2014

Dear Mr. Smith:

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

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 01, 2014 to December 31, 2014. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	00	00
City of Avondale	00	00
Town of Buckeye	00	00
Cit of Chandler	07	00
City of El Mirage	01	00
Town of Gilbert	01	00
City of Glendale	00	00
City of Goodyear	00	00
Maricopa County	07	01
City of Mesa	04	01
City of Peoria	00	00
City of Phoenix	21	01
City of Scottsdale	05	00
City of Surprise	07	00
City of Tempe	01	01
Other	<u>00</u>	<u>00</u>
Total Received	54	04

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact response sent.

MARICOPA COUNTY:

October 03, 2014 – Rezone/POD for Tractor Supply CO. – Site Plan

This proposed project will have an impact to State Route 87. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Larry Isaac.

CITY OF MESA:

December 19, 2014 – Funk Family/Monticello – Site Plan

This proposed project will have an impact to Brown @ SR 202. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX:

July 02, 2014 – Notice of Proposed Development Subdivision Project – Site Plan

This proposed project will have an impact to NWC OF 7th Avenue & I-17. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

CITY OF SCOTTSDALE: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE:

July 10, 2014 – Tempe Village Unit 1 – Site Plan

This proposed project will have an impact to Interstate I-10. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

OTHER: No impact responses sent.

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

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

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

Sincerely,



Richard Erickson, Manager
Right of Way Project Management

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Amendment to the FY 2015 MAG Unified Planning Work Program to Amend the Contract for the Off-Street Bicycle Network Wayfinding Guide Project with Alta Planning + Design

SUMMARY:

In May 2013, the Regional Council approved the MAG FY 2014 Unified Planning Work Program (UPWP) and Annual Budget, which included \$75,000 for an Off-Street Bicycle Network Wayfinding Guide project. This project was carried forward in the FY 2015 Unified Planning Work Program and Annual Budget for continuing project work. The intent of this project is to develop a regional brand for the off-street network, along with a package of wayfinding signs to identify the system and help users navigate. In November 2013, Alta Planning + Design was selected as the consultant for the project.

In June 2014, the consultant presented five brand concepts to the MAG Bicycle and Pedestrian Committee. The Committee recommended that three concepts: 1) *Pulse Path*, 2) *Valley Path*, and 3) *Valley Pathway* move forward with further design and concept plans. In August 2014, MAG management reviewed the three options favored by the Committee, recommending that the consultant move forward with the development of signage and branding using the *Pulse Path* logo. In October 2014, the consultant presented the *Pulse Path* package to the Committee. Following this meeting, several members of the Committee expressed a desire for additional Committee input.

At the November 2014 Bicycle and Pedestrian Committee meeting, members overwhelmingly showed support for the *Valley Path* option. At the December 2014 Committee meeting, Committee members requested that the consultant perform additional work beyond the original project scope to further refine the *Valley Path* logo and sign package. MAG staff and the consultant determined that the scope of the additional work would require approximately an additional \$5,498.86. MAG is requesting that the consultant contract be increased by \$5,498.86, from \$74,999.13 to \$80,497.99, to accommodate the additional work requested by the MAG Bicycle and Pedestrian Committee.

PUBLIC INPUT:

No public input has been received concerning this specific request.

PROS & CONS:

PROS: This amendment will enable MAG and MAG member agencies to implement new signs along the off-street bike network that provides a cohesive and comprehensive theme for wayfinding for the 3,520 miles of off-street bikeways in this region.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Recommend approval of the amendment to the FY 2015 MAG Unified Planning Work Program to amend the contract for the Off-Street Bicycle Network Wayfinding Guide project with Alta Planning + Design to include additional work and to increase the contract by \$5,498.86.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, (602) 452-5058

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on February 25, 2014, and have been modified nine times. Since then, additional changes are needed.

The project changes in Table A include reprogramming the SR-202L to combine preliminary engineering, design, right-of-way, construction and maintenance work phases from ten individual project segments into three master comprehensive listings to support a Design/Build/Maintain project delivery process. This delivery process was chosen by the Arizona Department of Transportation (ADOT) in August 2014, in cooperation with MAG and the Federal Highway Administration (FHWA), in response to an unsolicited February 2013 Public-Private Partnership (P3) proposal for a Design/Build/Finance delivery method for the freeway. Pursuant to Arizona P3 legislation, the unsolicited proposal was reviewed and deemed to have merit for moving forward as Design/Build/Maintain delivery method, in recognition of the potential for an accelerated project delivery process, cost-saving opportunities through the delivery innovation process, and an early confirmation of the project cost certainty to improve the Regional Freeway and Highway Program cash flow. Additional general project change listings are also included in Table A.

Table B contains amendments to the FY 2015 Arterial Life Cycle Program (ALCP); the amendments reflect a change in how the Redfield Road/Raintree Drive projects will be implemented, and changes to Black Mountain Boulevard to reflect the split of the project between work segments and limit changes. The changes do not impact the financial balance of the ALCP program. Please see the attachments to this transmittal summary.

All of the project listings to be amended will be included in conformity consultation.

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 accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On February 26, 2015, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Brent Cain
- Apache Junction: Giao Pham
- # Buckeye: Jose Heredia for Scott Lowe
- # Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- * El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- # Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten
- Maricopa (City): Bill Fay for Paul Jepson

- Maricopa County: Jennifer Toth
- # Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- # Queen Creek: Christine Sheehy for Mohamed Youssef
- Scottsdale: Greg Davies for Paul Basha
- Surprise: Martin Lucero for Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Maria Deeb, Mesa
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings

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

Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or Bob Hazlett, Senior Engineering Manager, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2015	DOT14-111	19029	202 (South Mountain)-I-10-Maricopa-24th St (Seg-1)	Design new Freeway	3	0	8	---	RFHP	---	Freeway	RARE-HURF	2015	---	-6,300,000	---	-6,300,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT15-111	19029	202 (South Mountain)-I-10-Maricopa-24th St (Seg-1)	RAW Acquisition	3	0	8	---	RFHP	---	Freeway	NHPP	2016	-62,238,000	-3,762,000	---	-66,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT17-405	19029	202 (South Mountain)-I-10-Maricopa-24th St (Seg-1)	Construct New freeway	3	0	8	---	RFHP	---	Freeway	NHPP	2017	-99,958,000	-6,042,000	---	-106,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT14-112	15671	202 (South Mountain)-24th St-17th Ave (Seg-2)	Design new freeway	3	0	8	---	RFHP	---	Freeway	RARE-HURF	2015	---	-7,000,000	---	-7,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT16-408	15671	202 (South Mountain)-24th St-17th Ave (Seg-2)	RAW Acquisition	3	0	8	---	RFHP	---	Freeway	NHPP	2016	-13,956,400	-843,600	---	-14,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2018	DOT18-405	15671	202 (South Mountain)-24th St-17th Ave (Seg-2)	Construct new freeway	3	0	8	---	RFHP	---	Freeway	NHPP	2018	-68,500,000	-48,500,000	---	-117,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT12-119	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	Design	5	0	8	---	RFHP	---	Freeway	RARE-HURF	2016	---	-13,800,000	---	-13,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT12-128	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	RAW Acquisition	5	0	8	---	RFHP	---	Freeway	RARE-HURF	2017	---	-95,500,000	---	-95,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT13-133	47518	202 (South Mountain)-17th Avenue to 51st Avenue, Segment 3	RAW Acquisition	5	0	8	---	RFHP	---	Freeway	NHPP	2017	-44,038,100	-2,661,900	---	-46,700,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2018	DOT14-148	47518	202 (South Mountain)--17th Avenue to 51st Avenue, Segment 3	Construction	5	0	8	---	RFHP	---	Freeway	NHPP	2018	-68,500,000	-162,740,000	---	-231,240,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT15-114	6458	202 (South Mountain)--51st Ave--Elliot Rd (Seg 4)	Design-New-Freeway	1	0	8	---	RFHP	---	Freeway	RARE-HURF	2017	---	-3,200,000	---	-3,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2018	DOT18-403	6458	202 (South Mountain)--51st Ave--Elliot Rd (Seg 4)	RAW Acquisition	1	0	8	---	RFHP	---	Freeway	RARE-HURF	2018	---	-12,200,000	---	-12,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2020		6458	202 (South Mountain)--51st Ave--Elliot Rd (Seg 4)	Construct-New-freeway	1	0	8	---	RFHP	---	Freeway	NHPP	2020	-27,000,000	-27,000,000	---	-54,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT15-115	17193	202 (South Mountain)--Elliot Rd--Baseline Rd (Seg 5)	Design-New-freeway	2	0	8	---	RFHP	---	Freeway	RARE-HURF	2017	---	-4,800,000	---	-4,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2018	DOT18-407	17193	202 (South Mountain)--Elliot Rd--Baseline Rd (Seg 5)	RAW Acquisition	2	0	8	---	RFHP	---	Freeway	RARE-HURF	2018	---	-12,000,000	---	-12,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2020		17193	202 (South Mountain)--Elliot Rd--Baseline Rd (Seg 5)	Construct-New-freeway	2	0	8	---	RFHP	---	Freeway	NHPP	2020	40,000,000-	-\$40,000,000	---	-80,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT14-171	1790	202 (South Mountain)--Baseline Rd--Salt River, Segment 6	Design	1	0	8	---	RFHP	---	Freeway	RARE-HURF	2017	---	-2,200,000	---	-2,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2018	DOT14-172	1790	202 (South Mountain)--Baseline Rd--Salt River, Segment 6	RAW Acquisition	1	0	8	---	RFHP	---	Freeway	RARE-HURF	2018	---	-14,000,000	---	-14,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			

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FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

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ADOT	Highway	2020		1790	202 (South Mountain)--Baseline Rd - Salt River, Segment 6	Construct New freeway	1	0	8	---	RFHP	---	Freeway	NHPP	2020	18,500,000	18,500,000	---	37,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT15-176	43087	202 (South Mountain)--Salt River Bridge, Segment 7	Design	0.6	0	8	---	RFHP	---	Freeway	RARE-HURF	2016	---	5,000,000	---	5,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT15-177	43087	202 (South Mountain)--Salt River Bridge, Segment 7	RAW Acquisition	0.6	0	8	---	RFHP	---	Freeway	RARE-HURF	2016	---	4,400,000	---	4,400,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2017	DOT15-192	43087	202 (South Mountain)--Salt River Bridge, Segment 7	Construct Bridge	0.6	0	8	---	RFHP	---	Freeway	NHPP	2017	32,300,000	51,200,000	---	83,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT13-135	6919	202 (South Mountain)--Salt River to Buckeye Rd, Segment 8	Design	2	0	8	---	RFHP	---	Freeway	RARE-HURF	2015	---	7,900,000	---	7,900,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT14-150	6919	202 (South Mountain)--Salt River to Buckeye Rd, Segment 8	RAW Acquisition	2	0	8	---	RFHP	---	Freeway	RARE-HURF	2015	---	41,600,000	---	41,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2016	DOT15-178	6919	202 (South Mountain)--Salt River to Buckeye Rd, Segment 8	Construction	2	0	8	---	RFHP	---	Freeway	NHPP	2016	96,200,000	35,300,000	---	131,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT14-119	11305	202 (South Mountain)--I-10 Papago/SR202L System-Interchange (Seg 9)	Design New System-Traffic Interchange	0	2	2	---	RFHP	---	Freeway-Interchange	RARE-HURF	2015	---	25,500,000	---	25,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT14-405	11305	202 (South Mountain)--I-10 Papago/SR202L System-Interchange (Seg 9)	Right-of-Way for New System-Traffic-Interchange	0	2	2	---	RFHP	---	Freeway-Interchange	RARE-HURF	2015	---	231,000,000	---	231,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2015	DOT15-403	11305	202 (South Mountain): I-10 Papago/SR202L System-Interchange (Seg 9)	Construct New System-Traffic Interchange	0	2	2	----	RFHP	----	Freeway-Interchange	NHPP	2015	-160,000,000	-177,600,000	-----	-337,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	✓			
ADOT	Highway	2015	DOT15-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Preliminary Engineering	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015-2019	16,200,000	13,800,000	-	30,000,000	Amendment: Add a new Master listing for "Design-Build-Maintain" preliminary engineering project in fiscal year 2015 for \$30,000,000. See multiple deletions.	✓			
ADOT	Highway	2015	DOT15-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015-2019	338,699,000	324,207,000	-	662,906,000	Amendment: Add a new Master listing for "Design-Build-Maintain" Right of Way project in fiscal year 2015 for \$662,906,000. See multiple deletions.	✓			
ADOT	Highway	2015	DOT15-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015-2019	394,139,000	665,184,000	-	1,059,323,000	Amendment: Add a new Master listing for "Design-Build-Maintain" design, construct and maintain project in fiscal year 2015 for \$1,059,323,000. See multiple deletions.	✓			
ADOT	Highway	2015	DOT15-493	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015	8,100,000	6,800,000	-	14,900,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2015.	✓			
ADOT	Highway	2015	DOT15-494	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015	174,287,000	80,713,000	-	255,000,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2015.	✓			
ADOT	Highway	2015	DOT16-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	-----	RFHP	-----	Freeway	NHPP	2016	2,700,000	2,400,000	-	5,100,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2016.	✓			
ADOT	Highway	2015	DOT16-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2016	117,536,000	226,398,000	-	343,934,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2016.	✓			
ADOT	Highway	2015	DOT16-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2016	96,200,000	64,461,000	-	160,661,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2016.	✓			
ADOT	Highway	2015	DOT17-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	-----	RFHP	-----	Freeway	NHPP	2017	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2017.	✓			

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Long Range Plan¹, TIP AMENDMENT #9**

Sort: Section, Agency, Location, Work Year

TIP Amendment #9																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In Life Cycle Program ⁵	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2015	DOT17-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2017	46,876,000	-	-	46,876,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2017.	✓			
ADOT	Highway	2015	DOT17-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2017	144,657,000	249,463,000	-	394,120,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2017.	✓			
ADOT	Highway	2015	DOT18-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	0	8	-----	RFHP	-----	Freeway	NHPP	2018	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2018.	✓			
ADOT	Highway	2015	DOT18-491	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2018	-	17,096,000	-	17,096,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2018.	✓			
ADOT	Highway	2015	DOT18-492	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2018	143,635,000	224,935,000	-	368,570,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2018.	✓			
ADOT	Highway	2015	DOT19-490	NEW	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2019	9,647,000	126,325,000	-	135,972,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2019.	✓			
ADOT	Highway	2015	DOT15-425	NEW	35th Avenue and Indian School Rd. at BNSF crossings (025-425K & 025-424D)	Right of Way acquisition for Rail-Safety project	0.1	6	6	-----	None	SR204	Safety	STP-RGC	2015	37,720	-	2,280	40,000	Amend: Add new ROW phase of railroad safety project for \$40,000.				
ADOT	Highway	2015	DOT15-464	34669	303 (Estrella): I-10 - Northern Ave	Design FMS	5	6	6	-----	RFHP	-----	Freeway	CMAQ	2015	471,500	50,500	-	522,000	Amend: Increase regional and total funding by \$22,000.				
Phoenix	Highway	2016	PHX15-463	35323	City of Phoenix (Various)	Procure, install, and provision traffic monitoring cameras	59	0	0	-----	None	SZ100 01C	ITS	CMAQ	2016	730,891	-	45,488	776,379	Amend: Defer project to 2016. This will utilize the one-time deferral option for this project.				

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are show in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.
5. Life Cycle Programs:
6. Changes are in red font. Deletions are shown in strike through font.

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
PHX14-102DZ3	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	Sep-15	2	0	6	Local	337,505	-	-	337,505	--	--	--	Amend: Increase from \$107,433 to \$337,505 to match federal authorization.	ACI-BMT-10-03
PHX14-102DZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	Sep-15	2	0	6	STP-MAG	2,850	47,150	-	50,000	2014	STP-MAG	47,150	Amend: Increase federal amount from \$35,000 to \$47,150 to match federal authorization. Decrease local amount from \$15,000 to \$2,850. Additional funding to come from project right-of-way phase.	ACI-BMT-10-03
PHX17-102DZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	Sep-15	2	0	6	STP-MAG	228	3,772	-	4,000	2014	STP-MAG	3,772	Amend: New TIP listing. Add funding from project construction phase (TIP ID PHX14-102CZ) to match the federal authorization.	ACI-BMT-10-03
PHX16-102DZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2015	Sep-15	2	0	6	STP-MAG	19,950	330,050	-	350,000	2015	STP-MAG	330,050	Amend: Decrease total costs from \$500,000 to \$350,000. Decrease federal amount from \$427,000 to \$330,050 and transfer savings to project construction phase. Decrease local amount from \$73,000 to \$19,950.	ACI-BMT-10-03
PHX100-7RW	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Acquisition of Right-of-Way for Ramps and Roadway Improvements	2014	Sep-15	2	0	6	STP-MAG	598,020	1,354,880	-	1,952,900	2014	STP-MAG	1,354,880	Amend: Decrease federal amount from \$1,367,030 to \$1,354,880. Increase local amount from \$585,570. Transfer funding to project design phase to match federal authorization.	ACI-BMT-10-03
PHX13-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Roadway Improvements (Phase I)	2014	Sep-15	2	0	6	Local	8,508,610	-	-	8,508,610	--	--	--	Amend: Reduce local/total cost from \$8,512,610 to \$8,508,610 to match federal authorization.	ACI-BMT-10-03
PHX14-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Roadway Improvements (Phase I)	2014	Sep-15	2	0	6	STP-MAG	(5,672,659)	5,672,659	-	-	2014	STP-MAG	5,672,659	Amend: Listing is for federal conversion on GMP#1. Reduce federal amount from \$5,676,431 to \$5,672,659 and transfer balance of funds to project design phase.	ACI-BMT-10-03
PHX15-102CZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Ramps and Roadway Improvements (Phase II)	2015	Sep-15	2	0	6	STP-MAG	(10,410,067)	10,410,067	-	-	2015	STP-MAG	10,410,067	Amend: Increase federal amount from \$10,313,117 to \$10,410,067 from project design phase (TIP ID PHX16-102DZ)	ACI-BMT-10-03
PHX16-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Ramps and Roadway Improvements (Phase II)	2016	Sep-15	2	0	6	NHPP	(3,602,025)	3,602,025	-	-	2016	NHPP	3,602,025	Amend: Increase from \$3,200,076 to \$3,602,025 to cover portion of freeway ramp costs.	ACI-BMT-10-03

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
SCT14-107DZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	Jun-18	1	3	4	Local	142,857	-	-	142,857	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT16-107DRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	Jun-18	1	3	4	RARF	(100,000)	-	100,000	-	2016	RARF	100,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT17-107RWZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-18	1	3	4	Local	72,000	-	-	72,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
SCT17-107RRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-18	1	3	4	RARF	(50,000)	-	50,000	-	2016	RARF	50,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT15-107CZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	Jun-18	1	3	4	Local	2,000,000	-	-	2,000,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E
SCT18-107CRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	Jun-18	1	3	4	RARF	(1,350,000)	-	1,350,000	-	2017	RARF	1,350,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-E

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
SCT13-122DZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	Jun-17	1.2	0	2	Local	3,575,000	-	-	3,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT15-122DRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	Jun-17	1.2	0	2	RARF	(1,056,218)	-	1,056,218	-	2015	RARF	1,056,218	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT16-122DRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2016	Jun-17	1.2	0	2	RARF	(1,444,000)	-	1,444,000	-	2016	RARF	1,444,000	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
SCT14-122RWZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-17	1.2	0	2	Local	5,715,000	-	-	5,715,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT14-122RRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Jun-17	1.2	0	2	RARF	(4,000,000)	-	4,000,000	-	2016	RARF	4,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT14-122CZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	Jun-17	1.2	0	2	Local	13,575,000	-	-	13,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

2/27/2015

ALCP - IN TIP																		
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
SCT17-122CRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	Jun-17	1.2	0	2	RARF	(6,000,000)	-	6,000,000	-	2017	RARF	6,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F
SCT18-122CRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Construct Roadway Widening	2018	Jun-17	1.2	0	2	RARF	(3,473,851)	-	3,473,851	-	2018	RARF	3,473,851	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	ACI-SAT-10-03-F

1. Rows in the report are sorted in order by the following columns: Agency, RTP ID, Project Description, Fiscal Year, and Fund Type. Changes are in red font. Deletions are show in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including the reprogramming of Arizona Department of Transportation State Route 202 Loop project segments into three master comprehensive listings to support a Design/Build/Maintain project delivery process, 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. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 20, 2015.

PUBLIC INPUT:

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

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and 2035 Regional Transportation Plan.

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 3, 2015

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

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION
IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including the reprogramming of Arizona Department of Transportation State Route 202 Loop project segments into three master comprehensive listings to support a Design/Build/Maintain project delivery process, and Arterial Life Cycle Program projects. Comments on the conformity assessment are requested by March 20, 2015.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 7, 2014 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 7, 2014 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT14-111	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Design new Freeway	3	RARF-HURF	-	6,300,000	-	6,300,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT15-111	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	R/W Acquisition	3	NHPP	62,238,000	3,762,000	-	66,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-405	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Construct New freeway	3	NHPP	99,958,000	6,042,000	-	106,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-112	202 (South Mountain): 24th St - 17th Ave (Seg 2)	Design new freeway	3	RARF-HURF	-	7,000,000	-	7,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-408	202 (South Mountain): 24th St - 17th Ave (Seg 2)	R/W Acquisition	3	NHPP	13,956,400	843,600	-	14,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT18-405	202 (South Mountain): 24th St - 17th Ave (Seg 2)	Construct new freeway	3	NHPP	68,500,000	48,500,000	-	117,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT12-119	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Design	5	RARF-HURF	-	13,800,000	-	13,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2017	DOT12-128	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition	5	RARF-HURF	-	95,500,000	-	95,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT13-133	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition	5	NHPP	44,038,100	2,661,900	-	46,700,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT14-148	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Construction	5	NHPP	68,500,000	162,740,000	-	231,240,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT15-114	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	Design New Freeway	1	RARF-HURF	-	3,200,000	-	3,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT18-403	202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	R/W Acquisition	1	RARF-HURF	-	12,200,000	-	12,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2020		202 (South Mountain): 51st Ave - Elliot Rd (Seg 4)	Construct New freeway	1	NHPP	27,000,000	27,000,000	-	54,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT15-115	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	Design New freeway	2	RARF-HURF	-	4,800,000	-	4,800,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT18-407	202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	R/W Acquisition	2	RARF-HURF	-	12,000,000	-	12,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2020		202 (South Mountain): Elliot Rd - Baseline Rd (Seg 5)	Construct New freeway	2	NHPP	40,000,000	\$ 40,000,000	-	80,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT14-171	202 (South Mountain): Baseline Rd - Salt River, Segment 6	Design	1	RARF-HURF	-	2,200,000	-	2,200,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT14-172	202 (South Mountain): Baseline Rd - Salt River, Segment 6	R/W Acquisition	1	RARF-HURF	-	14,000,000	-	14,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2020		202 (South Mountain): Baseline Rd - Salt River, Segment 6	Construct New freeway	1	NHPP	18,500,000	18,500,000	-	37,000,000	Amendment: Delete project from RTP Long Range Plan and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT15-176	202 (South Mountain): Salt River Bridge, Segment 7	Design	0.6	RARF-HURF	-	5,000,000	-	5,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT15-177	202 (South Mountain): Salt River Bridge, Segment 7	R/W Acquisition	0.6	RARF-HURF	-	4,400,000	-	4,400,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT15-192	202 (South Mountain): Salt River Bridge, Segment 7	Construct Bridge	0.6	NHPP	32,300,000	51,200,000	-	83,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT13-135	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Design	2	RARF-HURF	-	7,900,000	-	7,900,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT14-150	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	R/W Acquisition	2	RARF-HURF	-	41,600,000	-	41,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT15-178	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Construction	2	NHPP	96,200,000	35,300,000	-	131,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-119	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	Design New System Traffic Interchange	0	RARF-HURF	-	25,500,000	-	25,500,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT14-405	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	Right-of-Way for New System Traffic Interchange	0	RARF-HURF	-	231,000,000	-	231,000,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-403	202 (South Mountain): I-10 Papago/SR202L System Interchange (Seg 9)	Construct New System Traffic Interchange	0	NHPP	160,000,000	177,600,000	-	337,600,000	Amendment: Delete project from TIP and transfer both scope and funding to a new "I-10 Maricopa to I-10 Papago (Design-Build-Maintain)" project.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-490	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Preliminary Engineering	22	NHPP	16,200,000	13,800,000	-	30,000,000	Amendment: Add a new Master listing for "Design-Build-Maintain" preliminary engineering project in fiscal year 2015 for \$30,000,000. See multiple deletions.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-491	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	R/W Acquisition	22	NHPP	338,699,000	324,207,000	-	662,906,000	Amendment: Add a new Master listing for "Design-Build-Maintain" Right of Way project in fiscal year 2015 for \$662,906,000. See multiple deletions.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-492	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Design, Construct and Maintain	22	NHPP	394,139,000	665,184,000	-	1,059,323,000	Amendment: Add a new Master listing for "Design-Build-Maintain" design, construct and maintain project in fiscal year 2015 for \$1,059,323,000. See multiple deletions.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT15-493	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	NHPP	8,100,000	6,800,000	-	14,900,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2015.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-494	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	NHPP	174,287,000	80,713,000	-	255,000,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2015.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-490	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	NHPP	2,700,000	2,400,000	-	5,100,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2016.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-491	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	NHPP	117,536,000	226,398,000	-	343,934,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2016.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-492	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	NHPP	96,200,000	64,461,000	-	160,661,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2016.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT17-490	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	NHPP	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2017.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT17-491	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	NHPP	46,876,000	-	-	46,876,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2017.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT17-492	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	NHPP	144,657,000	249,463,000	-	394,120,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2017.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT18-490	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Preliminary Engineering	22	NHPP	2,700,000	2,300,000	-	5,000,000	Amendment: Add a new Conversion for Advance preliminary engineering project in fiscal year 2018.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT18-491	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	NHPP	-	17,096,000	-	17,096,000	Amendment: Add a new Conversion for Advance Right of Way project in fiscal year 2018.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT18-492	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	NHPP	143,635,000	224,935,000	-	368,570,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2018.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT19-490	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	NHPP	9,647,000	126,325,000	-	135,972,000	Amendment: Add a new Conversion for Advance design, construct and maintain project in fiscal year 2019.	A minor project revision is needed to reprogram project segment into three master comprehensive listings to support a Design/Build/Maintain project delivery process. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-425	35th Avenue and Indian School Rd. at BNSF crossings (025-425K & 025-424D)	Right of Way acquisition for Rail-Safety project	0.1	STP-RGC	37,720	-	2,280	40,000	Amend: Add new ROW phase of railroad safety project for \$40,000.	The project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-464	303 (Estrella): I-10 - Northern Ave	Design FMS	5	CMAQ	471,500	50,500	-	522,000	Amend: Increase regional and total funding by \$22,000.	A minor project revision is needed to change the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX15-463	City of Phoenix (Various)	Procure, install, and provision traffic monitoring cameras	59	CMAQ	730,891	-	45,488	776,379	Amend: Defer project to 2016. This will utilize the one-time deferral option for this project.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PHX14-102DZ3	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	Local	337,505	-	-	337,505	--	--	--	Amend: Increase from \$107,433 to \$337,505 to match federal authorization.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX14-102DZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	STP-MAG	2,850	47,150	-	50,000	2014	STP-MAG	47,150	Amend: Increase federal amount from \$35,000 to \$47,150 to match federal authorization. Decrease local amount from \$15,000 to \$2,850. Additional funding to come from project right-of-way phase.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX17-102DZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2014	STP-MAG	228	3,772	-	4,000	2014	STP-MAG	3,772	Amend: New TIP listing. Add funding from project construction phase (TIP ID PHX14-102CZ) to match the federal authorization.	A minor project revision is needed to add new TIP listing and change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX16-102DZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Design Ramps and Roadway Improvements	2015	STP-MAG	19,950	330,050	-	350,000	2015	STP-MAG	330,050	Amend: Decrease total costs from \$500,000 to \$350,000. Decrease federal amount from \$427,000 to \$330,050 and transfer savings to project construction phase. Decrease local amount from \$73,000 to \$19,950.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX100-7RW	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Acquisition of Right-of-Way for Ramps and Roadway Improvements	2014	STP-MAG	598,020	1,354,880	-	1,952,900	2014	STP-MAG	1,354,880	Amend: Decrease federal amount from \$1,367,030 to \$1,354,880. Increase local amount from \$585,570. Transfer funding to project design phase to match federal authorization.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX13-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Roadway Improvements (Phase I)	2014	Local	8,508,610	-	-	8,508,610	--	--	--	Amend: Reduce local/total cost from \$8,512,610 to \$8,508,610 to match federal authorization.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX14-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Roadway Improvements (Phase I)	2014	STP-MAG	(5,672,659)	5,672,659	-	-	2014	STP-MAG	5,672,659	Amend: Listing is for federal conversion on GMP#1. Reduce federal amount from \$5,676,431 to \$5,672,659 and transfer balance of funds to project design phase.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX15-102CZ2	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Ramps and Roadway Improvements (Phase II)	2015	STP-MAG	(10,410,067)	10,410,067	-	-	2015	STP-MAG	10,410,067	Amend: Increase federal amount from \$10,313,117 to \$10,410,067 from project design phase (TIP ID PHX16-102DZ)	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX16-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Pinnacle Peak Rd	Construct Ramps and Roadway Improvements (Phase II)	2016	NHPP	(3,602,025)	3,602,025	-	-	2016	NHPP	3,602,025	Amend: Increase from \$3,200,076 to \$3,602,025 to cover portion of freeway ramp costs.	A minor project revision is needed to change programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT14-107DZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	Local	142,857	-	-	142,857	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT16-107DRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Design Roadway Widening	2016	RARF	(100,000)	-	100,000	-	2016	RARF	100,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT17-107RWZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Local	72,000	-	-	72,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT17-107RRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	RARF	(50,000)	-	50,000	-	2016	RARF	50,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT15-107CZ	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	Local	2,000,000	-	-	2,000,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT18-107CRB	Scottsdale	Redfield Rd: Raintree Dr to Hayden Rd	Construct Roadway Widening	2017	RARF	(1,350,000)	-	1,350,000	-	2017	RARF	1,350,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT13-122DZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	Local	3,575,000	-	-	3,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT15-122DRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2015	RARF	(1,056,218)	-	1,056,218	-	2015	RARF	1,056,218	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT16-122DRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Design Roadway Widening	2016	RARF	(1,444,000)	-	1,444,000	-	2016	RARF	1,444,000	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT14-122RWZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	Local	5,715,000	-	-	5,715,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT14-122RRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Acquisition of Right-of-Way for Roadway Widening	2016	RARF	(4,000,000)	-	4,000,000	-	2016	RARF	4,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT14-122CZ	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	Local	13,575,000	-	-	13,575,000	--	--	--	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
SCT17-122CRB	Scottsdale	Raintree Drive: Scottsdale Rd to Hayden Rd	Construct Roadway Widening	2017	RARF	(6,000,000)	-	6,000,000	-	2017	RARF	6,000,000	Amend: Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT18-122CRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Construct Roadway Widening	2018	RARF	(3,473,851)	-	3,473,851	-	2018	RARF	3,473,851	Amend: New TIP listing. Adjust the limits of the "Redfield Rd: Scottsdale Rd to Hayden Rd" project to "Redfield Rd: Raintree Drive to Hayden Rd," move the portion of Redfield Rd from Scottsdale Rd to Raintree Drive to the "Raintree Drive Extension: 76th Pl to Hayden Project," and redefine as "Raintree Dr: Scottsdale Rd to Hayden Rd." Make administrative adjustments to swap the limits, costs, and reimbursements between each other to match the city's CIP. No impact to the number of lanes, open year, or financial balance of the ALCP.	A minor project revision is needed to adjust project limits with adjoining project segments. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Request for Qualifications for 9-1-1 Services

SUMMARY:

On October 22, 2014, the MAG Regional Council approved that MAG issue a Request for Proposals (RFQ) to solicit Statements of Qualifications (SOQ) from consultants to provide MAG with specialized services in the area of 9-1-1 Communications and Process Management Support. The RFQ was issued on December 23, 2014, and two SOQs, from Mission Critical Partners and RCC Consultants, Inc., were received by the January 30, 2015, due date. On February 27, 2015, a multi-agency evaluation team discussed the SOQs and recommended to MAG that RCC Consultants, Inc., be qualified to provide the requested services to the MAG Region 9-1-1 System.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Having a pre-qualified consultant will enable MAG to deliver information, data, and projects within a relatively short timeframe. The on-call nature of the program affords the opportunity to engage a qualified consultant in a matter of weeks with a task order versus a considerably longer conventional procurement process that is followed for much larger project engagements. This program also increases capabilities to provide rapid and strategic responses to critical issues that periodically face MAG.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This program will be implemented in a manner that is consistent with the other current consultant services programs that are presently being administered at MAG.

POLICY: Timely planning and analyses provides policy makers with accurate information upon which to make decisions.

ACTION NEEDED:

Recommend approval that RCC Consultants, Inc., be qualified to provide requested services to the MAG Region 9-1-1 System.

PRIOR COMMITTEE ACTIONS:

On February 27, 2015, a multi-agency evaluation team discussed the SOQs and recommended to MAG that RCC Consultants, Inc., be qualified to provide the requested services to the MAG Region 9-1-1 System.

EVALUATION TEAM

Brenda Buren, Tempe Police Department,
Chair of the MAG 9-1-1 Oversight Team
Ryan Gish, MAG
Liz Graeber, Phoenix Fire Department,
Maricopa Region 9-1-1 Administrator

Thomas J. Remes, Phoenix Government
Relations Office
Audrey Skidmore, MAG
Cari Zanella, Mesa Police Department, Chair of
the MAG Public Safety Answering Point
Managers Group

On October 22, 2014, the MAG Regional Council approved that MAG issue a Request for Proposals (RFQ) to solicit Statements of Qualifications (SOQ) from consultants to provide MAG with specialized services in the area of 9-1-1 Communications and Process Management Support.

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair
Mayor W. J. "Jim" Lane, Scottsdale,
Vice Chair
Vice Mayor Robin Barker, Apache Junction
Mayor Kenneth Weise, Avondale
Mayor Jackie Meck, Buckeye
* Councilmember Mike Farrar, Carefree
* Councilmember Reginald Monachino,
Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort
McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River
Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
* Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park

* Mayor Christian Price, City of Maricopa
* Supervisor Steve Chucuri, Maricopa County
* Mayor John Giles, Mesa
* Mayor Scott LeMarr, Paradise Valley
Mayor Bob Barrett, Peoria
Mayor Greg Stanton, Phoenix
Supervisor Todd House, Pinal County
Vice Mayor Jeff Brown for Mayor
Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mr. Roc Arnett, Citizens Transportation
Oversight Committee
* Mr. Joseph La Rue, State Transportation
Board
Mr. Jack Sellers, State Transportation
Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

On October 8, 2014, the MAG Management Committee recommended approval of issuing a Request for Qualifications.

MEMBERS ATTENDING

* Christopher Brady, Mesa
Matt Busby for George Hoffman,
Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler

Dr. Spencer Isom, El Mirage
* Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Vacant, Gila Bend
* Tina Notah, Gila River Indian Community
Patrick Banger, Gilbert

Brent Stoddard for Brenda S. Fischer,
 Glendale
 # Brian Dalke, Goodyear
 * Rosemary Arellano, Guadalupe
 Sonny Culbreth for Darryl Crossman,
 Litchfield Park
 # Gregory Rose, City of Maricopa
 Jim Bacon, Paradise Valley
 Kevin Tyne for Carl Swenson, Peoria
 Ed Zuercher, Phoenix
 # Greg Stanley, Pinal County
 John Kross, Queen Creek

* Bryan Meyers, Salt River Pima-Maricopa
 Indian Community
 Brad Lundahl for Fritz Behring,
 Scottsdale
 * Bob Wingenroth, Surprise
 Marge Zylla for Andrew Ching, Tempe
 Reyes Medrano, Tolleson
 Joshua Wright, Wickenburg
 # Jeanne Blackman, Youngtown
 Scott Omer for John Halikowski, ADOT
 John Hauskins for Tom Manos,
 Maricopa County
 Jyme Sue McLaren for Steve Banta,
 Valley Metro/RPTA

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

On September 22, 2014, the MAG 9-1-1 Oversight Team was briefed on this new model and its impact to the region. The committee recommended conducting a study that will provide an overview of the fiscal and technical status of regional and statewide 9-1-1 and an analysis of the 9-1-1 Managed Services proposal.

MEMBERS ATTENDING

Brenda Buren, Tempe Police Department,
 Chair
 Jay Strebeck, Phoenix Fire Department
 Vice Chair
 * Mark Burdick, Glendale Fire Department
 Miryam Gutier-Elm, Maricopa County
 Sheriff's Office

Cari Hayes for Harry Beck, Mesa
 Fire Department
 Benny Pina for Roy Minter, Peoria Police
 Department
 Jesse Cooper, Phoenix Police Department
 Tom Melton, Scottsdale Police Department
 Lawrence Rodriguez, Tolleson Police
 Department, Past Chair

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

CONTACT PERSON:

Nathan Pryor, MAG Government Relations Manager, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Revised Alignment Changes to the Tempe Streetcar Project and Phoenix - Northwest Phase II Light Rail Transit Extension

SUMMARY:

There are two high capacity transit projects in the MAG region that require revisions in alignment and in costs: the Tempe Streetcar and the Phoenix Northwest - Phase II Light Rail Transit (LRT) Extension. Valley Metro, in coordination with the City of Tempe and the City of Phoenix, is requesting approval of the revised Tempe Streetcar project alignment and the modification to the Phoenix Northwest - Phase II LRT Extension.

The revised projects are requested to be incorporated into an air quality conformity analysis prior to modifying the FY 2014-2018 MAG Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan (RTP). Please see Figures 1 - 4 in the attachment for alignment and cost changes.

Tempe Streetcar

In December 2010, the MAG Regional Council approved the Locally Preferred Alternative for the Tempe South project, which included a 2.6-mile modern streetcar on Mill Avenue with a one-way loop in downtown Tempe between Rio Salado Parkway and University Drive, going north on Mill Avenue and south on Ash Avenue. It continued to travel north/south on Mill Avenue between University Drive and Southern Avenue.

Valley Metro submitted this project to the Federal Transit Administration (FTA) for review, and it did not meet the FTA Small Starts Criteria. Working with the City of Tempe, Valley Metro modified the alignment to two options, and then hosted numerous public and stakeholder meetings in 2013. In June 2014, the Tempe City Council supported a route revision for a three-mile Tempe Streetcar project. The proposed new Tempe Streetcar route travels on Rio Salado Parkway from the Marina Heights development west to Mill Avenue, to the Mill/Ash avenues downtown loop and south to Apache Boulevard, then east to Dorsey Lane.

Valley Metro, in coordination with the City of Tempe, is requesting approval of the revised Tempe Streetcar project, and to modify the FY 2014-2018 MAG TIP and the 2035 RTP. The project has been revised to better fit the new federal funding criteria and meet community goals.

The cost of the 2010 approved 2.6-mile Tempe Streetcar project was \$136 million, and the revised three-mile Tempe Streetcar project cost increases to \$177 million. The City of Tempe and Valley Metro Rail are currently working on the specifics of funding for the project. The Valley Metro Rail Board is scheduled to take action on the project budget and identify funding for the project by May 2015. The year of opening for the previously approved 2.6-mile Tempe Streetcar project was 2016. The year of

opening for the three-mile Tempe Streetcar project is now 2018. Tempe will be responsible for the operating and maintenance costs for the streetcar.

Phoenix Northwest - Phase II Light Rail Transit Extension

In July 2007, the MAG Regional Council approved the Regional Transportation Plan 2007 Update, which included a modification to the Phoenix - Northwest Light Rail Transit (LRT) Extension route. It divided the project into two phases: Phase I (3.2-miles on 19th Avenue from Montebello to Dunlap Avenue); and Phase II (1.7-mile Dunlap Avenue: 19th Avenue to 25th Avenue, to Mountain View Road, ending near Interstate 17). Phase I is currently under construction and set to open in 2016. The corridor alignment for Phase II ended east of Interstate 17 (I-17), and was incorporated in the RTP with that configuration.

In 2013, the City of Phoenix requested that Valley Metro Rail reevaluate the northern terminus of the Phoenix Northwest - Phase II LRT Extension project, given the importance of Metrocenter Mall as a major regional activity center. Therefore, Valley Metro initiated a project definition study to evaluate options to extend the alignment across I-17. After a series of outreach efforts, including workshops with Phoenix staff in August and December 2013 and community outreach meetings in January and October 2014, a recommended alignment for crossing I-17 near Mountain View Road has been identified. Ending the alignment west of I-17 provides significant economic development opportunities and it allows improved access to the light rail system for trips originating west of the freeway. Additionally, on November 13, 2014, the Phoenix City Council approved a modification to the Northwest Phase II Light Rail Transit Extension Locally Preferred Alternative to follow Dunlap Avenue between 19th and 25th Avenues, extend north on 25th Avenue, turn west on Mountain View Road and cross I-17 to end a short distance west of the freeway.

The current Transit Life Cycle Program includes \$176 million for the project. The revised project that now ends west of I-17 is estimated to cost \$295 million (year of expenditure). The Valley Metro Rail Board is scheduled to consider the approval of the project budget and identify funding for the project by May 2015. The year of opening for 1.7-mile Phoenix Northwest - Phase II LRT Extension remains the same, 2026. Phoenix will be responsible for the operating and maintenance costs for this extension.

If this action is approved, the Tempe Streetcar and Phoenix Northwest - Phase II LRT Extension projects will move forward for air quality conformity analysis. The final administrative approval of the project modifications for the MAG FY 2014-2018 and 2035 RTP will be heard formally through the MAG Committee process in May-June 2015 when a new finding of conformity would be determined.

The attached documents outline the previously approved and proposed project alignment and costs, and provide the draft amendments to the RTP. Additional project details can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects.

PUBLIC INPUT:

Valley Metro and the City of Tempe hosted a public meeting on December 1, 2014, about the realignment of the Tempe Streetcar. Public input and feedback was accepted until January 5, 2015. Valley Metro and the City of Tempe had public, stakeholder, and business meetings, and conducted surveys in 2013 to gather input on route options. During the course of the initial Alternatives Analysis Study (2007-2010), the Valley Metro public involvement team conducted ten public meetings with 446 people attending; gave more than 47 presentations to advisory committees, neighborhood associations and civic organizations; and provided continuous updates via website, e-mails, newsletters and fact sheets. Valley Metro and the City of Phoenix had community outreach meetings in January and October 2014 for the Phoenix Northwest - Phase II Light Rail Transit Extension.

PROS & CONS:

PROS: Approval of the Revised Tempe Streetcar alignment and the modification to the Phoenix Northwest - Phase II Light Rail Transit Extension will allow Valley Metro Rail, the City of Tempe, and the City of Phoenix to proceed with the project development process that includes an environmental assessment and preliminary engineering for the Tempe Streetcar.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The revised three-mile Tempe Streetcar route and 1.7-mile Phoenix Northwest - Phase II Light Rail Transit Extension will help increase transit ridership in both parts of the Valley, connect neighborhoods to downtown Tempe, connect residents to employment centers, connect residents west of I-17, and encourage redevelopment of underutilized parcels.

POLICY: Valley METRO Rail Board recommend the amended locally preferred alternative for both the Tempe Streetcar and NW Phase II – Ext. and that MAG initiate air quality conformity analysis for both projects. On June 12, 2014, the Tempe City Council approved the reconfigured Tempe Streetcar. In November 2014, Phoenix City Council approved the revised Phoenix Northwest - Phase II Light Rail Transit Extension alignment.

ACTION NEEDED:

Recommend approval of: (1) the revised alignment and cost changes to the Tempe Streetcar project and that the MAG 2035 Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis; and (2) the revised alignment and cost changes to the Phoenix - Northwest Phase II Light Rail Transit Extension project and that the MAG 2035 Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

On February 26, 2015, the MAG Transportation Review Committee recommended to 1) approve the revised alignment and cost changes to the Tempe Streetcar and that the 2035 MAG Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis; and 2) approve the revised alignment and cost changes to the Phoenix - Northwest Phase II Light Rail Extension projects and that the 2035 MAG Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Brent Cain
- Apache Junction: Giao Pham
- # Buckeye: Jose Heredia for Scott Lowe
- # Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- * El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- # Gila Bend: Ernie Rubi
- Gila River Indian Community: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- Maricopa (City): Bill Fay for Paul Jepson
- Maricopa County: Jennifer Toth
- # Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- # Queen Creek: Christine Sheehy for Mohamed Youssef
- Scottsdale: Greg Davies for Paul Basha
- Surprise: Martin Lucero for Mike Gent
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Maria Deeb, Mesa
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, City of Mesa

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

On February 12, 2015, the MAG Transit Committee recommended to approve the revised alignment changes to the Tempe Streetcar and Phoenix – Northwest Phase II Light Rail Transit Extension projects to undergo air quality conformity analysis for a future amendment to the FY 2014-2018 MAG TIP and MAG 2035 RTP, and recommended that this item be heard again at the May Transit Committee meeting that would include the project funding commitments.

MEMBERS ATTENDING

- ADOT: Vacant
- Avondale: Kristen Sexton, Vice Chair
- # Buckeye: Andrea Marquez
- Chandler: Jason Crampton for RJ Zeder
- El Mirage: Jose Macias
- Gilbert: Kristin Myers
- Glendale: Kevin Link for Debbie Albert
- Goodyear: Cato Esquivel
- # Maricopa: Ryan Wozniak for David Maestas
- # Maricopa County DOT: Suparna Dasgupta
- Mesa: Jeff Martin for Jodi Sorrell
- * Paradise Valley: Jeremy Knapp
- Peoria: Stuart Kent
- Phoenix: Maria Hyatt, Chair
- Queen Creek: Christine Sheehy for Mohamed Youssef
- Scottsdale: Ratna Korapella for Madeline Clemann
- Surprise: Martin Lucero
- Tempe: Robert Yabes
- * Tolleson: Chris Hagen
- Valley Metro: Wulf Grote
- Youngtown: Grant Anderson

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

On December 8, 2010, the Regional Council approved (1) A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe to be incorporated into the MAG FY 2011 to FY 2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update for an air quality conformity analysis; (2) Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan; (3) Without modifying priorities in the Regional Transportation Plan, consider increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system planning process; (4) Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and (5) Without modifying priorities in the Regional Transportation Plan, consider future commuter rail service along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

MEMBERS ATTENDING

- Mayor Thomas Schoaf, Litchfield Park, Chair
- Mayor Hugh Hallman, Tempe, Vice Chair
- # Councilwoman Robin Barker, Apache Junction

- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- * Mayor Michele Kern, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Jay Schlum, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor John Lewis, Gilbert
- * Mayor Elaine Scruggs, Glendale
- # Vice Mayor Joe Pizzillo, Goodyear
- * Mayor Yolanda Solarez, Guadalupe
- Supervisor Mary Rose Wilcox, Maricopa Co.

- Mayor Scott Smith, Mesa
- * Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Councilman Bill Gates for Councilwoman Peggy Neely, Phoenix
- # Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- # Mayor Jim Lane, Scottsdale
- Councilwoman Sharon Wolcott, Surprise
- * Mayor Adolfo Gamez, Tolleson
- # Mayor Kelly Blunt, Wickenburg
- # Mayor Michael LeVault, Youngtown
- * Felipe Zubia, State Transportation Board
- Victor Flores, State Transportation Board
- # Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On November 17, 2010, the Transportation Policy Committee recommended approval of the requested action.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- # Councilwoman Peggy Neely, Phoenix, Vice Chair
- # Mayor Bob Barrett, Peoria
- # Stephen Beard, HDR Engineering, Inc.
- * Dave Berry, Swift Transportation
- * Jed Billings, FNF Construction
- Councilmember Jack Sellers, Chandler
- Councilmember Shana Ellis, Tempe
- Councilmember Dick Esser, Cave Creek
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- # Mayor Jim Lane, Scottsdale

- Phil Matthews, Salt River Pima-Maricopa Indian Community
- Mayor Jackie Meck, Buckeye
- Vice Mayor Les Presmyk, Gilbert
- # Mayor Marie Lopez Rogers, Avondale
- # David Scholl
- * Mayor Elaine Scruggs, Glendale
- # Karrin Kunasek Taylor, DMB Properties
- * Mayor Lyn Truitt, Surprise
- Supervisor Max W. Wilson, Maricopa County
- Victor Flores, State Transportation Board
- F. Rockne Arnett, Citizens Transportation Oversight Committee

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On November 10, 2010, the Management Committee recommended approval of the requested action.

MEMBERS ATTENDING

- Carl Swenson, Peoria, Chair
- Charlie Meyer, Tempe, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree

- * Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Pat Dennis for Rick Flaaen, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills

Rick Buss, Gila Bend
 * David White, Gila River Indian Community
 Collin DeWitt, Gilbert
 Brent Stoddard for Ed Beasley, Glendale
 Mark Gaillard for John Fischbach, Goodyear
 Bill Hernandez, Guadalupe
 Sonny Culbreth for Darryl Crossman,
 Litchfield Park
 Christopher Brady, Mesa
 Jim Bacon, Paradise Valley
 Ed Zuercher for David Cavazos, Phoenix

John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa
 Indian Community
 David Richert, Scottsdale
 Michael Celaya for Mark Coronado, Surprise
 * Reyes Medrano, Tolleson
 Gary Edwards, Wickenburg
 * Lloyce Robinson, Youngtown
 Rob Samour for John Halikowski, ADOT
 * David Smith, Maricopa Co.
 David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

On October 28, 2010, the Transportation Review Committee (TRC) recommended the Locally Preferred alternative for approval. The TRC also recommended for approval the four additional study recommendations, with a clarification that recommendations three (additional bus rapid transit service on Rural Road) and five (future consideration of commuter rail service along the Tempe Branch) were not intended to modify priorities in the Regional Transportation Plan.

MEMBERS ATTENDING

Peoria: David Moody
 ADOT: Steve Hull for Floyd Roehrich
 Avondale: Shirley Gunther for David Fitzhugh
 Buckeye: Scott Lowe
 Chandler: RJ Zeder for Patrice Kraus
 El Mirage: Lance Calvert
 Fountain Hills: Randy Harrel
 * Gila Bend: Eric Fitzer
 * Gila River: Doug Torres
 Gilbert: Tami Ryall
 Glendale: Cathy Colbath for Terry Johnson
 Goodyear: Cato Esquivel
 * Guadalupe: Gino Turrubiarres
 Litchfield Park: Paul Ward for Woody
 Scoutten

Maricopa County: Clem Ligocki for John
 Hauskins
 Mesa: Scott Butler
 Paradise Valley: Bill Mead
 Phoenix: Rick Naimark
 Queen Creek: Tom Condit
 RPTA: Bryan Jungwirth
 Scottsdale: Dave Meinhart
 Surprise: Bob Beckley
 Tempe: Jyme Sue McLaren for Chris
 Salomone
 Valley Metro Rail: John Farry
 * Wickenburg: Rick Austin
 Youngtown: Grant Anderson for Lloyce
 Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, Chandler
 * ITS Committee: Nicolaas Swart,
 Maricopa County

* Bicycle/Pedestrian Committee: Peggy
 Rubach, RPTA
 * Transportation Safety Committee: Julian
 Dresang, City of Tempe

* Members neither present nor represented by proxy.

Attended by Audioconference

+ Attended by Videoconference

On October 14, 2010, the MAG Transit Committee recommended for the Locally Preferred Alternative and the four additional study recommendations to the MAG Transportation Review Committee.

MEMBERS ATTENDING

- Phoenix: Debbie Cotton, Chair
- * ADOT: Mike Normand
- Avondale: Kristen Sexton for Rogene Hill
- # Buckeye: Andrea Marquez
- Chandler: RJ Zeder
- * El Mirage: Pat Dennis
- * Gilbert: Tami Ryall
- Glendale: Cathy Colbath
- Goodyear: Cato Esquivel
- Maricopa County: Mitch Wagner
- Mesa: Mike James

- * Paradise Valley: William Mead
- Peoria: Maher Hazine
- * Queen Creek: Wendy Kaserman
- Scottsdale: Theresa Huish
- * Surprise: Michael Celaya
- Tempe: Jyme Sue McLaren
- * Tolleson: Chris Hagen
- Valley Metro Rail: Wulf Grote
- Regional Public Transportation Authority: Carol Ketcherside

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

On July 25, 2007, the Regional Council moved approval of MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP with the applicable air quality plans.

MEMBERS ATTENDING

- Mayor James M. Cavanaugh, Goodyear, Chair
- Councilmember Wayne Ecton for Mayor Mary Manross, Scottsdale, Vice Chair
- * Councilmember Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Bobby Bryant, Buckeye
- * Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- # Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- * President Raphael Bear, Fort McDowell Yavapai Nation
- Mayor Wally Nichols, Fountain Hills
- * Mayor Fred Hull, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- * Mayor Elaine Scruggs, Glendale

- * Mayor Bernadette Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Supervisor Don Stapley, Maricopa County
- Mayor Keno Hawker, Mesa
- * Mayor Ed Winkler, Paradise Valley
- Mayor Bob Barrett, Peoria
- Councilmember Peggy Neely, Phoenix
- Mayor Art Sanders, Queen Creek
- * President Joni Ramos, Salt River Pima-Maricopa Indian Community
- Mayor Joan Shafer, Surprise
- * Mayor Hugh Hallman, Tempe
- * Mayor Adolfo Gamez, Tolleson
- # Mayor Ron Badowski, Wickenburg
- Mayor Michael LeVault, Youngtown
- * Joe Lane, State Transportation Board
- Felipe Zubia, State Transportation Board
- # F. Rockne Arnett, Citizens Transportation Oversight Committee

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

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Figure 1: Tempe Streetcar Locally Preferred Alternative – 2.6 miles (2010)

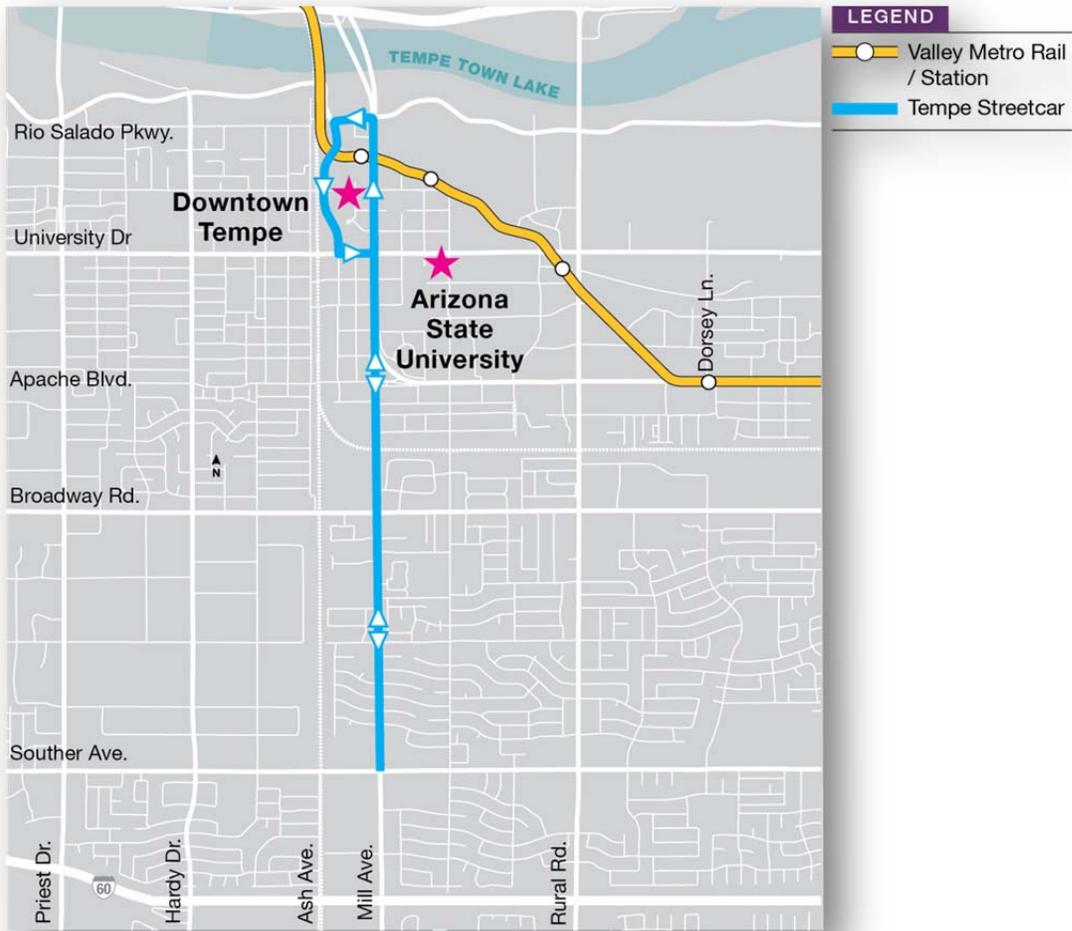


Figure 2: Revised Tempe Streetcar Locally Preferred Alternative – 3 miles



Source	FY14 TLCP (Original 2010 LPA)*	Current Estimate (new LPA)*
FTA Small Starts	\$58 million	\$75 million
Federal CMAQ	\$32 million	\$32 million
Regional PTF	\$47 million	\$47 million
New Regional/Local	\$0 million	\$23 million
Total	\$137 million	\$177 million

*All Costs are in year of expenditure

Figure 3: Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II (2007)

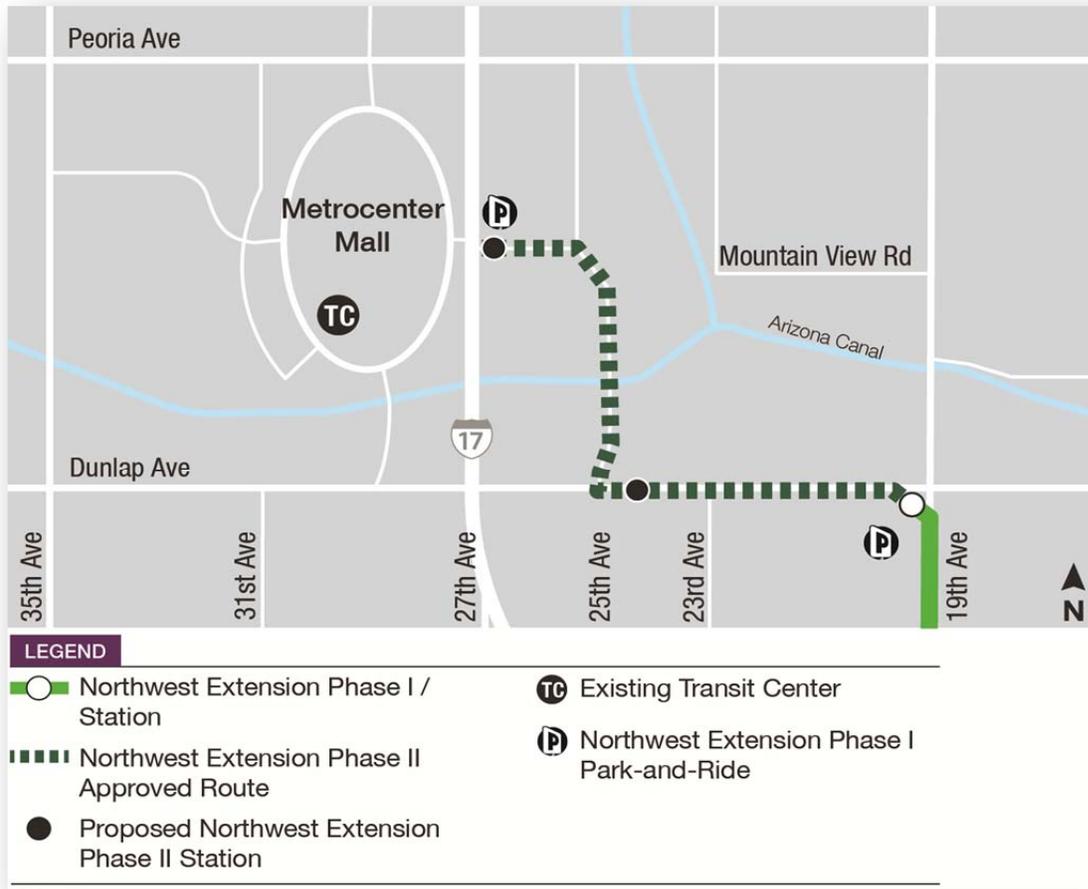
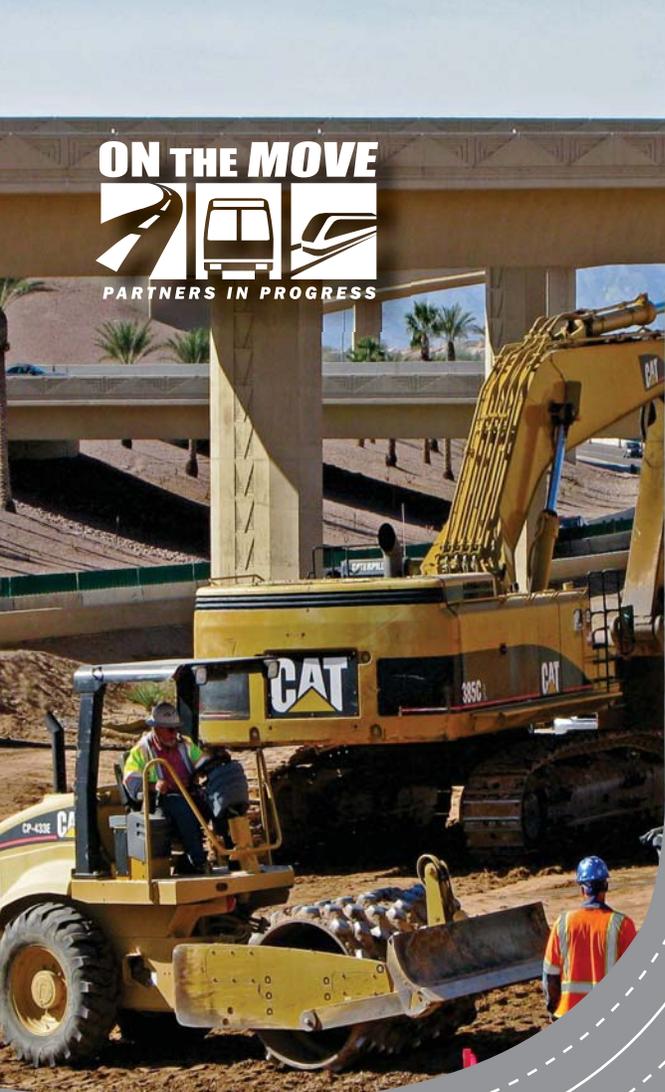


Figure 4: Revised - Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II (1.7 miles)



Source	FY14 TLCP (Original 2007 LPA) ¹	Current Estimate (Modified LPA) ¹
FTA Grant	\$75 million ²	\$118 million ³
Phoenix T2000 Tax	\$72 million	\$148 million
Regional PTF	\$29 million	\$29 million
New Regional/Local	\$0 million	\$35 million
Total	\$176 million	\$295 million

¹ All Costs are in year of expenditure and do not include financing ² Small Starts ³ New Starts



2035 REGIONAL TRANSPORTATION PLAN (RTP)

JANUARY 2014

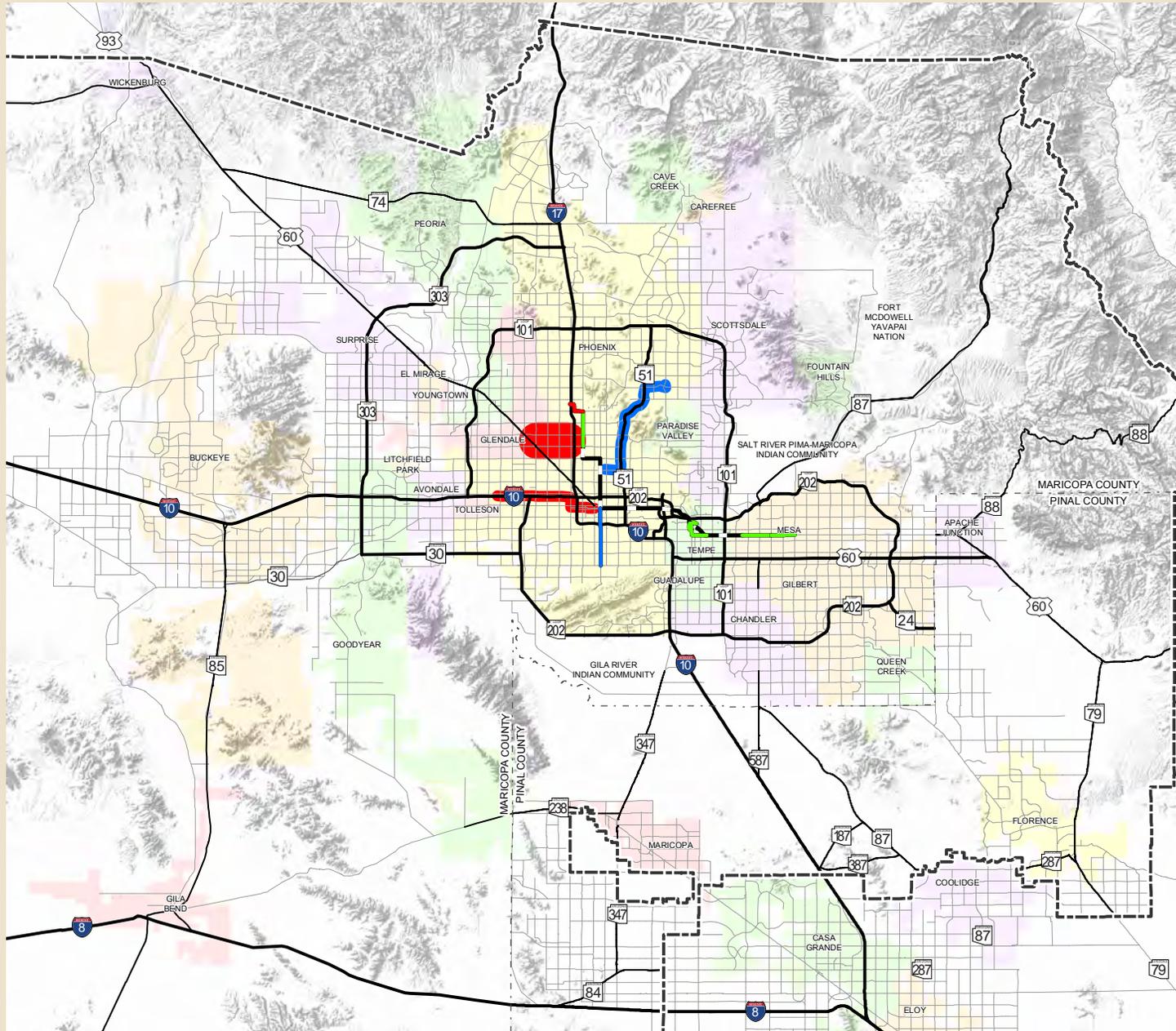


2035 Regional Transportation Plan

Fig. 10-9



Regional Light Rail Transit (LRT)/ High Capacity Transit Extensions (FY 2014 - FY 2035)



- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)
- Completed Minimum Operating Segment
- Freeways
- Highways
- Other Roads
- Metropolitan Planning Area Boundary
- County Boundary



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



Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

throughout the RTP planning period. Figure 10-8 indicates how services will be phased in over the planning period.

- LINK Service - In addition to the two current LINK routes, there is one additional route planned to open on Scottsdale/Rural Road by FY 2015, which will be funded using regional funds. Figure 10-8 includes this route.

Planned Paratransit Services

Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Dial-A-Ride - It is anticipated that dial-a-ride (DAR) service covered by the Americans with Disabilities Act (ADA) will grow commensurate to the number of fixed route bus miles expanded on per year.
- Vanpools - The future of the regional vanpool program is expected to grow due to its level of convenience and ease of customization to meet user's needs. Regional sources fund the purchase of the van only, while the operations support for this program comes from local funds, including passenger fares.

Planned High Capacity Transit

High Capacity Transit (HCT) falls into two categories, HCT/All Day and HCT/Peak Period. HCT/All Day typically operates two-way service, seven days a week, and operates in an exclusive guideway. HCT/Peak Period provides higher speed, high volume commuter or regional access. This service typically operates Monday through Friday during the morning and evening time periods. A detailed listing of the timing and cost of planned high capacity service and capital improvements is provided in Appendix D.

- HCT/All Day –Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating solely in an exclusive guideway. Passenger access is available at stations located approximately every half-mile to one mile.
- *Light Rail Transit/High Capacity Transit:* The RTP includes a ~~59.7~~ **65.1**-mile HCT system, which incorporates the Minimum Operating Segment (MOS) and ~~eight~~ **nine** future extensions. The amount identified in the RTP from all funding sources for LRT/HCT expenditures during the planning period totals ~~\$6.4~~ **7** billion (YOE \$'s). Of this total,

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

\$3.3 billion will be regionally funded and \$3.18 billion will be funded from local sources. Proposition 400 half-cent sales tax funding will not be used for operating expenses on any part of the LRT/HCT system. Operating funds, which include farebox receipts, will come from participating jurisdictions.

It should also be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of federal transit funds may provide approximately one-half of the funding, with local sources providing the remaining half. An exception is Phase I of the Northwest Extension, which will not be covered by any federal funding. It is anticipated that a small amount of half-cent funds will be applied to these two segments for certain support infrastructure elements.

In addition, provisions are made to fund regional LRT/HCT support infrastructure. Table 10-2 lists the HCT extensions and attributes. Figure 10-9 indicates how services will be phased in over the 22-year planning period.

**TABLE 10-2
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Extension Route Name, Location	Technology	Length	Year Open
Central Mesa (to Mesa Dr.), Mesa	LRT	3.1	2016
Northwest Phase I, Phoenix	LRT	3.2	2016
Northwest Phase II, Phoenix	LRT	1.7	2026
Tempe Streetcar, Tempe	Street Car	3.0	2018
West Phoenix / Central Glendale, Phoenix and Glendale	TBD*	5.0	2026
Capitol / I-10 West, Phoenix	LRT	11.0	2023
Northeast, Phoenix	TBD*	12.0	2032
Central Mesa (to Gilbert Rd.), Mesa	LRT	1.9	2017
South Central, Phoenix	LRT	5	2035

*TBD – To be determined

- *SkyTrain (Stage One-A)*: The SkyTrain (Stage One) 1.7 mile segment from the LRT station at 44th St. to Airport Terminal 4 opened in April 2013. Stage One-A, which continues from Terminal 4 to Terminal 3 for 0.7 miles with a short walkway to Terminal 2, will open in early 2015. In the future, SkyTrain (Stage Two) will extend the SkyTrain an additional 1.8 miles to the Rental Car Center. On April 22, 2009, the MAG Regional Council approved inclusion of Stage Two as an illustrative project in the RTP. The total estimated project cost of \$1.6 billion is paid for with airport revenues and passenger fees (no local tax dollars).

- Infrastructure - The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT/HCT extensions. This includes infrastructure for the rail, right of way purchase, park and rides, ITS equipment, etc.

Funding and Expenditure Summary

Table 10-3 has been prepared to provide a summary of the funding picture for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. Sources include farebox receipts, and uses cover both operating and capital costs. The balance between funds available and expenditures indicates that the transit element can be accomplished with reasonably available funding sources over the planning period.

Funding Sources

Regional funding sources for transit in terms of YOE \$'s are shown in Table 10-3 for the period FY 2014-2035. These sources include the half-cent sales tax (\$4.5 billion); federal transit funds (~~\$2.9~~ **3.0 billion**) and federal Congestion and Air Quality Mitigation funds (\$416 million); bond proceeds (\$225 million); local/other funding sources, including farebox receipts, (~~\$9.3~~ **10.1 billion**); and an estimated cash balance of \$68 million in regional funds at the beginning of FY 2014. Debt service expenses totaling \$381 million are deducted from these sources. This yields a net total of ~~\$17.1~~ **17.9 billion** (YOE \$'s) for use on transit services and projects. These revenue sources have been major funding elements for transportation facilities in the MAG area for decades and are considered to be reasonably available to the region throughout the planning period.

This includes the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central

Local funding contributions to transit services in the region have been significant in the past and, as noted above, are anticipated to continue to play an important funding role in the future. Based on the "MAG Transit Services Inventory Report, February 2013", it was determined that approximately \$247 million in local funding was directed to transit services during 2012. Taking into account population growth over the planning period, this level of participation was projected into the future, resulting in an estimated total of \$6.6 billion in potential funding from this source.

Program Expenditures

Table 10-3 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total ~~\$17.1~~ **17.9 billion**. This includes \$10.8 billion for bus capital and operating (including vanpool, dial-a-ride, and support services); and ~~\$5.7~~ **6.6 billion** for high capacity transit/light rail transit capital and operating.

TABLE 10-3: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional Funds		
MAG Half-Cent Sales Tax	4,515.5	
MAG Federal Transit Funds	2937.8 2997.8	
MAG Federal CMAQ	415.7	
Beginning Balance (Regional Funds)	68.1	
Bond Proceeds	225.0	
Allowance for Debt Service and Other Expenses	(381.4)	
Total Regional Funds		7780.7 7840.7
Local / Other		
Fixed Route Bus Fares	4675.4 1691.4	
Light Rail Transit/High Capacity Transit Fares	498.1	
Paratransit Vehicle Fares	130.6	
Vanpool Fares	68.1	
LTAf	299.1	
Local Funds	6602.4 7416.4	
Total Local/Other Funds		9273.7 10103.7
Total Funding		17054.4 17884.4
EXPENDITURES (Year of Expenditure \$'s in Millions)		
		Totals
Regionally Funded Projects		
<i>Capital</i>		
Regional Bus Fleet	1,084.7	
Bus Maintenance and Passenger Facilities	357.4	
Light Rail Transit/High Capacity Transit Regional Infrastructure	350.2	
Light Rail Transit/High Capacity Transit Extensions	3063.4 3123.1	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	79.9	
Vanpool	42.0	
Rural/Non-Fixed Route Transit	2.2	
Total Capital		4979.5 5039.5
<i>Operating</i>		
Supergrid	1,457.3	
Freeway Rapid Bus and Express Bus	269.2	
LINK Service	148.8	
Regional Passenger Support Services	203.3	
Paratransit (ADA-compliant)	768.5	
Light Rail Transit/High Capacity Transit	0.0	
Rural/Non-Fixed Route Transit	10.5	
Vanpool	68.1	
Planning and Programming	97.5	
Total Operating		3,023.2
FTA Funds Forecast Contingency		(222.0)
Total Regionally Funded Projects		7,840.7
Locally / Other Funded Projects		
<i>Capital</i>		
Local Fixed Route Service	964.2	
Paratransit	52.5	
Light Rail Transit/High Capacity Transit	841.6 1655.6	
Total Capital		1858.3 2672.3
<i>Operating Costs</i>		
Local Fixed Route Bus Service	4,485.8	
Paratransit	694.6	
Light Rail Transit/High Capacity Transit	1836.2 1852.2	
Planning, Programming and Other Support	176.8	
Total Operating		7193.4 7209.4
FTA Funds Forecast Contingency		222.0
Total Locally/Other Funded Projects		9448.4 9978.4
Total Expenditures		17054.4 17944.4

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

Appendix D
Regional Transit Projects

**TABLE D-3
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING**

ROUTE		OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP *
<u>LRT/HCT Segments</u>			
	CP/EV	810,885	Group 1
	Northwest Phase I	67,743	Group 1
	Northwest Phase II	13,620	Group 3
	Central Mesa	65,626	Group 1
	Tempe Streetcar	52,963	Group 1
	Capitol / I-10 West	143,087	Group 2
	Northeast Phoenix	37,011	Group 3
	Gilbert Road Extension	40,808	Group 1
	West Phoenix / Central Glendale	48,645	Group 3
	South Central	16,000	Group 3
		1,280,386	
Total		1,296,386	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

**TABLE D-4
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL**

ROUTE		CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS)	PLAN GROUP
<u>LRT/HCT Segments</u>			
	Northwest Phase I	174,369	Group 1
	Central Mesa	111,438	Group 1
	Tempe Streetcar	105,908 146,000	Group 1
	West Phoenix / Central Glendale	411,692	Group 2,3
	Northwest Phase II	115,651 234,600	Group 2
	Capitol / I-10 West	895,920	Group 1,2
	Northeast Phoenix	961,216	Group 2,3
	Gilbert Road Extension	122,814	Group 1
	South Central Extension	680,000	Group 3
		2,899,008	
Sub-total		3,738,050	
<u>LRT Systemwide Support</u>			
	Systemwide Support Infrastructure	91,238	Group 1,2
	Capital Project Development	36,301	Group 1,2,3
	System Planning and Design	2,939	Group 1
	Utility Reimbursements	142,924	Group 1,2,3
Sub-total		273,402	Group 1,2,3
		3,172,410	
TOTAL		4,011,451	

These figures include the current proposed revisions to Tempe Streetcar, NW Phase II, and the DRAFT Major Amendment for S. Central.

* Plan Groups:

- Group 1 (FY 2014 - FY 2018)
- Group 2 (FY 2019 - FY 2026)
- Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014

SUMMARY:

The City of Glendale and Maricopa County have requested that the MAG 208 Water Quality Management Plan be amended to include the service area expansion for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities. The facilities are located within the Goodyear Municipal Planning Area and would expand their service area to serve portions of the Glendale Municipal Planning Area that includes unincorporated areas of Maricopa County. The facilities are identified in the current MAG 208 Plan with reserve capacity to accommodate the service area expansion. The project is located within three miles of the City of Avondale, City of El Mirage, City of Goodyear, City of Litchfield Park, City of Peoria, City of Phoenix, City of Surprise, Town of Youngtown, and Luke Air Force Base. These jurisdictions have indicated no objections, with some based on certain conditions.

The City of El Mirage indicated no objections contingent upon MAG receiving a commitment from Liberty Utilities to obtain prior approval from Luke Air Force Base on the design and construction of the proposed facilities. The City stated that there should be zero impact to the Luke Air Force Base mission. In addition, the Town of Youngtown has indicated no objection to the amendment if it does not affect the mission of the Base. Luke Air Force Base expressed support for the amendment and noted that it is their understanding that the proposed amendment does not change the plans for treatment, effluent and biosolids disposal, or any other aspect of the Palm Valley and Sarival Water Reclamation Facilities. Luke Air Force Base requested the ability to comment on any new construction that Liberty Utilities undertakes as a result of this expansion; specifically, as to what impacts such construction would have on the Luke Air Force Base's flying operations. Liberty Utilities has indicated that the expanded collection service areas are outside of the Luke Air Force Base flight path and will not affect flight operations. In addition, the reclaimed water recharge basins are being planned to not interfere with the operations of the Base. Liberty Utilities has indicated that they will provide the development plans to Luke Air Force Base for review to ensure that there is no negative impact to the Base.

The City of Goodyear requested that Page 1 of the MAG 208 Plan Amendment be revised to acknowledge the potential development of the groundwater recharge site near Camelback Road and Bullard Avenue. Liberty Utilities revised Page 1 of the document to include information on the potential groundwater recharge site.

The City of Litchfield Park indicated that the City had expressed concern on the potential for new sewer lines to be installed within the City limits and the effects that construction and operation of those sewers could have on its citizens. Liberty Utilities provided Litchfield Park with the revised MAG 208 Plan

Amendment document that included all information regarding the proposed sewer system that was requested by the City, which showed that the new sewer lines will not be installed within the interior of the City of Litchfield Park.

On December 18, 2014, the MAG Water Quality Advisory Committee authorized a public hearing on the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014. The MAG Water Quality Advisory Committee conducted the public hearing on February 12, 2015. Immediately following the public hearing, the Committee considered public comments received and recommended approval of the Draft 208 Amendment. The amendment is posted on the MAG website at http://www.azmag.gov/Documents/WQAC_2014-12-10_Liberty-Utilities'-Palm-Valley-and-Sarival-Water-Reclamation-Facilities-208-Plan-Amendment.pdf.

PUBLIC INPUT:

On February 12, 2015, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014. At the public hearing, the Acting Chair invited Committee members to provide comments for the record. There were three members of the Committee that provided comments at the public hearing. No testimony was submitted from members of the public.

The City of Glendale representative on the MAG Water Quality Advisory Committee commented that the amendment is just another sign of all the good things that are happening on the west side of the Valley as a whole; thanked the Committee for taking the time to review the amendment; and indicated that the City looks forward to a good outcome.

The University of Arizona Maricopa County Cooperative Extension representative on the MAG Water Quality Advisory Committee asked if the people in the expansion area will just have the option in the future to connect to the sewer system and not be compelled to go on sewer.

The City of El Mirage representative on the Water Quality Advisory Committee asked if Maricopa County would reissue septic permits or if they would cease and eventually, when the septic system fails, the people would have to connect. The City of El Mirage representative also asked Glendale's position on whether people would be connected to sewer.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment would make the service area expansion for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the MAG 208 Water Quality Management Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 208 Plan Amendment is needed to accommodate sewer service needs in the Glendale Municipal Planning Area.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for

wastewater treatment systems in the MAG region. Approval of the 208 Plan Amendment would enable the service area expansion to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On February 12, 2015, the MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014, with one member abstaining (shaded).

MEMBERS ATTENDING

- | | |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Heather Finden for Randy Gottler, Phoenix,
Barbara Chappell, Avondale, Vice Chair | David McNeil, Tempe |
| * Arnold Coronado, Buckeye | * Mark Berrelez, Tolleson |
| * Anupa Jain, Chandler | Kevin Chadwick, Maricopa County |
| Larry Dobrosky, El Mirage | * Henry Day, Arizona Public Service Company |
| Mark Horn, Gilbert | Jim Kudlinski, Salt River Project |
| Javier Setovich, Glendale | Edward Martin, University of Arizona Maricopa
County Cooperative Extension |
| Mark Seamans, Goodyear | Michael Byrd, Salt River Pima-Maricopa
Indian Community |
| Daniel Cleavenger, Mesa | * Carole Coe Klopatek, Fort McDowell Yavapai
Nation |
| Roger Carr for Michael Weber, Peoria | Elisabeth Kahn for Glenn Stark, Gila River
Indian Community |
| * Greg Homol, Queen Creek | |
| Terry Lowe, Surprise | |
| Suzanne Grendahl, Scottsdale | |

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

CONTACT PERSON:

Julie Hoffman, Environmental Planning Program Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS
DRAFT MAG 208 WATER QUALITY MANAGEMENT PLAN AMENDMENT
FOR THE LIBERTY UTILITIES PALM VALLEY AND SARIVAL WATER
RECLAMATION FACILITIES SERVICE AREA EXPANSION 2014

(PUBLIC HEARING)

Phoenix, Arizona
February 12, 2015
3:30 p.m.

PREPARED FOR:

Maricopa Association of
Governments
(ORIGINAL)

REPORTED BY:
Mary Davis, RPR
Arizona CCR No. 50271

AZ Registered Reporting Firm No. R1008



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1 MARICOPA ASSOCIATION OF GOVERNMENTS,
2 Draft MAG 208 Water Quality Management Plan Amendment
3 for the Liberty Utilities Palm Valley and Sarival Water
4 Reclamation Facilities Service Area Expansion 2014,
5 Public Hearing, taken on February 12, 2015, commencing
6 at 3:33 p.m. at Maricopa Association of Governments,
7 302 North 1st Avenue, Suite 200, Saguaro Room, Phoenix,
8 Arizona, before MARY DAVIS, a Certified Reporter in the
9 State of Arizona.

10 MAG WATER QUALITY ADVISORY COMMITTEE MEMBERS ATTENDING:

11 Heather Finden for Randy Gottler, Phoenix, Chair
12 Barbara Chappell, Avondale, Vice Chair
13 Larry Dobrosky, El Mirage
14 Elisabeth Kahn for Glenn Stark, Gila River Indian
Community
15 Mark Horn, Gilbert
16 Javier Setovich, Glendale
17 Mark J. Seamans, Goodyear
18 Kevin Chadwick, Maricopa County
19 Daniel Cleavenger, Mesa
20 Roger Carr for Michael Weber, Peoria
21 Jim Kudlinski, Salt River Project
22 Suzanne Grendahl, Scottsdale
23 Terry Lowe, Surprise
24 David McNeil, Tempe
25 Edward Martin, University of Arizona Maricopa County
Cooperative Extension

26 OTHERS PRESENT:

27 Julie Hoffman, Maricopa Association of Governments
28 Kara Johnson, Maricopa Association of Governments
29 Bhaskar Kolluri, Liberty Utilities
30 Steve Carlson, Liberty Utilities
31 Richard Humphreys, Carollo Engineers
32 Scott Miller, Arizona Public Service
33 Scot Mussi, Reliant Consulting

1 (Commencement of public hearing at
2 3:33 p.m.)

3

4 MS. CHAPPELL: Okay, item 4. I now open
5 the public hearing on the Draft MAG 208 Water Quality
6 Management Plan Amendment for the Liberty Utilities
7 Palm Valley and Sarival Water Reclamation Facilities
8 Service Area Expansion 2014.

9 We're going to begin with a briefing on
10 the draft amendment. Following the briefing, hearing
11 participants are invited to make comments for the
12 public record.

13 We have a court reporter present to
14 provide an official record of the hearing. Written
15 comments are also welcome. For those wishing to speak
16 on the Draft 208 Plan Amendment for the Liberty
17 Utilities Palm Valley and Sarival Water Reclamation
18 Facilities Service Area Expansion 2014, please fill out
19 a public hearing comment card located on the table in
20 the meeting room and hand it to MAG staff.

21 First, Richard Humphreys of Carollo
22 Engineers will provide a briefing on the draft.

23 MR. HUMPHREYS: Good afternoon. This
24 afternoon I will provide just a brief overview of the
25 MAG 208 Amendment that is being proposed for Liberty

1 Utilities, for their service area expansion in 2014.

2 The sponsors of this amendment on behalf
3 of Liberty Utilities is the City of Glendale and
4 Maricopa County. The amendment is located entirely
5 within the City of Glendale's planning area, and it
6 also includes some county islands as well.

7 This amendment has two purposes. First
8 of all, there have been some developers that want to
9 develop some land areas to the north of Liberty
10 Utilities' current service area, and so this amendment
11 has been requested so that they can move this area into
12 their service area for service.

13 In addition, since we are doing a 208
14 amendment in that area anyway, Maricopa County wanted
15 to include the areas that are currently served by
16 septic systems so that those areas could be
17 incorporated as well so that at some future point in
18 time, if the homeowners in that area chose to switch
19 from septic to a public sewer service, they could do
20 that and it would already be covered under this
21 amendment.

22 This is a map of the current Liberty
23 Utilities service area and the CC&N area. The service
24 area is just a little bit larger than the CC&N area, in
25 this isolated area over here to the west, and then also

1 some small areas right up in this area.

2 This map shows the additional areas that
3 are proposed for service by Liberty Utilities. You can
4 see these areas here to the south and to the east of
5 Luke Air Force Base, as well as some of the county
6 island areas.

7 The following organizations and city
8 governments have submitted letters of no objection.
9 These are the cities of Avondale, El Mirage, Goodyear,
10 Litchfield Park, Peoria, Phoenix, Surprise, the Town of
11 Youngtown, and Luke Air Force Base. There were several
12 of these cities that did make one request of Liberty
13 Utilities, and that was that any expansion or growth
14 and development not impact the mission of Luke Air
15 Force Base. And they requested that plans and drawings
16 be reviewed to ensure that that was the case, and
17 Liberty Utilities has agreed to comply with that
18 request.

19 We went through the Section 208 of the
20 Clean Water Act to address every one of the items in
21 that act as it relates to this particular 208 expansion
22 to make sure that all of those issues have been
23 complied with. Those are all located in Appendix D of
24 the report.

25 Now, for your information, Liberty

1 Utilities has two water -- well, one current water
2 reclamation plant and then another one that is planned
3 is the Sarival plant in the future. Currently, the
4 Palm Valley plant is located right here and the Sarival
5 plant is proposed for right at this location.

6 Currently there is a lift station at this location that
7 pumps wastewater over to the Palm Valley plant. So all
8 of the areas that are proposed for the 208 expansion
9 are included within the Palm Valley Water Reclamation
10 Plant service area.

11 This particular amendment doesn't require
12 any change to the capacity of either of the water
13 reclamation plants. This table here shows the sequence
14 of the various MAG 208 amendments since 2002. The
15 total approved capacity of both plants is 16.4 MGD, and
16 that would be 8.2 MGD coming from each plant at
17 build-out. Each of the approved amendments have an
18 additional wastewater load that has been calculated.
19 So the proposal for 2014 is 1.97 MGD of additional
20 flow, which gives a total projected wastewater flow of
21 15.24 MGD, which is less than the 16.4 MGD by 1.16 MGD.
22 So there's still 7 percent of the planned capacity of
23 those two water reclamation plants that is available
24 for expansions in the future.

25 In order to calculate the wastewater

1 flows that we're projecting from this expansion, we
2 used the land use plan information from the City of
3 Glendale and their planning information. And so on
4 this map, each of the different colored polygon areas
5 represent a different type of land use as projected in
6 these areas of development.

7 So from each of these land use areas that
8 are listed here, which would include low, medium,
9 medium-high, and high density residential, plus
10 commercial, business park, light industrial and heavy
11 industrial and Luke compatible land uses, we have
12 identified the acreage, the dwelling units per acre
13 that are anticipated for each of these, and the
14 expected population once full build-out is reached for
15 these areas which gives an additional population of
16 7,474 individuals that would be served.

17 We estimated unit loads or gallons per
18 capita per day flows for the residential areas would be
19 100 gallons per capita per day, which is conservative,
20 and then representative per acre values of 500, 800,
21 and 700 gallons per acre per day for the wastewater
22 loads in the nonresidential areas, which gives us a
23 total estimated flow of 1,962,000 gallons per day of
24 flow or 1.96 MGD.

25 We also estimated the peak hour flow for

1 both the plant capacity planning, as well as the pipes
2 and interceptors that would convey this wastewater
3 flow, and the peak flow is estimated to be 5.89 MGD.

4 In addition, we planned capital
5 improvements that would be required to convey the
6 wastewater from these new areas where we identified and
7 we sized pipes from these areas here to come down and
8 then intersect with existing interceptors at this
9 location and convey the flow on down to the Palm Valley
10 Water Reclamation Plant. So these pipes are already
11 sized for when the development comes to be implemented
12 in these areas.

13 So, in summary, the land areas included
14 in the proposed amendment are outside of the Luke Air
15 Force Base flight path and will not pose any risk to
16 Luke Air Force Base flight operations.

17 Officials at Luke Air Force Base request
18 the opportunity to review development plans to ensure
19 that there is no negative impact to Luke Air Force
20 Base, and Liberty Utilities will comply with that
21 request.

22 Within the Liberty Utilities area now,
23 there is a Desert Gardens apartment complex that
24 currently treats their wastewater through a packaged
25 plant and intends to continue to do so. However, with

1 this amendment, if at some time in the future they
2 choose to connect to the Liberty Utilities system, they
3 can do so upon paying the requisite fees for that.

4 And this expansion does not affect any
5 existing facilities or certificated areas for Liberty
6 Utilities or for any other private water utility.

7 So with that, do you have any questions
8 regarding this 208 amendment that I can answer for you?

9 MS. CHAPPELL: At this time, public
10 comments are invited on the draft amendment for the
11 Liberty Utilities Palm Valley and Sarival Water
12 Reclamation Facilities Service Area Expansion 2014 if
13 cards are provided. Any cards?

14 Do any of the committee members have
15 comments that you would like to be on the formal
16 record?

17 MR. SETOVICH: Yeah. This is Glendale.
18 I'd like to just say that this is just another sign of
19 all the good things that are happening on the west side
20 of the Valley as a whole. And, you know, we want to
21 thank you for taking the time to review this and we
22 look forward to a good outcome. Thanks.

23 MS. CHAPPELL: Thank you.

24 Do we have any more comments for the
25 public record?

1 MR. MARTIN: I do have a question. On
2 the sewer, you said that the folks that are on septic
3 systems will have the option. They won't be compelled
4 to go on the sewer, they'll just have the option in the
5 future if they want to go on the sewer system?

6 MR. HUMPHREYS: That is correct. They're
7 not compelled to switch over. This just makes it so
8 that if they chose to switch in the future, they don't
9 have to go through an amendment in order to do that.

10 MR. MARTIN: Very good. Thank you.

11 MR. DOBROSKY: As a follow-up to that,
12 would the county reissue septic permits or they'll
13 cease and so eventually, when the septic system fails,
14 they'll have to connect?

15 MR. HUMPHREYS: I'm not aware of any
16 efforts on the part of the county to issue any kind of
17 permits.

18 MR. CHADWICK: I guess you're looking at
19 me.

20 Yeah. For on-site wastewater, if it's
21 county jurisdiction we will reissue -- the county's
22 policy is we will reissue on-site wastewater permits as
23 far as repair, replacement, or new permits. It doesn't
24 matter if there's a sewer line running in front of the
25 house.

1 In incorporated areas, it depends on the
2 incorporated community's policies. And based on the
3 state rule, the county will abide by whatever the
4 incorporated community's rules are on that issue as far
5 as replacement or new installations in an area that can
6 be sewerred.

7 MR. HUMPHREYS: Thank you.

8 MR. DOBROSKY: Follow-up. What is
9 Glendale's position on that?

10 MR. SETOVICH: Well, as a whole, you
11 know, it's, I think, worth noting that Glendale doesn't
12 provide water and wastewater service in this area. And
13 so, in essence, it is out of the jurisdiction of our
14 water service department and we don't have a set policy
15 at this point.

16 MS. CHAPPELL: We have no further
17 comments or questions. We can close the public
18 hearing.

19 (Concluded at 3:45 p.m.)
20
21
22
23
24
25

1 STATE OF ARIZONA)
) SS.
 2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing proceedings were
 4 taken before me; that the witness before testifying was
 5 duly sworn by me to testify to the whole truth; that
 6 the foregoing pages are a full, true and accurate
 7 record of the proceedings, all done to the best of my
 skill and ability; that the proceedings were taken down
 by me in shorthand and thereafter reduced to print
 under my direction.

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

- { } Review and signature was requested.
- { } Review and signature was waived.
- {X} Review and signature was not required.

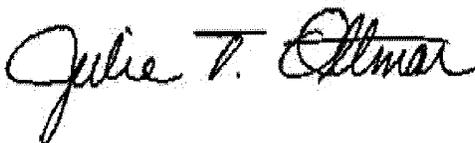
11 I CERTIFY that I have complied with the ethical
 12 obligations set forth in ACJA 7-706(F)(3) and ACJA
 13 7-206 (J)(1)(g)(1) and (2), Dated at Phoenix, Arizona,
 this 17th day of February, 2015.

14
 15 

16
 17
 18

 MARY DAVIS, RPR - Digital Signature
 AZ Certified Court Reporter No. 50271

19 I CERTIFY that OTTMAR & ASSOCIATES, INC., has
 20 Complied with the ethical obligations set forth in ACJA
 21 7-206 (J)(1)(g)(1) through (6).

22
 23 

24

 OTTMAR & ASSOCIATES, INC.
 25 AZ Registered Reporting Firm No. R1008

**RESPONSE TO PUBLIC COMMENTS ON THE
DRAFT MAG 208 WATER QUALITY MANAGEMENT PLAN AMENDMENT
FOR THE LIBERTY UTILITIES PALM VALLEY AND SARIVAL WATER
RECLAMATION FACILITIES SERVICE AREA EXPANSION 2014**

FEBRUARY 12, 2015 PUBLIC HEARING

The Maricopa Association of Governments (MAG) appreciates the comments made during the public comment period for the Draft MAG 208 Water Quality Management Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014. An advertised public hearing on the draft amendment was conducted by the MAG Water Quality Advisory Committee on February 12, 2015. At the public hearing, the Acting Chair invited Committee members to provide comments for the public record. There were three members of the Committee that provided comments at the public hearing. No testimony was submitted from members of the public.

The comments provided during the February 12, 2015 public hearing were forwarded to the City of Glendale and Maricopa County for response, since they are the jurisdictions that officially requested that MAG initiate the 208 amendment process for the Draft MAG 208 Plan Amendment for the Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities Service Area Expansion 2014. The response to comments is provided below.

COMMENTS FROM THE MAG WATER QUALITY ADVISORY COMMITTEE MEMBER FOR THE CITY OF GLENDALE (Comments by Javier Setovich, on February 12, 2015)

Comment: This is Glendale. I'd like to just say that this is just another sign of all the good things that are happening on the west side of the Valley as a whole. And, you know, we want to thank you for taking the time to review this and we look forward to a good outcome. Thanks.

Response: Glendale and Maricopa County are cosponsors of this MAG 208 Amendment. It is exciting for Glendale to see the precursors to future development of the west side of the Glendale Planning Area.

COMMENTS FROM THE MAG WATER QUALITY ADVISORY COMMITTEE MEMBER FOR THE UNIVERSITY OF ARIZONA MARICOPA COUNTY COOPERATIVE EXTENSION (Comments by Edward Martin, on February 12, 2015)

Comment: I do have a question. On the sewer, you said that the folks that are on septic systems will have the option. They won't be compelled to go on the sewer, they'll just have the option in the future if they want to go on the sewer system?

Response provided by Richard Humphreys, Carollo Engineers, at the public hearing: That is correct. They're not compelled to switch over. This just makes it so that if they chose to switch in the future, they don't have to go through an amendment in order to do that.

COMMENTS FROM THE MAG WATER QUALITY ADVISORY COMMITTEE MEMBER FOR THE CITY OF EL MIRAGE (Comments by Larry Dobrosky, on February 12, 2015)

Comment: As a follow-up to that, would the County reissue septic permits or they'll cease and so eventually, when the septic system fails, they'll have to connect?

Response provided by Richard Humphreys, Carollo Engineers, at the public hearing: I'm not aware of any efforts on the part of the County to issue any kind of permits.

Response provided by Kevin Chadwick, Maricopa County Environmental Services Department, at the public hearing:

For on-site wastewater, if it's County jurisdiction we will reissue - the County's policy is we will reissue on-site wastewater permits as far as repair, replacement, or new permits. It doesn't matter if there's a sewer line running in front of the house. In incorporated areas, it depends on the incorporated community's policies. And based on the state rule, the County will abide by whatever the incorporated community's rules are on that issue as far as replacement or new installations in an area that can be sewerred.

Response: Maricopa County provides permitting services for installation and repair of on-site wastewater facilities in all jurisdictions in Maricopa County through delegation from the Arizona Department of Environmental Quality. The applicable rule, Arizona Administrative Code R18-9-A309, provides the criteria that Maricopa County uses to determine if an on-site wastewater system (septic system) can be permitted for installation or replacement on a specific parcel.

Comment: Follow-up. What is Glendale's position on that?

Response provided by Javier Setovich, City of Glendale, at the public hearing: Well, as a whole, you know, it's, I think, worth noting that Glendale doesn't provide water and wastewater service in this area. And so, in essence, it is out of the jurisdiction of our water service department and we don't have a set policy at this point.

Response: The City of Glendale evaluates the feasibility of new connections based on proximity and financial impact. This policy is applied to parcels within city limits and within Glendale's wastewater service area. Areas west of 115th Avenue are serviced by private providers. Requirements for new connections in those areas are based on requirements by Maricopa County and the private providers in the area.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 3, 2015

SUBJECT:

Development of the FY 2016 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 each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March 17, 2015. This presentation is an overview of MAG's early FY 2016 proposed projects for the FY 2016 Work Program.

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 2016 were first presented at the February 11, 2015, Management Committee meeting and the February 25, 2015, Regional Council meeting. Since new projects were presented in February, MAG was awarded an additional \$200,000 FHWA grant from the federal Integrated Corridor Management (ICM) Deployment Planning Grant program. The goal of the ICM program is to advance the integrated approach to transportation systems management and operations. This grant will be used to fund projects for this purpose and will be included in the MAG Work Program when the programming is finalized. Project descriptions are included along with all of the newly proposed projects in the Draft FY 2016 MAG Unified Planning Work Program and Annual Budget.

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

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

- Draft of the FY 2016 "MAG Programs in Brief." The draft document presents the newly proposed projects.
- Draft FY 2016 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 2016 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, consultant pages for new and carryforward consultants, and the draft of the updated agreement among the transit operators .

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by federal regulations 23 CFR 450.314) to

describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2016. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2015.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The draft MAG Dues and Assessments for FY 2016 have been prepared using the methodology that was approved by the MAG Regional Council.

POLICY: In accordance with the MAG Fund Balance Policy, should the unassigned fund balance of the General Fund ever drop below the minimum 15 percent range, MAG Regional Council can consider reducing expenditures to eliminate any structural deficit, or the MAG Regional Council can increase revenues or pursue other funding sources, or some combination of the two options. Should the unassigned fund balance of the General Fund ever exceed the maximum 25 percent range, the MAG Regional Council will consider such fund balance surpluses for use as a reduction to member dues and assessments and/or one-time expenditures that are nonrecurring in nature and which will not require additional future expense outlays for maintenance, additional staffing or other recurring expenditures.
None.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the February 25, 2015, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- # Mayor Kenneth Weise, Avondale
- + Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- * Mayor Georgia Lord, Goodyear
- * Mayor Rebecca Jimenez, Guadalupe
- * Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- * Mayor John Giles, Mesa
- Mayor Michael Collins, Paradise Valley
- * Mayor Cathy Carlat, Peoria
- * Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- # Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg

Mr. Roc Arnett, Citizens Transportation Oversight Committee

* Mr. Joseph La Rue, State Transportation Board
Mr. Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the February 17, 2015, MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair
Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
Mayor Greg Stanton, Phoenix, Treasurer
Mayor Gail Barney, Queen Creek

Mayor Jackie Meck, Buckeye
Mayor Mark Mitchell, Tempe
Mayor Lana Mook, El Mirage

* Not present

Participated by video or telephone conference call

This item was on the February 11, 2015, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

Christopher Brady, Mesa, Chair
Darryl Crossman, Litchfield Park, Vice Chair
Matt Busby for George Hoffman, Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Amber Wakeman for Dr. Spencer Isom, El Mirage
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
* Ernest Rubi, Gila Bend
* Tina Notah, Gila River Indian Community
Heather Wilkey for Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe

Gregory Rose, City of Maricopa
Kevin Burke, Paradise Valley
Susan Daluddung for Carl Swenson, Peoria
Thomas Remes for Ed Zuercher, Phoenix
Louis Anderson for Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Nicole Lance for Bob Wingenroth, Surprise
Andrew Ching, Tempe
Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Sintra Hoffman for John Halikowski, ADOT
Joy Rich for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

This item was on the January 28, 2015, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- * Vice Mayor Robin Barker, Apache Junction
- Vice Mayor Stephanie Karlin for Mayor Kenneth Weise, Avondale
- * Mayor Jackie Meck, Buckeye
- * Councilmember Mike Farrar, Carefree
- * Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- # Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- # Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- * Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- * Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- # Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- # Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor John Cook, Wickenburg
- Mr. Roc Arnett, Citizens Transportation Oversight Committee
- Mr. Joseph La Rue, State Transportation Board
- Mr. Jack Sellers, State Transportation Board

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

This item was on the January 12, 2015, MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
- Mayor Greg Stanton, Phoenix, Treasurer
- # Mayor Gail Barney, Queen Creek
- * Mayor Jackie Meck, Buckeye
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage

* Not present # Participated by video or telephone conference call

This item was on the January 7, 2015, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

- Christopher Brady, Mesa, Chair
- Darryl Crossman, Litchfield Park, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Jessica Blazina for David Fitzhugh, Avondale
- # Roger Klingler for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- # Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- # Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear

- * Rosemary Arellano, Guadalupe
 - # Gregory Rose, City of Maricopa
 - * Jim Bacon, Paradise Valley
 - Jeff Tyne for Carl Swenson, Peoria
 - Ed Zuercher, Phoenix
 - # Greg Stanley, Pinal County
 - Tracy Corman for John Kross, Queen Creek
 - * Bryan Meyers, Salt River Pima-Maricopa Indian Community
 - * Fritz Behring, Scottsdale
- * Bob Wingenroth, Surprise
 - Andrew Ching, Tempe
 - Reyes Medrano, Tolleson
 - Joshua Wright, Wickenburg
 - # Jeanne Blackman, Youngtown
 - Sintra Hoffman for John Halikowski, ADOT
 - Joy Rich for Tom Manos, Maricopa County
 - John Farry for Steve Banta, Valley Metro/RPTA
- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

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