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September 23, 2009

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 1, 2009, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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 Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft August 27, 2009 Minutes</u>	2. Approve Draft minutes of the August 27, 2009 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u> Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

5a. <u>2009 Annual Report on Status of the Implementation of Proposition 400*</u> A.R.S. 28-6354 requires that MAG issue an annual report on the status of regional transportation projects included in Proposition 400, which was approved by the voters in Maricopa County in November 2004. The 2009 Annual Report is the fifth report in this	5a. For information and discussion.
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series and covers the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website. Please refer to Attachment One.

5b. Arterial Life Cycle Program Status Report*

A Status Report on the Arterial Life Cycle Program (ALCP) will be provided for the period between April and September 2009 and will include an update on ALCP Project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, and program revenues and finances. A copy of the ALCP Status Report is provided in Attachment Two.

5b. For information and discussion.

ITEMS TO BE HEARD

6. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Fiscal Year 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. Please refer to Attachment Three for a handout of proposed amendments and administrative modifications to the FY 2008-2012 TIP.

7. Update on the American Recovery and Reinvestment Act (ARRA) of 2009: Re-allocation of Unused Local/MPO ARRA Funds – Policy Options

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations. In March 2009, the MAG Regional Council provided policy

6. For information, discussion and recommendation to approve of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

7. Information, discussion, and possible recommendation for backup projects to be funded with unobligated local/MPO ARRA Funds and/or provide policy direction on how to program unobligated local/MPO ARRA Funds.

direction on how to program ARRA funds designated to the MAG region for local projects and approved deadlines, which included a regional obligation deadline of November 30, 2009. Per Federal regulations, projects must undergo a set of federal clearances prior to obligation and advertisement and must be obligated by March 2, 2010. Bids for initial ARRA funded projects have been between 20% to 50% below original estimates, and it is anticipated that trend will continue. As a result, unprogrammed ARRA funding may become available for additional projects. Please refer to Attachment Four for a status report on ARRA project development, and policy options for the reallocation of unused ARRA funds.

8. MAG Fiscal Year 2010 Traffic Signal Optimization Program (TSOP) Project Recommendations

A formal request for projects for the FY 2010 Traffic Signal Optimization Program (TSOP) was announced by MAG on July 17, 2009. The available TSOP budget in the the MAG Work Program for FY 2010 is \$321,000. Twelve project applications have been received requesting a total of \$284,000. A regional workshop to provide training on signal timing software has also been included in the list of projects at an estimated cost of \$10,000, in response to requests received from MAG Member Agencies. The recommended projects will be carried out by MAG through Intelligent Transportation System(ITS) on-call consultants currently under contract. On September 2, 2009, the MAG ITS Committee recommended a list of TSOP projects for approval. Please refer to Attachment Five for the listing of recommended TSOP projects for FY 2010.

9. MAG Committee Operating Policies and Procedures

On July 22, 2009, the MAG Regional Council

8. For information, discussion and recommendation to approve the FY 2010 TSOP projects as listed in Attachment Five.

9. For information and discussion.

approved the MAG Committee Operating Policies and Procedures. The document has clarified, and in some cases, modified, former MAG committee procedures. The policies and procedures note that Chairs and Vice Chairs of technical and other policy committees, with the exception of the Transportation Policy Committee, will be appointed by the MAG Executive Committee and are eligible for one-year terms, with possible reappointment to serve up to one additional term by consent of the committee. An update will be provided by MAG staff. Please refer to the memorandum in Attachment Six for additional information.

10. Request for Future Agenda Items

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

11. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

12. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, October 29, 2009 at 10:00 a.m. in the MAG Office, Saguaro Room.

10. For information and discussion.

11. For information.

12 For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

August 27, 2009

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
#Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
*Gila Bend: Rick Buss
*Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
#Guadalupe: Gino Turrubiarres
*Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
#Mesa: Scott Butler
*Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa
Street Committee: Darryl Crossman, City of Litchfield Park
*ITS Committee: Mike Mah
* Pedestrian Working Group: Brandon Forrey, City of Peoria
*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG
Alice Chen, MAG
Monique de los Rios-Urban, MAG
Bob Hazlett, MAG
Roger Herzog, MAG
Christina Hopes, MAG
Roger Roy, MAG
Tim Strow, MAG
Steve Tate, MAG
Kevin Wallace, MAG
Eileen Yazzie, MAG
Ed Stillings, FHWA
Jermaine Hannon, FHWA
Tami Ryall, Town of Gilbert
Mike Sabitini, MCDOT
Kwi-Sung Kang, ADOT
Wulf Grote, METRO
Ray Dovalina, City of Phoenix
Jim Schumann, CK Group
Jeanne Sapon, Sundt
Paul Ward, Olsson and Assoc.
John McNamara, AECOM
Jason Pagnard, Burgess and Niple

1. Call to Order

Chairman Moody from the City of Peoria called the meeting to order at 10:07 a.m. Chairman Moody informed the those present that three members would be attending the meeting via audio conference: Mr. Gino Turrubiarres from the Town of Guadalupe, Mr. David Fitzhugh from the City of Avondale, and Mr. Scott Butler from the City of Mesa.

Before moving to the next item on the agenda, Mr. Moody made a few announcements regarding the Transportation Review Committee's meeting schedule for the remainder of calendar year 2009. He announced that the Committee would not meet in September, but would meet on October 1st and October 29th. He also announced that a meeting would not be held in November due to scheduled holidays.

Chairman Moody also announced that the December 10th meeting of the Committee had been rescheduled to Monday, December 14th due to a scheduling conflict. He inquired if there were any questions or comments about the revised meeting schedule. There were none, and Chairman Moody moved on to the next agenda item.

2. Approval of the Draft June 25, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the June 25, 2009 meeting minutes, and there were none. Mr. David Meinhart from the City of Scottsdale moved to approve the minutes. Mr. John Hauskins from Maricopa County seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson informed the Committee that the Regional Council had adopted new policies and procedures for MAG Committees. He stated the MAG Staff would provide a presentation at the September meeting of the TRC to discuss the new policies and procedures in detail.

Mr. Anderson announced that under the policies, a meeting could not be conducted if a quorum was not met. He stated that after consulting with MAG legal counsel, it was determined that if the quorum was lost during the meeting that the meeting must be adjourned immediately, even if the remaining items on the agenda were for information and discussion only. He

encouraged the Committee members to attend meetings and remain until adjournment.

Then, Mr. Anderson addressed revenue receipts and forecasts. He reported that the July Regional Area Road Fund (RARF) revenues decreased by approximately 13.7 percent compared to July 2008. He announced that the Arizona Department of Transportation (ADOT) has produced a preliminary Fiscal Year (FY) 2010 RARF forecast that anticipated revenues for the year to be approximately \$315 million. He stated the revised forecast was lower than the actual RARF revenues collected in FY 2009 of \$328 million. Mr. Anderson also reported on the Highway User Revenue Fund (HURF) revenue receipts and forecast. He stated the HURF forecast for July was \$109 million; however, actual HURF revenues collected in July were \$97 million.

Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and this concluded the Transportation Director's Report.

5. Approval of Consent Agenda

Addressing the next order of business, Chairman Moody directed the Committee's attention to the consent agenda. He inquired if there were any questions or comments about the ADOT Red Letter Process, which was on the consent agenda as Agenda Item #6. Mr. Grant Anderson from the Town of Youngtown stated he thought the Committee had intended to review the Committee's involvement in the ADOT Red Letter Process, as discussed at a previous Committee meeting.

Mr. Grant Anderson inquired what the approval of the agenda item meant. Mr. Eric Anderson replied that the agenda item was a recognition by MAG that information on the Red Letter Process had been received and disseminated to MAG Member Agencies. Mr. Eric Anderson stated that an agenda item may need to be included on a future Committee agenda to discuss what the process is, how the information is used by ADOT, and how the process may be refined.

Mr. Hauskins reported the Red Letter Process was initiated by ADOT to provide advance notification of development activities that may be planned in potential areas of future right-of-way acquisitions. He stated the process had benefitted Maricopa County for many years. He suggested the reason ADOT requested approval of the ADOT Red Letter Process, in part, as confirmation the process was a positive method of coordination between the State and local agencies. Mr. Hauskins asked Mr. Kwi-Sung Kang from ADOT to confirm his statement. Mr. Kang stated that Mr. Hauskins was correct. A brief discussion followed.

Mr. Hauskins motioned to approve the consent agenda. Mr. Ed Zuercher from the City of Phoenix seconded the motion, and the motion was approved by unanimous voice vote of the Committee.

7. Development of the FY 2011-2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present on the development of the FY 2011 - FY 2015 Transportation Improvement Program (TIP) and the Regional Transportation (RTP) Plan FY 2010 Update. Ms. Yazzie stated that in late July a memorandum and revised schedule had been disseminated to MAG Member Agencies in regards to the programming of the TIP as well as the RTP Update.

Ms. Yazzie announced that MAG Staff would not be producing a FY 2010 - 2014 TIP as originally planned. She explained that in July the MAG Regional Council voted to approve a three month moratorium of prioritization recommendations to the Freeway Life Cycle Program (FLCP). She stated the prioritization of the FLCP would be revisited in October 2009.

Ms. Yazzie explained that the delay in the prioritization and approval of the revised FLCP would push the approval schedule of the FY 2010-2014 TIP to June 2010. She stated that as a result, MAG Staff opted to forego the approval of the FY 2010-2014 TIP and proceed with the development of the FY 2011 to FY 2015 TIP and RTP Update, which was anticipated to be approved in July 2010.

Ms. Yazzie referred the Committee to the revised programming schedule handout that addressed deadlines for the TIP and RTP Update. She noted that MAG Federal Fund applications were due on September 18, 2009 by 12:00 p.m. She emphasized that late applications would not be accepted by MAG Staff. Ms. Yazzie stated that in October the review and recommendation of the Draft Freeway Prioritization Program would be heard through the MAG Committee Process.

Continuing on, Ms. Yazzie explained that MAG Staff would coordinate with member agencies from November 2009 through the Spring of 2010 on updating project information for all projects programmed in the MAG TIP. She stated the project data on local sponsored projects was due to MAG Staff by January 8, 2010. Ms. Yazzie informed the Committee that drafts of the FY 2011- 2015 TIP and RTP Update would be available for review and comment in February or March 2010.

Then, Ms. Yazzie addressed the applications for federal funding through the MAG Committee Process. She reported that all documents, reports and forms were available for download from the MAG-TIP website at <http://www.mag.maricopa.gov/project.cms?item=413>. Ms. Yazzie informed the Committee that MAG had conducted an informational workshop on the MAG Federal Fund application process, which had been attended by more than sixty representatives from MAG Member Agencies.

Ms. Yazzie reported that MAG Staff would be programming funds for three years of the TIP depending on the mode. She stated that funds would be programmed for PM-10 Certified Sweepers in FY 2010, PM-10 Pave Unpaved Road Projects in FY 2013, Intelligent Transportation System (ITS) projects in FY 2014 as well as Bicycle and Pedestrian projects in FY 2014. Ms. Yazzie announced that Unpaved Road, ITS and bicycle/pedestrian project applications would be presented to the Committee for review and funding recommendation in December 2009.

Next, Ms. Yazzie addressed project funding eligibility. She stated that projects must be eligible per the Congestion Mitigation and Air Quality (CMAQ) Federal Guidelines. She explained that in order to be eligible for funding projects must be in the non-attainment area boundary as well as adhere to additional requirements depending on project type. She stated the street sweeper and paving projects must be located in the PM-10 Boundary whereas ITS, bicycle and pedestrian projects must be located within the 8-Hour Ozone Boundary. She referred the Committee to the Federal Highway Administration (FHWA) CMAQ website at <http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf> for additional information.

Ms. Yazzie announced a new component of the MAG Federal Fund applications, which required agencies submitting applications to conduct site visits. She stated the new component required a site visit and the submission of at least one photo of the current site conditions. Ms. Yazzie also reported that applications must be signed by a jurisdiction's manager, administrator, or designated representative authorized to sign MAG funding request documents on behalf of that jurisdiction.

Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and Chairman Moody moved on to the next agenda item.

8. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2010 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

Chairman Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present proposed project changes to the MAG FY 2008-2012 Transportation Improvement Program (TIP), FY 2010 Arterial Life Cycle Program (ALCP), and Arizona Department of Transportation (ADOT) Program. Ms. Yazzie directed the Committee's attention to a revised project change sheet at their places. She explained the difference between the agenda attachment and the revised handout pertained to two jurisdictions.

Ms. Yazzie stated that six projects had been added to the project change sheet at the request of ADOT. She reported that four projects funded by the American Recovery and Reinvestment Act (ARRA) of 2009 needed to be updated in the MAG TIP to reconcile cost data. She explained that the award or bid amount for the projects were lower than initially expected and the amounts reflected in the TIP needed to be consistent with those bids. She added that updating the cost data would also free up ARRA funding to be reprogrammed to other projects.

Ms. Yazzie stated that the two additional changes regarded the Williams Gateway Freeway/SR 802 project. She explained the projects have been approved by the Regional Council in May adding that an amendment to TIP and RTP needed to be formally adopted to reflect the approval. Ms. Yazzie informed the Committee that three Salt River Pima - Maricopa Indian Community (SRP-MIC) projects were previously omitted due to an administrative error and need to be included in the TIP and RTP as well.

Ms. Yazzie announced that a series of paving on unpaved road projects were included in the proposed administrative modification and amendments listed. She explained the projects inclusion in the project change sheet was due to the delay in approving the TIP. Ms. Yazzie

stated that many of the project changes pertained to the FY 2010 Arterial Life Cycle Program (ALCP). She reported that the FY 2010 ALCP had been approved by the Regional Council in June 2009. She stated that the FY 2008-2012 TIP needed to be amended to reflect changes in the approved FY 2010 ALCP. She explained the changes were needed to ensure that the information provided in the TIP and ALCP were consistent.

Mr. Grant Anderson inquired if the approval of the project change for the SR 802 was premature given the on-going discussions on prioritizing the Freeway Life Cycle Program. Ms. Yazzie replied that the project change pertained to \$45 million local funding financed by the City of Mesa for the project and did not impact the regional funding currently under discussion. Mr. Eric Anderson explained that the request to advance design and the acquisition of right-of-way for the project had been discussed and approved by the Regional Council in May; however, the TIP had not been amended to-date to reflect the approval. A brief discussion followed.

Mr. Hauskins motioned to approve the amendments and administrative modifications to the FY 2008-2012 MAG TIP, FY 2010 ALCP, and the material cost changes to the ADOT Program. Mr. Randy Overmyer from the City of Surprise seconded the motion, and the projects changes were approved by a unanimous voice vote of the Committee.

9. Central Mesa Light Rail Transit Locally Preferred Alternative

Continuing on, Chairman Moody invited Mr. Wulf Grote, the METRO Director of Project Development, to present on the Central Mesa Light Rail Transit Locally Preferred Alternative. Mr. Grote informed the Committee that the RTP currently contained plans for a 57 mile high capacity transit system, which were included in the Transit Life Cycle Program (TLCP).

Mr. Grote announced that with the recent update to the TLCP the completion dates for certain projects had been delayed due recent funding shortfalls. He stated the northeast expansion of the system incurred the biggest impact of the shortfall and having been deferred from FY 2025 to FY 2030. He explained that at the moment, the TLCP did not have sufficient funds to complete the program by FY 2025.

Mr. Grote informed the Committee that the Central Mesa Light Rail improvements were also impacted by the revenue shortfall. He stated the competitions date for the project had been deferred from FY 2015 to FY 2016. Mr. Grote reported that the Central Mesa Light Rail Project was a 2.7 mile extension of the current 20 mile light rail system. He stated the extension would add light rail from Sycamore at Main Street to Mesa Drive. He explained that the light rail station at Sycamore at Main Street was one of the highest boarding stations on the current light rail system.

Mr. Grote reported the Central Mesa Light Rail Project was included in the TLCP, which received a portion sales tax revenues from Proposition 400. He stated that the TLCP's funding stream assumed a funding split of 51 percent from Federal Transit Administration funds (New Starts-5309, CMAQ) and 49 percent Regional Public Transportation Fund (PTF). He stated the current project budget in the TLCP was estimated at \$194 million (2008\$).

Mr. Grote stated the corridor study area extended past the 2.7 mile alignment to Power Road

in the east and Gilbert Road to the south. He explained the areas outside the alignment were incorporated into the study due to the potential influence on the project.

Mr. Grote informed the Committee that in order to obtain federal funding for the project, METRO was required to adhere to specific steps in the federal fund process. He stated the first required step of the federal fund process was an alternatives analysis. He explained the purpose of the alternatives analysis was to (1) define the specific route selected for design and (2) determine other feasible options and technologies. He stated the Federal Transit Administration required projects to review the feasibility of Bus Rapid Transit (BRT) for corridors as well Light Rail Transit (LRT).

Mr. Grote announced that the study began in the spring of 2007 stating the project took approximately two years to complete. He explained the length of the project was attributed to technical analysis as well as the community involvement process required. He reported the conclusion of the project occurred with the Mesa City Council's unanimous approval of the project recommendations in May 2009 and the subsequent METRO Board's approval in June 2009.

Continuing on, Mr. Grote outlined the project study process and findings. He explained the project reviewed a series of LRT alignments including Main Street and 1st Street in downtown Mesa from Country Club Drive to Mesa Drive. He added that the BRT alignment focused on Main Street in the same area. He stated the project included extending the LRT analysis out to Gilbert Road as well as reviewing the impact of the LINK BRT service on the various proposals.

Next, Mr. Grote addressed project costs. He reported that the two BRT options were less expensive than the LRT alternatives. He also reported that the LRT alignment on Main Street was within the project budget whereas the LRT alignment on 1st Street exceeded the project budget.

Mr. Grote announced the study recommendation to implement LRT on Main Street to Mesa Drive. He announced a second recommendation to ultimately end the LRT line at Gilbert Road instead of Mesa Drive. He explained the study recommendation did not include implementing the Gilbert Road as the end of the alignment at this time due to insufficient funding. Mr. Grote explained that terminating the LRT line at Mesa Drive was not optimal because the area was not suitable on a long-term basis for an end of line park and ride lot. He stated the study recommendations also addressed BRT improvements citing the need for compatibility between BRT and LRT service to maintain overall transit service frequencies.

Mr. Grote informed the Committee the item was on the agenda for information, discussion, and recommendation to approve light rail transit technology on the Main Street alignment to Mesa Drive (Phase I) with the additional recommendation to include the unfunded extension from Mesa Drive to Gilbert Road as an "illustrative project" as well as improvements to service frequency on the Main Street LINK BRT to correspond with the LRT (Phase II).

Mr. Grote stated that despite the higher costs of implementing the light rail alternative compared with two of the bus rapid transit alternative, that LRT was ultimately selected for the

corridor. He explained that although start up costs associated with LRT were higher than the long-term operating and capital costs of LRT were lower than BRT. He added that the LRT option also allowed more flexibility in adding capacity and had a greater reduction in overall travel times, in part because eliminating or reducing the need for transfers.

Then, Mr. Grote addressed the LRT alignment selection of Main Street over 1st Street. According to Mr. Grote, Main Street provided the best access to downtown Mesa activity centers, the greatest economic development opportunities, and best alignment to meet the FTA criteria for cost effectiveness. Other factors cited by Mr. Grote in the selection of the Main Street alignment included lower capital cost, highest projected ridership, lowest travel times, and the fewest property acquisitions. Mr. Grote apprised the Committee of the next steps in the process, which included the development of stakeholder group and the applying for FTA grants.

Mr. Chris Salomone from the City of Tempe inquired about the use of “illustrative” in the recommendation as well as the criteria that must be met for a project to be deemed illustrative and included in the RTP Update. Mr. Eric Anderson explained that term “illustrative project” was derived from federal planning regulations and referred to projects that are needed in a region, but that did not have funding associated with the project. A brief discussion followed.

Chairman Moody asked if there were any additional questions or comments, and there were none. Mr. Ed Zuercher from the City of Phoenix motioned to approve the recommendation as presented. Mr. Gino Turrubiarres from the Town of Guadalupe seconded, and the motion was approved by a unanimous voice vote of the Committee.

10. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Chairman Moody invited Mr. Bob Hazlett, MAG Senior Engineer to discuss the Interstates 8 and 10-Hidden Valley Transportation Framework Study. Mr. Hazlett outlined the study area, which encompassed approximately 3,000 square miles of land in Maricopa and Pinal counties and was bounded by Gila River to the north, the I-8 corridor to the south, Overfield Road to the east, and 459th Avenue to the west. Mr. Hazlett referred to the full presentation on the Framework Study presented at the Committee meeting in June 2009. He stated that in addition the presentation provided to the Committee that MAG Staff also had provided an update on the Framework Study to the MAG Management Committee, the Transportation Policy Committee, and MAG Regional Council in July 2009.

Mr. Hazlett announced that the Interstates 8 and 10-Hidden Valley Transportation Framework Study was on the agenda for information, discussion, and recommendation of acceptance of the study finding. He outlined the recommendations, which included to:

- (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and the Pinal County on the east, the Tohono O’Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the West;
- (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the

Hidden Valley area with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements;

(3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan;

(4) recommend the affected jurisdictions within the Hidden Valley study area incorporate this study's recommendations into future updates of their general plans; and

(5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

Mr. Hazlett explained that a Study Review Team (SRT) comprised of numerous local, regional, and national entities were participating in the Study. He reported that the SRT conducted a variety of key stakeholder meeting and extensive public involvement efforts for the Study. He stated that some of the key stakeholders involved included economic development organizations, public/private utilities, individual land owners, affected citizens, neighborhood groups, and development firms. Then, Mr. Hazlett offered to address any questions or concerns about the project, and there were none.

Chairman Moody asked if there were any additional questions or comments, and there were none. Mr. Scott Lowe from the Town of Buckeye motioned to approve the recommendation as presented. Mr. Cato Esquivel from the City of Goodyear seconded, and the motion was approved by a unanimous voice vote of the Committee.

11. Update on the American Recovery and Reinvestment Act of 2009: Re-allocation of Unused Funds – Policy Options

Chairman Moody then invited Ms. Yazzie to provide an update on the reallocation of unused ARRA funds. Ms. Yazzie referred the Committee to a three-page memorandum as well as status report from July included in the agenda packet. She also directed the Committee's attention to a two-page chart at their places. Ms. Yazzie noted an error in the handout explaining that the first listed under the backup list of projects (the 99th Avenue project) should be listed in the previous section under projects recommended to receive funding.

Ms. Yazzie provided an overview of the "Use or Lose It" provisions in the ARRA legislation as well as the deadlines imposed by the Regional Council on the obligation of ARRA funds sub-allocated to local agencies. She stated the first deadline, which was established by the MAG Regional Council, required the obligation of MAG sub-allocated funds by November 30, 2009. She stated the second deadline, which was established in the ARRA legislation, was March 2, 2010. She explained the ARRA deadline required all projects funded under the Act must be obligated by that date.

Next, Ms. Yazzie provided an overview of the ARRA funds allocated to the MAG Region. She reported that MAG received \$129.4 million in funds for State Highway projects. She stated that the MAG Regional Council approved a rank order list of 13 projects. She explained that the seven projects in the rank order listed had been funded with ARRA (priority order 1, 2, 4-8). Ms. Yazzie announced that bids and awards for the projects were coming in lower than anticipated, and as a result, \$14.69 million was available for programming in the highway section.

Ms. Yazzie summarized the project development status of the highway projects listed in the prioritized table. She stated that project 9 was recommended to be combined with a non-prioritized project because both projects were auxiliary lane projects on the same freeway. She stated that both projects were ready to obligate, but that conformity would need to be assessed first. Then, Ms. Yazzie addressed projects 10, 11, and 13, which were still under development and may not obligate by the March 2nd deadline. She stated that project 12 was ready to obligate and announced that three additional projects were recommended to be included in the table. She explained the project recommended to be added to the list included: adding a second auxiliary lane to Loop 101, the SR87 project, and the 99th Avenue project.

Ms. Yazzie informed the Committee that if funds were not obligated by the November 30th deadline, then the process of funding projects on the backup list would be initiated. She stated the funding of projects on the backup list should occur in order of project readiness to ensure the obligation of the ARRA funds by the March 2nd deadline.

Then, Ms. Yazzie referenced the Regional Council action that established the November 30, 2009 for the MPO sub-allocated that required unobligated funds to be reprogrammed to meet the federal obligation date of March 2, 2010. Ms. Yazzie requested the Committee's input on potential policy options to implement in anticipation of unobligated MPO/Local ARRA Funds. She explained that MAG anticipated an unobligated balance of ARRA funds due to project bids and awards coming in 20 percent to 50 percent below the original cost estimates as well as projects failing to meet the November 30, 2009 obligation deadline.

Next, Ms. Yazzie addressed three potential policy options identified by MAG Staff in conjunction with ADOT. Ms. Yazzie stated the first option would be to work with ADOT on an exchange of funds. She explained that MAG may be able to exchange ARRA funds with STP funds, which would local agencies until September 2010 to obligate. Ms. Yazzie stated that another option may be a one-way transfer of funds to transit or highway projects in the region. She stated the third option included allocating funds to any local project that could obligate by the March 2nd deadline.

Mr. Eric Anderson reported that MAG had discussed the potential of swapping funds with ADOT. He stated that ADOT expressed concerns about the lack of federally eligible projects that would be able to use the funds by the established deadlines. He added that the region was also running low on potential projects to use the funds within the established parameters. Mr. Anderson stated that many projects that used ARRA funds were initially programmed with STP funds and as a result, ADOT has a surplus of STP funds, which have not been obligated due to a lack of project ready to obligate. A brief discussion followed.

Ms. Yazzie informed the Committee that transit projects were also coming in below the original estimates. She stated it was anticipated that there would be unobligated transit ARRA funds available too. She reported that RPTA would be addressing the issue through their committee process in August and September. She stated that recommendations from RPTA on how to address the issue would be presented to MAG in September and October.

Mr. Hauskins informed the Committee that Maricopa County had submitted a series a projects as a contingency list in the event that ARRA funds became available. He encouraged other

member agencies to review any projects in their jurisdictions for eligibility under the ARRA guidelines. Chairman Moody encouraged Mr. Hauskins and MAG Staff to provide a copy of Maricopa County's contingency list. Mr. Hauskins agreed. A brief discussion followed.

Mr. Lowe inquired what would happen to projects that missed the November 30th deadline. Ms. Yazzie replied that the November 30th deadline was projects to obligate not for projects to be awarded or go to bid. Mr. Eric Anderson clarified that MAG Staff would review project readiness on a project by project basis. He explained that MAG would take into consideration projects that were about to obligate, but that did not meet the deadline by a few days or due to a minor administrative issue. A brief discussion followed.

Mr. Meinhart inquired if a feasible option would be to reduce the local match requirement for federal funded projects established in the RTP or to allocate ARRA funds to existing federally funded projects that were not currently funded by ARRA. Ms. Yazzie replied yes adding the MAG Staff was reviewing a series of options to determine what was feasible and permitted under the Act.

Chairman Moody asked if there were any additional questions or comments, and there were none.

12. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none, and Chairman Moody moved to the next agenda item.

13. Next Meeting Date

Chairman Moody informed members in attendance that the next meeting of the Committee would be held on October 1, 2009. There be no further business, Chairman Moody adjourned the meeting at 11:11 a.m.

ATTACHMENT ONE

Draft 2009 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY OF FINDINGS AND ISSUES

The *Draft 2009 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2009 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- Adoption of the “Regional Transportation Plan - 2010” Update has been targeted for July 2010.

During FY 2008 and FY 2009, the transportation planning process dealt with major project cost increases, as well as significantly reduced revenue collections and forecasts. As a result, the Regional Transportation Plan (RTP) has been undergoing review and updating by MAG to reflect the changing cost and revenue environment. The ongoing RTP update effort is addressing factors such as revenue and financing options, project phasing and scope revisions, and plan and program schedule adjustments. It is anticipated that this process will be completed in early 2010, and a “Regional Transportation Plan - 2010 Update” will be adopted in July 2010.

- The I-10 median, west of I-17 to 83rd Ave., was designated as the Locally Preferred Alternative for high capacity transit improvements.

On July 23, 2008, the Regional Council approved designating the I-10 median, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements. The corridor would extend to 83rd Ave. Further transit

options to the west of 83rd Ave., including intermodal connections, will be explored in future transit studies.

- The Sky Harbor Automated Train System (Stage Two) was included in the Regional Transportation Plan as an illustrative project.

On April 22, 2009, the Regional Council included Stage Two of the Sky Harbor Automated Train System (Sky Train) in the RTP as an illustrative project. The Sky Train is a fully automated, grade separated transit system that will connect the major facilities at Sky Harbor International Airport with the Metro light rail transit (LRT) system. Stage One of the project extends from the LRT station at 44th St. to Airport Terminal Four. Stage Two is planned to link the remaining airport terminals with the rental car center.

- A list of freeway noise mitigation projects was approved by the Regional Council.

On July 23, 2008, the Regional Council approved a list of freeway noise mitigation projects that will utilize Proposition 400 funding. A total of \$75 million was originally identified for noise mitigation in the 2003 Regional Transportation Plan, and was directed at improving conditions on the existing freeway system. Approximately \$55 million of this funding was expended for rubberized asphalt, leaving \$20 million for other noise mitigation projects, which were approved in the action by the Regional Council.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2009 receipts from the Proposition 400 half-cent sales tax were 13.6 percent lower than receipts in FY 2008.

Receipts from the Proposition 400 half-cent sales tax for FY 2009 were 13.6 percent lower than FY 2008, and 16.4 percent lower than those in FY 2007. The decline between FY 2007 and FY 2008, which was 3.2 percent, was the first year-over-year revenue decline in the history of the half-cent sales tax since its inception in 1985. The significant decline in FY 2009 testifies to the severe effects of the economic recession, which has been experienced since the fall of 2007.

- Forecasts of Proposition 400 half-cent revenues are 22.5 percent lower for the period FY 2010 through FY 2026, compared to the 2008 Annual Report estimate.

Future half-cent revenues for the period FY 2010 through FY 2026 are forecasted to total \$10.3 billion. This amount is \$3.0 billion, or 22.5 percent, lower than the forecast for the same period presented in the 2008 Annual Report. The total revenues for the FY 2010-2026 period reflect ADOT's interim sales tax forecast posted on its website in April 2009. This forecast will be subject to change during ADOT's annual forecast update process in the fall of 2009, which may result in further reductions in projected future revenues.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2010 through FY 2026 are 12.6 percent lower than the 2008 Annual Report Annual Report estimate.

The forecast for ADOT funds totals \$6.1 billion for FY 2010 through FY 2026, which is 12.6 percent lower than the 2008 Annual Report forecast. This funding source represents nearly one-half of the total funding for the Freeway/Highway Life Cycle Program. This decrease is due to lower Arizona Highway User Fund (HURF) revenues and the transfer of a portion of ADOT funds to the Department of Public Safety as a result of the state budget difficulties.

- Forecasts of total MAG Federal Transportation Funds for FY 2010 through FY 2026 are \$1.1 billion lower than the 2008 Annual Report estimate.

The forecasted revenues for the period FY 2010 through FY 2026 total \$4.3 billion. This forecast is \$1.1 billion lower than that presented in the 2008 Annual Report for the same period. Most of this reduction is the result of lower projections in Federal transit funding. The current Federal transportation funding program ends on September 30, 2009, and the successor to the current program may result in significantly different approaches to transportation funding in all modal programs. Future Congressional action in this area will warrant close monitoring.

- In January 2009, \$104 million of the STAN allocation to the MAG area was swept by the Legislature.

In January 2009, \$104 million of the FY 2007 STAN allocation to the MAG area was swept by the Legislature to help balance the FY 2009 State Budget. This meant that three of the projects originally identified for acceleration would no longer receive STAN funding. Approximately \$184 million was originally allocated to the MAG during the spring 2006 Arizona Legislative

Session. On December 13, 2006, the MAG Regional Council approved a set of projects to be funded with these monies.

- The MAG area received approximately \$308 million in ARRA funds for transportation infrastructure projects.

The American Recovery and Reinvestment Act (ARRA) was signed by President Obama on February 17, 2009 and contained funding for transportation infrastructure improvements. Approximately \$130 million was obligated for projects on the State Highway System in the MAG area. Also, \$1.1 million was utilized to provide local match for the Union Hills Rd./Beardsley Rd. connection in the ALCP, which was in addition to \$104 million in ARRA funding directed at strictly local jurisdiction projects. In addition, \$66 million in ARRA funding for transit projects and \$7 million for enhancement projects was authorized for the MAG area.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from state and Federal revenue sources.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2009.

Completed

- I-10 (SR 143 to US 60): WB auxiliary lane.
- I-17 (Carefree Hwy.): Reconstruct interchange.
- I-17 (Jomax Rd./Dixileta Dr.): New interchange.
- SR 51 (Shea Blvd. to Loop 101): New HOV lanes, including HOV ramp connections at Loop 101.
- SR 85 (MC 85 to Southern Ave) Widen to four lanes.
- SR 85 (MP 139.01 to 141.71): Widen to four lanes.
- SR 87 (Forest Bndry. to New Four Peaks Rd.): Road improvements, including an interchange at Bush Hwy.
- Loop 101 (Princess Dr. to Red Mountain Fwy.): New HOV lanes.
- Loop 101 (64th St.): New interchange.
- Loop 202 (Mill Ave. and Washington St.): Bridge widening.

Under Construction

- I-10 (101L to Sarival Ave): New HOV and general purpose lanes.
- I-17 (Dove Valley Rd.): New interchange.

- I-17 (101L to Jomax Rd.): New HOV and general purpose lanes.
- I-17 (Jomax Rd. to SR 74): New HOV and general purpose lanes.
- US 60 (I-10 to Loop 101): New general purpose lanes.
- SR 85 (MP 130 to MP 137): Widen to four lanes.
- SR 93 (Wickenburg Bypass): New roadway.
- Loop 101 (Tatum Blvd. to Princess Dr.): New HOV lanes.
- Loop 101/Thunderbird Rd.: T.I. improvements.
- Loop 101 (202L/Red Mt. Fwy. To 202L/Santan Fwy.): New HOV lanes.
- Loop 101 (I-17 to SR 51): FMS construction
- Loop 202 (SR 51 to 101L): Design-build freeway widening.
- Loop 202 (101L to Gilbert Rd.): New HOV lanes.
- Loop 303 (Cactus Rd., Waddell Rd., and Bell Rd.) T.I. structures.
- Loop 303 (Happy Valley Rd. to Lake Pleasant Rd.): Interim four-lane divided roadway.
- Loop 303 (Lake Pleasant Rd. to I-17): Interim four-lane divided roadway.

Advertised for Bids *

- I-10 (Verrado Way to Sarival Ave.): New general purpose lanes.
- I-10 (Sarival Ave. to Dysart Rd.): New general purpose lanes. *
- I-17 (SR 74 to Anthem Way): New general purpose lanes.
- US 60 (99th Ave. to 83rd Ave.): Widen to six lanes. *
- US 60 (303L to 99th Ave.): Widen to six lanes. *
- SR 74 (MP 20 to MP 22): New passing lanes. *
- SR 85 (I-10 to Southern Ave.): New mainline. *
- Loop 101 (Beardsley Rd./Union Hills Rd.): Expand interchange. *
- Loop 101 (SR 51 to Princess Dr.): FMS construction.

* Advertised early in FY 2010

- Material cost increases were experienced for several FY 2009 projects and projects in the FY 2010-2026 Life Cycle Program.

During FY 2009, the MAG Regional Council approved cost increases identified by ADOT and MAG totaling \$87 million for freeway/highway projects that were programmed for FY 2009. It was determined that the cost increases could be accommodated within available cash flow. Also, cost increases for projects in FY 2010-2026 Life Cycle Program totaled \$5.2 billion. The latter set of cost increases were not amended into the currently adopted RTP - 2007 Update and are under consideration as part of the 2010 update of the RTP.

- There is a major imbalance between estimated costs and projected revenues for the Freeway/Highway Life Cycle Program.

Funding available for use on freeway and highway projects through FY 2026 has been estimated to total \$9.0 billion (2009 \$'s). The estimated future costs identified in the Life Cycle Program for the period covering FY 2010 through FY 2026 total \$14.6 billion. Therefore, estimated future costs exceed the projected future funds available by \$5.6 billion.

The potential for cost/revenue imbalances resulting from significant cost increases was identified in previous Annual Reports. The deficit quantified in the 2009 Annual Report reflects estimates made during 2008 and early 2009. The recent economic slowdown has lessened the pressure on construction costs and recent bids have been more favorable. However, those same economic conditions have resulted in decreasing revenue collections and lower long-term revenue forecasts. The outlook regarding construction costs and future transportation revenues remains highly uncertain, and continued adjustments in both costs and revenue estimates may be expected.

- The Freeway/Highway Life Cycle Program is undergoing revision to restore a balance between costs and revenues.

The MAG Transportation Policy Committee is in the process of addressing the imbalance between costs and revenues for the freeway/highway element of the Regional Transportation Plan. A number of measures are being evaluated to restore a balance, including: (1) facility design policies and value engineering, (2) project phasing and re-scoping, (3) project deferrals, (4) program management strategies, and (5) revenue enhancements. It is anticipated that this effort will be completed in early 2010, and an updated RTP considered for adoption by the Regional Council in mid-2010.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives significant funding from both the Proposition 400 half-cent sales tax and Federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

- The Arterial Street Life Cycle Program Policies and Procedures, and Project Listing were updated during FY 2009.

On April 22, 2009, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to refine closeout and substitution procedures. In

addition, on June 24, 2009, the FY 2010 ALCP project listing was adopted to reflect updated information regarding project development status.

- During FY 2009, \$72 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and work is continuing for reimbursements in FY 2010.

Seven jurisdictions received reimbursements for project work during FY 2009 amounting to over \$72 million. This brings the total reimbursements to \$122 million since the initiation of the Program. A total of eight project agreements were executed in FY 2009. This brings the total of project agreements executed to date to 34. It is anticipated that an additional 11 agreements will be executed during FY 2010. During FY 2010, it is also anticipated that a total of seven jurisdictions will receive reimbursements amounting to approximately \$99 million. Through FY 2009, 12 ALCP projects have been completed.

- Work will be proceeding on a broad range of projects in the Arterial Street Life Cycle Program.

During the period FY 2010 through FY 2014, work will be proceeding on 105 different arterial street projects. Various stages of work will be conducted on these projects, including 71 with design activity, 62 with right-of-way acquisition, and 55 with construction work, at some time during the five-year period.

- Project implementing agencies have deferred \$47 million in Federal and regional funding from FY 2009 to later years.

Lead agencies deferred \$47 million in Federal and regional funding from FY 2009 to later years. Increased project costs, reduced local revenues, and other implementation issues have resulted in the deferral of arterial projects by implementing agencies, due to the inability to provide matching funds, or other scheduling and resource issues.

- Approximately \$22 million in reimbursements were shifted beyond FY 2026 to achieve a balance between costs and revenues in the Arterial Street Life Cycle Program.

The total estimated future regional revenue reimbursements for ALCP projects are in balance with projected revenues. To achieve this balance, approximately \$22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. While these reimbursements fall beyond the ALCP, the affected projects remain funded in the MAG Regional Transportation Plan, which extends through FY 2028.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- The Central Phoenix/East Valley (CP/EV) Light Rail Starter Segment was opened in December 2008 and ridership is exceeding initial projections.

The CP/EV light rail service extends from Spectrum Mall at 19th Avenue and Bethany Home Road in Phoenix to west Mesa near the intersection of Main Street and Sycamore Street. Construction and system testing were completed in 2008. Service began for the entire system on December 27, 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for major route construction of the line, but was allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities). Through the first six months of operation (January – June 2009), the (CP/EV) Light Rail Starter Segment is averaging over 33,000 boardings per day, 30 percent higher than projected.

- Decreases in half-cent sales tax collections and forecasted future revenues will delay the implementation of bus and light rail projects.

The decrease in half-cent sales tax collections and forecasted future revenues has had a significant impact on the ability to complete all of the projects included in the Transit Life Cycle Program. Decreases in construction costs will partially offset this in the short term, but operating costs for service continue to rise. Operations continue to take a larger part of the tax revenues leaving less for capital projects that are necessary to support services.

Significant delays have been made to local and express bus service improvements due to the reduction in revenues. Many routes are delayed beyond the expiration of the tax in FY 2026. The delays were necessary to ensure that enough tax revenues were available to match federal funds to purchase fleet to maintain continuing service on routes that are in operation. Also, very few new capital facilities, such as park-and-ride lots, are funded through FY 2026.

In addition, some delays to construction for LRT extensions have been programmed, although the delays were not as extensive as those needed in the bus program. However, the Northeast Phoenix LRT corridor has been shifted beyond the TLCP horizon year of FY 2026 for implementation.

- A balanced Transit Life Cycle Program was achieved in FY 2009 only by delaying the implementation of numerous projects due to the decrease in estimated future revenues.

For the remainder of the Transit Life Cycle Program, which covers the period FY 2010 through FY 2026, projected revenues are in balance with future projects costs but with very little left at the end of the program. However, the drastic delays that were needed to balance the program were a major concern to the RPTA Board of Directors. The Board asked that staff, in cooperation with RPTA's members, continue working through December 2009 to re-evaluate priorities and projects, and develop an improved program to meet more communities' needs within the reduced resources available.

- The outlook for Federal discretionary funding for transit will require continuous monitoring.

Another consideration is that a large part of the funding for the LRT system is awarded by the US Department of Transportation through the discretionary "New Starts Program". The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the Federal level. Discretionary funding for the bus capital program is also highly competitive. The prospects for awards from Federal programs will require careful monitoring. The pending reauthorization of Federal Transportation funding legislation will also impact when and how Federal Transit Administration funding flows to the region.

PERFORMANCE MONITORING PROGRAM

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG Region.

- During FY 2009, the Performance Measurement Framework study was completed..

During FY 2009, the Performance Measurement Framework consultant study for the regional roadway network was completed, and will provide the basis for an annual MAG Transportation System Monitoring and Performance Report.

ATTACHMENT TWO



ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2009 – September 2009

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ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½ cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The extension became effective on January 1, 2006. The ALCP receives dedicated sales tax revenues from Proposition 400 for transportation improvements to the arterial road network in Maricopa County. The dedicated sales tax revenues are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis.

Since the inception of the tax, more than \$1.25 billion has been allocated to improvements listed in the MAG Regional Transportation Plan (RTP). To date, more than \$131 million in funding has been dedicated to arterial street capacity and intersection improvements in the MAG Region.

Table 1 details the revenues collected by mode throughout FY 2009. (Proposition 300 loan interest repayments have been omitted.)

Table 2 compares actual RARF revenues to estimated revenues for FY 2009. (Funds allocated to Proposition 300 loan repayments are included in the actual figures.)

THE ECONOMY AND PROGRAM REVENUES

During FY 2009, the sales tax raised about \$328 million compared to \$380 million for FY 2008, a decline of nearly 14 percent. Revenues from the half-cent sales tax also declined between FY 2007 and FY 2008, by approximately three percent. The poor performance of the transportation sales tax is consistent with other sales tax collections at the state level and among many of the MAG member agencies. (Figure 1 charts RARF revenue collection by fiscal year.)

The significant downturn in the economy was initiated by the substantial financial crisis in the housing industry that has resulted in significant financial distress among both homeowners and the financial industry, and has spread to other sectors of the economy. New housing construction has fallen to levels similar to those experienced in the early 1990's in metropolitan Phoenix.

Table 1. FY09 RARF Collections (July 2008 - June 2009)

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$ 16,774,257	\$ 3,133,980	\$ 9,939,195	\$ 29,847,433
August	\$ 15,855,734	\$ 2,962,370	\$ 9,394,946	\$ 28,213,050
September	\$ 16,005,162	\$ 2,990,288	\$ 9,483,485	\$ 28,478,935
October	\$ 16,297,052	\$ 3,044,823	\$ 9,656,438	\$ 28,998,313
November	\$ 15,113,533	\$ 2,823,703	\$ 8,955,171	\$ 26,892,407
December	\$ 14,933,603	\$ 2,790,086	\$ 8,848,559	\$ 26,572,248
January	\$ 17,647,176	\$ 3,297,070	\$ 10,456,456	\$ 31,400,702
February	\$ 13,813,813	\$ 2,580,873	\$ 8,185,053	\$ 24,579,739
March	\$ 14,163,239	\$ 2,646,157	\$ 8,392,096	\$ 25,201,491
April	\$ 14,991,290	\$ 2,800,864	\$ 8,882,740	\$ 26,674,894
May	\$ 13,847,754	\$ 2,586,093	\$ 8,201,609	\$ 24,635,455
June	\$ 14,555,781	\$ 2,719,496	\$ 8,624,689	\$ 25,899,966
Total	\$ 183,998,394	\$ 34,375,803	\$ 109,020,437	\$ 327,394,634

Note: Does not include Proposition 300 loan repayments

**Table 2. RARF Collections
Estimate v. Actual FY2009 (July 2008 - June 2009)**

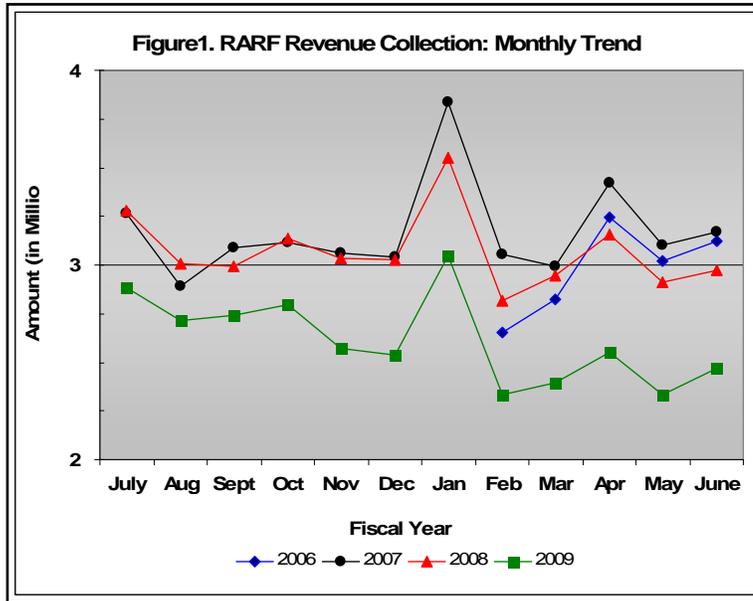
	Estimated Total RARF	Actual Total RARF	Percent Difference
July	\$ 31,989,000	\$ 29,909,009	-6.5%
August	\$ 29,649,000	\$ 28,259,677	-1.0%
September	\$ 30,390,000	\$ 28,616,599	-5.1%
October	\$ 31,159,000	\$ 28,998,313	-2.6%
November	\$ 30,676,000	\$ 26,976,042	-4.5%
December	\$ 30,563,000	\$ 26,598,101	-5.1%
January	\$ 37,669,000	\$ 31,464,009	-10.8%
February	\$ 29,932,000	\$ 24,616,298	-11.4%
March	\$ 30,654,000	\$ 25,211,584	-8.2%
April	\$ 33,960,000	\$ 26,729,878	-21.3%
May	\$ 31,612,000	\$ 24,765,458	-21.7%
June	\$ 32,247,000	\$ 26,197,038	-18.8%
Total	\$ 380,500,000	\$ 328,342,005	-13.7%

Note: Includes Proposition 300 Loan Repayments



Transportation Division





Falling values combined with adjustable rate mortgages being reset to higher rates, has resulted in substantial loss of homeowner equity, and in many cases, houses with more debt than current values. The loss of home equity, the freezing of many home equity loans, and foreclosures has had a significant impact on sales tax collections. Housing foreclosures continue to dominate the housing market. Although housing prices have apparently stabilized, the number of pending housing foreclosures is still high and

will continue to depress housing prices in the Phoenix metropolitan market.

In addition to the turmoil in the housing market, rising unemployment levels have had a negative impact on sales tax collections. As family incomes have been reduced due to job losses, and workers with jobs have become concerned about potential layoffs, consumers have made significant changes in personal spending. The amount of discretionary spending has declined, and the savings rate has increased. This lower level of spending has reduced sales that are subject to sales taxes and resulted in the decline in revenues identified above. The reduction of retail sales and the overall economic downturn has also increased the risk for commercial property foreclosures. A significant retrenchment of commercial property values is expected as a result.

ALCP POLICIES AND PROCEDURES

The *ALCP Policies and Procedures (Policies)* guide the implementation of the Arterial Life Cycle Program. Starting in the Fall of 2008, MAG Staff began the process of revising the *Policies* in cooperation with ALCP Working Group and Lead Agency Staff. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions.

Based on MAG Staff and the ALCP Working Group input, a series of refinements to existing policies were added to the Policies that included:

- Capital Improvement Program Disclosure (Sections 220.B and 400.E)
- Requirements for Proposed Scope Changes/Substitute Projects (Section 220.E – 220.F)
- Regional Area Road Fund (RARF) Closeout Process (Section 260)
- High Priority Projects (Section 310.D and 320.D)
- Ineligible Project Expenditures (Section 320.E)
- Project Agreement Amendment and Termination Language (Section 410.B)

On April 22, 2009, the MAG Regional Council approved an update to the *Policies* previously approved on December 19, 2007. The revised *Policies* is available for download from the MAG – ALCP website at <http://www.mag.maricopa.gov/project.cms?item=5034>. Printed copies are also available.

FY 2009 ARTERIAL LIFE CYCLE PROGRAM

The conclusion of FY 2009 ended the third full fiscal year of the implementation of the ALCP. Throughout FY 2009, seven jurisdictions received over \$72 million in reimbursements for ITS, arterial capacity and intersection improvements, and to date, over \$122 million has been reimbursed. By the end of FY 2009, twelve ALCP projects were completed and open to traffic. Completed projects included arterial capacity and intersection improvement projects, such as:

- El Mirage Road: Deer Valley Drive to Loop 303
- Lake Pleasant Parkway: Union Hills Drive to Dynamite Road
- Pima Road: Loop 101 to Thompson Peak Parkway
- Power Road: Baseline Road to East Maricopa Floodway
- Queen Creek Road: Arizona Avenue to McQueen Road
- Shea Boulevard and Via Linda

POWER ROAD: BASELINE RD TO EMF IMPROVEMENTS



Before

After

Although progress was made on some ALCP Projects, many were delayed due to the economic downturn and decreased sales tax revenue. To reduce the amount of reimbursements deferred from FY 2009, \$22.9 million in STP funds were programmed for the Beardsley Connector in FY 2009, and the reimbursement for Northern Parkway was deferred to a later fiscal year per Section 200 of *Policies*. The RARF Closeout Process also reduced the amount of funds deferred by advancing \$10.869 million in reimbursements for two projects from later years to FY2009. ALCP Projects selected to receive RARF Closeout Funds included:

- Lake Pleasant Parkway: Union Hills to Dynamite (\$4.793 m)
- Queen Creek Rd: Arizona Ave. to McQueen Rd. (\$6.076 m)

FY 2010 ARTERIAL LIFE CYCLE PROGRAM

Fiscal Year (FY) 2010 is the fourth full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During FY 2009, ADOT forecasted a significant decrease in projected revenues from the Proposition 400 half-cent sales tax extension over the life of the program. The decrease in forecasted revenues required the adjustment of programmed reimbursements in the ALCP to maintain the fiscal balance of the program. Section 270 of the *Policies*, which addresses a deficit in program funding, was implemented to maintain the fiscal balance of the program.

According to Section 270, "ALCP projects will be delayed in priority order of the ALCP" if there is a deficit of program funds. After extensive coordination with MAG Member Agencies, a revised, fiscally balanced Arterial Life Cycle Program was presented to MAG policy and technical





committees for review and approval. The MAG Regional Council approved the revised ALCP on June 24, 2009.

To maintain the fiscal balance of the program, over \$22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. In accordance with Section 270 of the *Policies*, the \$22 million in unfunded programmed reimbursements will be funded in priority order of the ALCP if forecasted revenues increase. The FY 2010 ALCP also reflects projects changes and adjustments requested by MAG Member Agencies. Significant project changes reflected in the FY 2010 ALCP are summarized below.

- The Scottsdale Airpark Tunnel Project was deleted from the ALCP after Scottsdale’s City Council voted not to pursue the tunnel in the City’s approved Transportation Master Plan. Substitute projects in the vicinity of the airpark were added to the program to address capacity needs in the area.
- At the request of the City of Phoenix, the Sonoran Parkway Project was rescoped and resegmented to correspond with current design efforts. The changes reduced the number of lanes of the parkway and extended the segment limits from 15th Avenue to Cave Creek Road.

For additional information about the programming of the FY 2010 ALCP, please contact MAG Staff at 602.254.6300. Copies of the FY10 ALCP may be download from the MAG-ALCP website at <http://www.mag.maricopa.gov/project.cms?item=5034>. Printed copies are also available.

TRANSPORTION IMPROVEMENT PROGRAM SCHEDULE

The freeway and transit life cycle programs are encountering a financial deficit due to the economic recession and declining sales tax revenues. Under state law, each program must be fiscally balanced. Toward that end, MAG and RPTA are conducting extensive policy discussions and carefully considering options to address the deficit.

Due to these unique circumstances, MAG Staff has revised the schedule for the development of the next five-year Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) Update. MAG will forego the development of a FY 2010-2014 TIP and RTP 2009 Update. Instead, MAG Staff will begin development of the FY 2011–2015 TIP and the RTP 2010 Update in place of the FY2010-2014 TIP.

The development of the FY2011-2015 TIP and the RTP 2010 Update will follow the established transportation programming cycle. Between November 2009 and February 2010, MAG Staff will coordinate with member agencies to update project information reported on in the TIP and RTP, including ALCP Projects. Final adoption of the FY2011-2015 TIP and RTP 2010 Update is anticipated in July 2010. As the development of the new TIP and RTP Update proceeds, amendments to the current FY 2008-2012 TIP will be needed to ensure that FY 2010 projects can move forward.

Lead Agencies should refer to approved amendments and administrative modifications to the FY 2008-2012 TIP, when completing ALCP Project Requirements. A complete listing of the amendments and administrative modifications are available on the MAG-TIP website at <http://www.mag.maricopa.gov/project.cms?item=413>.

ALCP PROJECT STATUS

Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also

provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. During FY 2009, project overview reports were prepared by the lead agencies for five projects in the ALCP.

Per the *Policies*, a revised Project Overview may be required when significant changes are made to the project scope, schedule, and/or estimated costs. In the first three months of FY 2010, three revised Project Overviews were submitted, which captured these types of changes. Since the inception of the program, 45 project overviews have been submitted to MAG. A total of eight project agreements were executed in FY 2009. In all, 34 project agreements have been executed to date.

Table 5 provides an end of year summary for projects programmed for work and/or reimbursement in FY 2009. Information provided in the table includes the amount expended through FY 2009 as well as a comparison of the programmed and actual reimbursements made during the fiscal year. To keep data consistent, the figures listed in Table 5 are in 2008\$.

Table 6 provides detailed information on the status of projects programmed for work and/or reimbursement in FY 2010. Information listed in the table includes the amount expended to date and estimated expenditures for FY 2010. Projects programmed for work and/or reimbursement in FY 2009 and FY 2010 are reflected in Table 6 to minimize duplication.

PROGRAM ANNOUNCEMENTS AND UPDATES

- Specific deadlines pertaining to RARF Closeout and the ALCP annual update process were removed from the *ALCP Policies and Procedures*. Instead, deadlines are published annually in the Arterial Life Cycle Program Schedule. The schedule is available for download from the MAG-ALCP website.
- Due to our economic conditions, the inflation rate decreased from March 2008 to March 2009 by 0.538%. Per the procedures in the approved *Policies*, programmed reimbursements were deflated in the FY 2010 ALCP. This conversion to 2009\$ marked the first time in the program's history that project budgets were deflated. For more information on the ALCP inflation rates, please visit <http://www.mag.maricopa.gov/detail.cms?item=8839>
- Two new versions of the ALCP Project Overview forms are available on the MAG website for download. The first version applies to projects programmed to receive reimbursements from the Regional Area Road Fund (RARF). The second version should be used for projects programmed to be reimbursed with federal funds (ie. STP or CMAQ funds). For assistance selected or completing the appropriate form, please contact MAG Staff.
- At the start of each fiscal year, Lead Agencies must submit an official signature card to MAG. The signature card lists the duly authorized representatives (designated signers) who are responsible for signing MAG funding request documents on behalf of the jurisdiction. Per the ALCP *Policies and Procedures*, authorized representatives must sign all Project Reimbursement Request forms certifying that the request is true and correct per the terms of the Project Overview and Project Agreement.

This is the tenth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

<http://www.mag.maricopa.gov/project.cms?item=5034>.



FY 2010 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

SEPTEMBER 2009	
	Management Committee (MC), Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP
OCTOBER 2009	
30th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
NOVEMBER 2009	
18th	MC to review/recommend project changes to amend/administratively modify the current TIP/RTP/ALCP*
30th	FY 2011 ALCP Update System available to Lead Agencies
DECEMBER 2009	
	TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
14th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
JANUARY 2010	
11th	DUE DATE: Lead Agencies to submit FY 2011 ALCP Project Update Data
12th	1st opportunity for Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
31st	MAG Staff will provide Member Agencies with the first draft of the FY 2011 ALCP
FEBRUARY 2010	
	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
15th	DUE DATE: Lead Agencies comments/revisions on the Draft FY 2011 ALCP due to MAG Staff
MARCH 2010	
9th	DUE DATE: Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
22nd	DUE DATE: Final date to make schedule changes to projects programmed in the Draft FY 2011 ALCP
29th	MAG Staff will provide Member Agencies with a revised draft of the FY 2011 ALCP*
APRIL 2010	
1st	DUE DATE: Lead Agencies to notify MAG Staff of project eligibility for FY 2010 RARF Closeout
15th	MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects
19th	DUE DATE: All project requirements to be submitted to MAG Staff for projects recommended for FY 2010 RARF Closeout Funds
	TRC review/recommend ALCP Projects for FY10 RARF Closeout Funds
MAY 2010	
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY10 RARF Closeout Funds
	TRC review/recommend/approve Draft FY 2011 ALCP
31st	DUE DATE: Lead Agencies recommended to receive FY 2010 RARF Closeout Funds submit <u>final</u> versions of all ALCP Project Requirements
JUNE 2010	
1st	DUE DATE: Lead Agencies submit final Project Reimbursement Requests for FY 2010. <i>MAG Staff will not accept any NEW PRRs for FY 2010 after this date. (No exceptions will be made.)</i>
14th	DUE DATE: Lead Agencies to submit <u>final</u> Project Reimbursement Requests for FY 2010 to be accepted as complete by MAG Staff. <i>INCOMPLETE PRRs will not be accepted after this date. Reimbursements remaining in FY 2010 will be deferred to a later fiscal year (No exceptions will be made.)</i>
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY 2011 Arterial Life Cycle Program

* As necessary

** Incomplete, as determined by MAG Staff

Arterial Life Cycle Program Status Report

TABLE 5
April 2009 - June 2009, Project Status of Projects Underway*
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - June 24, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		Other Project Information
			Programmed Reimb. FY09 (2008\$)	Reimb. In FY09 (2008\$)	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)	
CHANDLER								
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D	0.000	0.000	3.514	2.019	30.275	ROW deferred from FY 2010 to FY 2012; CONST deferred from FY 2011 to FY 2013
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D	0.000	0.000	7.940	2.092	19.799	ROW deferred from FY 2010 to FY 2011, CONST deferred from FY 2011 to FY 2012
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C	0.000	0.000	6.773	6.946	5.411	CONST deferred to FY 2010
Queen Creek Rd: Arizona Ave to McQueen	PO, PA	D, R, C	0.000	5.672	0.000	8.103	0.000	FY09 RARF Closeout Project
Queen Creek Rd: McQueen Rd to Lindsay		D	0.000	0.000	10.208	0.000	0.000	ROW deferred from FY 2010 to FY 2014; CONST deferred from FY 2011 to FY 2014
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	2.080	1.492	3.519	6.741	CONST deferred from FY 2010 to FY 2011
Ray Rd at McClintock Dr	PO	D	0.000	0.000	3.714	0.000	15.439	Project deferred from Phase I/II to Phase II/III. Reprogrammed with CMAQ funds during the FY 2010 Annual Update
MARICOPA COUNTY								
El Mirage Rd: Bell Rd to South of Beardsley	---	---	---	---	---	---	---	Project segment combined with El Mirage Rd: S of Beardsley to Deer Valley Rd
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	7.760	0.000	0.000	22.040	0.000	
MESA								
Country Club at University	PO, PA	D, R	0.000	0.000	2.756	0.095	8.700	Project deferred to Phase II
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	0.000	6.234	0.060	10.294	Project deferred to Phase II
Southern Ave at Lindsay Rd	PO	D	0.315	0.000	4.730	0.000	8.173	ROW/CONST deferred to Phase II
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	0.000	5.511	0.000	7.952	Project deferred to Phase IV. Reprogrammed with STP funds in the FY 2010 Annual Update
PEORIA								
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C	---	---	---	---	---	Project segmented and reprogrammed with STP funds.
PHOENIX								
Happy Valley Rd: 43rd Ave to 55th Ave		D	0.000	0.000	4.138	0.000	9.375	Project deferred to Phase III
Sonoran Blvd: Central Ave to 32nd St	PO	D	---	---	---	---	---	Project segmented and segment limits extended.

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.

**Although the FY2010 ALCP approved June 25, 2009 is in 2009\$, figures listed in the table above were inflated to 2008\$ for consistency.

Arterial Life Cycle Program Status Report

TABLE 5
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			Programmed Reimb. FY09 (2008\$)	Reimb. In FY09 (2008\$)	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)	
SCOTTSDALE								
Pima Rd at Happy Valley Rd		C/O	0.000	0.000	0.000	1.608	0.000	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.659	13.659	0.000	19.926	0.000	
Shea Auxiliary Lane from 90th St to Loop 101		D	0.000	0.000	6.287	0.000	8.981	Project deferred to Phase III. A portion of project savings for Shea Blvd was allocated to the project during the FY10 Annual Update

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.

**Although the FY2010 ALCP approved June 25, 2009 is in 2009\$, figures listed in the table above were inflated to 2008\$ for consistency.

Arterial Life Cycle Program Status Report

TABLE 6
July 2009 - September 2009, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 24, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009\$)	Expended to Date (2009\$, YOES)	Estimated Expenditures for FY 2010 (2009\$)	Estimated Future Exp. FY 2011 - 2026 (2009\$)			
CHANDLER											
Chandler Blvd at Alma School Rd	PO, PA	D, R	0.251	1.047	2.398	1.854	0.000	9.692	2016	2015	Construction deferred from FY 2010 to FY 2015
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	1.060	3.039	0.000	1.525	6.945	0.000	2010	2010	
FOUNTAIN HILLS											
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.248	0.040	0.000	0.355	0.057	0.000	2010	2010	Project programmed in ALCP for Design only
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R, C	0.064	5.608	0.000	0.091	8.012	0.000	2010	2010	
GILBERT											
Guadalupe Road at Cooper Road		D, R, C	0.000	3.694	0.000	0.000	4.725	2.105	2010/2011	2011	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	0.000	5.298	4.640	14.453	0.000	0.000	2010/2011	2009	Approval of IGA pending
Power Rd: Santan Fwy to Pecos Rd		D, R, C	0.000	3.626	6.695	2.492	13.969	9.150	2010/2011	2011	
Warner Road at Cooper Road	PO, PA	D, R, C	1.305	2.396	0.000	1.864	3.715	0.000	2009/2010	2010	
MARICOPA COUNTY											
El Mirage Rd: Deer Valley Drive to L303	PO	C/O	0.000	0.000	9.670	13.814	0.000	0.000	2017/2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P	1.105	0.342	19.532	3.388	2.298	41.361	2010, 2012-2016	2016	DCR developed in conjunction with El Mirage Rd: Thunderbird to Northern project
Northern Parkway: Corridorwide ROW Protection		R	0.000	1.800	3.321	2.572	2.062	2.681	2012	---	Project applies to acquisition of ROW only
Northern Parkway: Sarival to Dysart		P, D, R	0.000	19.593	34.871	0.000	43.226	34.581	2010-2012	2011	
MESA											
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P	0.080	0.118	7.068	0.284	0.000	18.748	2008,2010-2013	2013	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R, C	0.196	2.542	0.000	0.280	5.423	0.000	2008-2010	2010	
Dobson Rd at University Dr		D, R	0.000	0.000	2.741	0.639	2.013	4.227	2020	2011	
Gilbert Rd at University Dr	PO, PA	C/O	0.000	0.000	2.741	11.765	0.000	0.000	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.471	4.661	4.661	1.562	6.614	0.000	2008-2010	2010	
Hawes Rd: Santan Fwy to Ray Rd		D, R, C	0.000	0.000	2.316	2.904	1.538	0.000	2022	2010	
Lindsay Rd/Brown Rd		D	0.000	0.000	2.741	0.000	0.461	3.524	2015-2017	2012	
Mesa Dr at Broadway Rd	PO	D	0.099	0.000	0.748	0.142	0.000	24.876	2010, 2012-2014	2014	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	0.060	3.414	4.853	0.086	6.502	13.299	2008-2010, 2012	2012	Construction deferred from to FY 2012

Arterial Life Cycle Program Status Report

TABLE 6
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Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009\$)	Expended to Date (2009\$, YOES)	Estimated Expenditures for FY 2010 (2009\$)	Estimated Future Exp. FY 2011 - 2026 (2009\$)			
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		P, D, R	0.000	0.000	10.038	2.396	1.198	12.470	2012-2014	2013	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R, C	0.000	0.000	3.739	1.194	8.147	0.000	2023	2010	
Southern Ave at Country Club Dr	PO	D	0.000	0.075	4.785	0.000	0.107	8.142	2010/2011, 2014	2013	
Southern Ave at Stapley Dr	PO, PA	P, D	0.168	0.049	12.363	0.243	0.071	21.263	2008-2014	2013	
PEORIA											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	PO, PA	P, D, R, C	5.992	0.000	0.000	14.816	0.000	0.000	2009	2009	Reimbursement pending
Loop 101 at Beardsley Rd/Union Hills Dr	PO, PA	D, R, C	16.893	0.000	0.000	26.110	0.000	0.000	2009	2009	Reimbursement pending
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	PO	D, R, C	0.000	0.000	17.588	28.970	18.147	0.000	2022, 2024-2027	2010	\$2.67m in reimbursements deferred to Phase V
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	0.000	0.000	26.265	1.431	5.363	33.311	2013-2015	2014	
PHOENIX											
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	PO	D	0.000	2.515	19.532	0.000	3.824	29.255	2010-2013	2013	
Sonoran Blvd: 15th Ave to 10th St		P, D	0.000	0.000	8.751	6.725	0.480	12.841	2011-2013	2013	
Sonoran Blvd: 10th St to 26th St		P,D	0.000	0.000	12.712	7.793	1.839	20.644	2011/2012, 2014/2015	2014	
Sonoran Blvd: 26th St to Cave Creek		P,D	0.000	0.000	10.476	8.012	0.613	16.717	2011/2012, 2015	2015	
SCOTTSDALE											
Pima Rd: McKellips Rd to Via Linda		P, D, R	0.000	15.508	14.523	3.200	22.155	20.748	2010/2011	2011	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	0.449	14.100	8.925	2.690	18.156	12.751	2010/2011	2011	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, R	0.000	0.000	11.347	0.267	4.267	11.723	2012	2012	
Shea Blvd at 90th/92nd/96th: Intersection Improvements	PO, PA	C/O	1.827	0.484	1.792	5.862	0.000	0.000	2010/2022	2006	Project Savings to be reallocated in FY2011 Annual Update
Shea Blvd at Frank Lloyd Wright Blvd		D, R, C	0.000	0.000	0.650	0.412	0.516	0.000	2023	2010	

ATTACHMENT THREE

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 23, 2009

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table. To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a pavement preservation project.

In addition, there are two CMAQ funded projects, Scottsdale bike/ped project in 2011, and a Mesa ITS project in 2012 requesting changes to the location of their projects. Each of the projects were heard and voted on for approval at their technical advisory committee.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None.

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:

Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:

MAG Intelligent Transportation Systems Committee: On September 2, 2009, the MAG Intelligent Transportation Systems Committee recommended approval of the location modification for Mesa project: MES12-815.

MEMBERS ATTENDING

- Lydia Warnick for Scott Nodes, ADOT
- **Soyoung Ahn, ASU
- Gus Woodman, City of Avondale
- *Thomas Chlebanowski, Town of Buckeye
- Mike Mah, City of Chandler
- Jenna Mitchell, DPS
- Jerry Horacek, City of El Mirage
- Jennifer Brown, FHWA
- Kurt Sharp, Town of Gilbert
- **Debbie Albert, City of Glendale
- Luke Albert, City of Goodyear

- Nicolaas Swart, Maricopa County
- Derrick Bailey, City of Mesa
- Ron Amaya, City of Peoria
- Marshall Riegel, City of Phoenix
- Bob Ciotti, Phoenix Public Transit
- Michael Pacelli, Town of Queen Creek
- * Bruce Dressel, City of Scottsdale
- John Abraham, City of Surprise
- * Jim Decker, City of Tempe
- * Arkady Bernshteyn, Valley Metro Rail

- *Not present
- ** Via teleconference

MAG Bicycle Task Force and Pedestrian Working Group : On September 15, 2009, the MAG Bicycle Task Force and Pedestrian Working Group recommended approval of the location modification to Scottsdale project: SCT11-701.

MEMBERS ATTENDING

- * Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
- Brian Fellows for Michael Sanders, ADOT
- * Michael Eagan, ASLA, Arizona Chapter
- Margaret Boone-Pixley, Avondale
- Robert Wisener, Buckeye
- ^ D.J. Stapley, Carefree
- * Rich Rumer Coalition for Arizona Bicyclists
- Doug Strong, El Mirage
- Steve Hancock, Glendale
- Joe Schmitz, Goodyear

- Michael Cartsonis, Litchfield Park
- * Denise Lacey, Maricopa County
- Jim Hash, Mesa
- Brandon Forrey, Peoria
- Katherine Coles, Phoenix
- * Shane Silsby, Phoenix
- Lisa Padilla, Queen Creek
- Peggy Rubach, RPTA
- Susan Conklu for Reed Kempton, Scottsdale
- Eric Iwersen, Tempe
- Bob Maki for Janice See, Surprise

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change
Amendments and Administrative Modifications to the FY08-12 TIP
October 1, 2009 Transportation Review Committee

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT10-807	ADOT	8: Big Horn to Freeman Rd	Pavement Preservation	2010	6.5	IM	\$ 102,600		\$1,697,400		\$ 1,800,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	MES12-815	Mesa	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	2012	6	CMAQ	\$ 1,934,406		\$ 659,994		\$ 2,594,400	Admin Mod: Change location of ITS fiber optic work from University Dr, to Brown Rd and Lindsay Rd.
Highway	SCT11-701	Scottsdale	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	2011	0.2	CMAQ	\$ 3,106,743		\$ 600,000		\$ 3,706,743	Admin Mod: Modify location from Scottsdale to Granite Reef Rd to the bridge over Indian Bend Wash

ATTACHMENT FOUR

September 23, 2009

TO: Members of the MAG Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)-2009, RE-ALLOCATION OF UNUSED MPO/LOCAL ARRA FUNDS – POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway, MPO/Local agencies, and transit agencies. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects, including a deadline for obligating local projects funded with ARRA. This memorandum and agenda item will focus on the MPO/Local ARRA funds programmed in the MAG Region and two policy issues: anticipated unprogrammed/available MPO/Local ARRA funds and a possible modification to the Regional Council approved deadline for local projects funded with ARRA to be obligated by November 30, 2009.

The ARRA legislation set forth 'Use it or Lose it' terms. The MPO/Local ARRA funding has an obligation deadline of March 2, 2010. In addition to these federal requirements, the MAG Regional Council, in March 2009, approved a deadline of November 30, 2009, for MPO/Local projects to be obligated. Funds from projects that are not obligated would be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

MAG has been programming and monitoring the project status of Highway, Transit, and Local projects programmed with ARRA funds on a monthly basis since February 2009. Bids and awards for initial ARRA funded Highway projects have been between 20 percent to 50 percent below original estimates (as programmed in February 2009). It is anticipated that this trend is likely to continue for all construction projects. These issues need to be discussed as they impact policy decisions and direction.

ANTICIPATED UNOBLIGATED MPO/LOCAL ARRA FUNDS

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, or \$156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG is \$104,578,340. In March 2009, the MAG Regional Council took action to allocate the MPO/Local

ARRA funding to local agencies, providing a minimum of \$500,000 with the remaining funds distributed based on population.

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like Highway and Transit projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009 (regional deadline), nor the March 2, 2010 (federal deadline), obligation deadline. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region that may be lost if not re-programmed by the March 2, 2010 deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances cannot be reopened or expanded to adjust to lower costs. There are three policy options related to using unprogrammed/available MPO/Local ARRA funds. **The most critical criteria for choosing projects would be eligibility and project readiness.**

Programming Options

1. Based on the allocation of MPO/Local ARRA funds to member agencies, unprogrammed/available MPO/Local ARRA funds remain allocated to the local jurisdiction to be reprogrammed to another project. The jurisdiction must have an eligible project that is truly ready to obligate. MAG, ADOT, and FHWA staff would be involved in evaluating potential projects that would be suggested to use unprogrammed ARRA funds. If only a minor amount of funding is available, then it may not be possible to use the funds in the jurisdiction and the funds could be returned to the region, for reallocation.
2. All unprogrammed/available MPO/Local ARRA funds, go back to the region, and **Local** projects are programmed based on Project Eligibility and Project Readiness, with priority given to 1) Projects that are eligible per ARRA/STP guidelines and have obligated but have not moved forward to construction; 2) Projects that are in the project development process now using CMAQ or STP funds, and are eligible under the ARRA guidelines, and would be able to obligate by March 2, 2010; and 3) Other projects, including 'new' projects that are not currently in the TIP, which would require a careful evaluation by MAG, ADOT, and FHWA staff for project readiness and likelihood for a 'new' project to obligate.
3. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and the funds are used for **Highway** projects based on Project Eligibility and Project Readiness. MAG would work closely with ADOT to determine availability of projects. MAG could receive additional STP funds in return that do not have the March 2, 2010 obligation deadline.
4. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and the funds are used for **Transit** projects based on Project Eligibility and Project Readiness. MAG would work closely with the City of Phoenix (as the designated recipient) and RPTA to determine availability of projects.

POSSIBLE MODIFICATION TO THE NOVEMBER 30, 2009 OBLIGATION DEADLINE

Further evaluation of the November 30, 2009, deadline for project obligation was discussed at the September Management Committee. The Regional Council approved date was originally set as a benchmark to determine if projects will meet the March 2, 2010 deadline and to allow time to reallocate funds for projects which do not.

Some member agencies had projects under development prior to funds being available, however, due to project development requirements and schedules, other jurisdictions, particularly those which are not self-certified nor have in-house design staff, are encountering challenges toward meeting the deadline. While some projects may not meet the original deadline due to external factors, many projects may be close to completing the necessary project development activity by the November 30, 2009 obligation deadline set by Regional Council. In these cases, it may be prudent to review each project to determine if the project has a high likelihood of obligating by the March 2, 2010 ARRA deadline.

Attached to this memorandum is the September 2009 ARRA Status Report for your review. The project development information for Local sponsored ARRA projects has been coordinated with the ADOT consultant teams. In the project development columns, many projects have dates, which are the projected completion dates related to that development milestone.

This item is on the Transportation Review Committee (TRC) agenda for information and discussion. If there are questions or suggestions prior to the October 1, 2009 committee meeting, please contact myself at (602) 254-6300 or eyazzie@mag.maricopa.gov.

Project Status Report
Transportation Projects – MAG Region September 2009
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is \$27.5 billion.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, \$129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is \$104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010

The MAG regional portion for transit is \$66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010

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Project Status Report

The Project Status Report highlights three areas of project details as noted below:

Project Information: Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

Project Funding: Explains the project funding sources and amounts as listed in the MAG TIP.

Project Development Status: This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project.
- Bid Opened – The project has received bids and the bids have been opened.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

**This information can also be found at the MAG Website:
<http://www.mag.maricopa.gov/detail.cms?item=9615>**

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 2009

Project Information				Project Funding			Project Development Status						Comments	
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date		Estimated Complete
State Sponsored Projects - Roadways														
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	\$28,200.0	\$28,200.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/2009		Originally approved by RC on 3/25/09.
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	\$13,368.5	\$13,368.5	\$13,314.1	05/27/09	✓	✓	✓	✓			Originally approved by RC on 3/25/09.
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	\$45,000.0	\$45,000.0		03/25/09	✓	✓	✓	10/23/2009			
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	\$652.9	\$3,410.4		04/22/09	✓	✓	✓				State sponsored using MAG suballocated funds
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	\$300.0	\$300.0		04/22/09	✓	✓					State sponsored using MAG suballocated funds
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	\$11,200.0	\$11,200.0	\$7,647.2	03/25/09	✓	✓	✓	✓			
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	\$18,600.0	\$18,600.0		05/27/09	✓	✓	✓	8/21/2009			
DOT12-840	DOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	\$9,100.0	\$27,564.4		04/22/09	✓	✓	✓	9/25/2009			
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	\$3,900.0	\$3,900.0		05/27/09	✓	✓	✓	9/25/2009			
				\$130,321.4	\$151,543.3	\$47,232.9								

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SEPTEMBER 2009

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Local Projects - Roadway														
APJ09-801	APJ	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	\$1,348.3	\$1,348.3		4/22/09							
AVN09-801	AVN	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	\$2,035.2	\$2,035.2		4/22/09	In process	In process					Design and environmental work in process.
AVN09-802	AVN	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	\$179.7	\$401.8		4/22/09	In process	In process					Design and environmental work in process.
BKY09-801	BKY	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	\$1,621.9	\$1,621.9		4/22/09	In process	In process					Design and environmental work in process.
CFR09-801	CFR	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	\$35.0	\$35.0		4/22/09	95% 10/8/09	11/30/09					
CFR09-802	CFR	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	\$553.3	\$553.3		4/22/09	95% 10/8/09						
CVK09-807	CVK	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	\$614.8	\$614.8		5/27/09							Pending authorization. Kick-off scheduled 9/30/09
CHN120-07C	CHN	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	\$2,288.7	\$7,629.0		4/22/09	✓	Not Started					Environmental not started.
CHN09-801	CHN	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	\$3,678.9	\$3,678.9		4/22/09	95% 9/25/09	Not Started					
ELM09-801	ELM	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	\$952.8	\$952.8		4/22/09	60%	In process					Design at 60%, environmental in process.
FTH07-301	FTH	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	\$410.0	\$2,705.0		6/24/09	✓	Not Started					Originally approved on 4/22/09
FTH09-800	FTH	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	\$671.6	\$671.6		7/22/09							On Project Change Sheet July 2009
GBD09-801	GBD	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	\$33.0	\$33.0		4/22/09	Not Started	Not Started					Anticipated to start week of 9/21/09
GBD09-802	GBD	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	\$339.5	\$339.5		4/22/09	Not Started	Not Started					Anticipated to start week of 9/21/09
GBD09-803	GBD	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	\$170.0	\$170.0		5/27/09							Town to provide additional information for Park and Ride Lot Design Parameters
GRC09-801	GRC	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	\$561.3	\$561.3		4/22/09	Not Started	In process					Design not started. Environmental in process.
GLB09-801	GLB	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	\$5,306.3	\$5,306.3		4/22/09	95% 9/18/09	11/6/09					Design and Environmental work anticipated to start week of September 14th
GLN09-801	GLN	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	\$1,100.0	\$1,100.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-802	GLN	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	\$550.0	\$550.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-803	GLN	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	\$90.0	\$90.0		4/22/09		In process					Procurement project. Environmental in process.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 2009

Project Information				Project Funding			Project Development Status						Comments	
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Local Projects - Roadway														
GLN09-804	GLN	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	\$230.0	\$230.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-805	GLN	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	\$200.0	\$200.0		4/22/09		In process					Procurement project. Environmental in process.
GLN09-806	GLN	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	\$1,170.0	\$1,170.0		4/22/09	✓	In process					Environmental in process.
GLN09-807	GLN	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	\$510.0	\$510.0		4/22/09	✓	In process					Environmental in process.
GLN09-808	GLN	25 Miles on Arterial Streets	Install thermoplastic pavement markings	\$358.4	\$358.4		4/22/09	Not Started	In process					Design not started. Environmental in process.
GLN08-604	GLN	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	\$1,850.0	\$5,407.4		4/22/09	✓	In process					Design almost 100%. Environmental in process.
GDY09-801	GDY	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	\$782.4	\$798.4		4/22/09	Not Started	Not Started					Design and Environmental not started.
GDL09-801	GDL	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	\$634.0	\$634.0		4/22/09		11/30/09					Design by town.
LPK09-801	LPK	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	\$614.0	\$614.0		4/22/09	90%	In process					Design at 90%. Environmental in process.
MMA09-801	MMA	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	\$6,469.2	\$6,478.1		4/22/09	~100%	In process					Design almost 100%. Environmental in process.
MES09-801R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	\$1,610.9	\$1,610.9		5/27/09		11/2/09					Design by town.
MES09-802R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	\$970.7	\$970.7		5/27/09		11/2/09					Design by town.
MES09-803	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	\$2,559.3	\$2,559.3		5/27/09		11/2/09					Design by town.
MES09-804	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	\$2,333.3	\$2,333.3		5/27/09		11/2/09					Design by town.
MES09-805	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	\$3,310.6	\$3,310.6		5/27/09		11/2/09					Design by town.
PVY09-801	PVY	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	\$823.2	\$823.8		4/22/09		11/30/09					Final PA 9/25/09
PEO100-07AC1	PEO	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	\$2,850.4	\$11,489.7		4/22/09	✓						
PEO09-801	PEO	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	\$1,130.1	\$1,396.3		6/24/09	Not Started	In process					Initially approved 4/22/09. Design not started. Environmental in process.
PHX07-316	PHX	7th St & McDowell Rd	Design & Construction of Intersection Improvements	\$1,000.0	\$2,256.0		4/22/09	✓	✓	✓				Rcvd 9/9/09
PHX09-801	PHX	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	\$7,136.2	\$7,136.2		4/22/09	Nov-09	Oct-09					Design by city.
PHX09-802	PHX	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	\$7,150.0	\$7,150.0		4/22/09	Nov-09	Oct-09					Design by city.
PHX09-803	PHX	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	\$7,150.0	\$7,150.0		4/22/09	Nov-09	Oct-09					Design by city.

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Local Projects - Roadway														
PHX09-804	PHX	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$1,750.0	\$1,750.0		4/22/09	Nov-09	Oct-09					Design by city.
PHX09-805	PHX	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$1,750.0	\$1,750.0		4/22/09	Nov-09	Oct-09					
PHX09-806	PHX	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	\$2,250.0	\$2,250.0		4/22/09	95% 10/09	Oct-09					
PHX09-807	PHX	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	\$1,250.0	\$1,250.0		4/22/09	95% 10/09	Oct-09					
PHX09-808	PHX	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	\$3,000.0	\$3,000.0		4/22/09	Nov-09	Oct-09					Authorized to proceed 7/22/09.
PHX09-809	PHX	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	\$1,500.0	\$1,500.0		4/22/09	Nov-09	Oct-09					Design by COP
PHX09-810	PHX	Citywide Corridors	Design & Procure/Install CCTV	\$1,000.0	\$1,000.0		4/22/09	Nov-09	Oct-09					
PHX09-811	PHX	Citywide Corridors	Design & Procure/Install Wireless Communications	\$500.0	\$500.0		4/22/09	Nov-09	Oct-09					
QNC09-801	QNC	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	\$227.3	\$227.3		4/22/09		Dec-09					Drafted PA complete.
QNC09-802	QNC	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	\$805.8	\$805.8		4/22/09		Dec-09					Drafted PA complete.
SRP09-801	SRP	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	\$653.9	\$653.9		5/27/09		12/7/09					PA by SRPMIC scheduled for 9/29/09
SCT09-802	SCT	Various Locations	Preliminary engineering, design and construction for Mill & Replace	\$4,600.0	\$4,600.0		7/22/09							On Project Change Sheet July 2009. Kick off 9/22/09
SCT12-813	SCT	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	\$439.6	\$500.0		4/22/09		Nov-09					Design by COS.
SUR09-801	SUR	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	\$2,933.4	\$2,933.4		4/22/09		✓					Environmental, Utility and Right of Way Clearances Received
TMP09-801	TMP	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	\$4,362.6	\$6,000.0		4/22/09	✓	Nov-09					
WKN09-801	WKN	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	\$644.1	\$644.1		4/22/09	30%	In process					Design at 30%. Environmental in process.
YTN09-801	YTN	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	\$645.9	\$645.9		4/22/09	Not Started	In process					Design not started. Environmental in process.
				\$101,695.7	\$124,995.3									

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Local Projects - Transit Projects														
AVN09-804T	AVN	Citywide	Purchase 2 replacement dial-a-ride vehicles	\$126.0	\$126.0		6/24/09							
GDY06-204T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	\$2,036.2	\$4,193.8		6/24/09	✓	✓	✓				Initially approved 4/22/09.
GDY08-800T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	\$186.5	\$977.6		6/24/09	✓	✓	✓				Initially approved 4/22/09.
GDY05-202T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	\$352.2	\$1,847.1		6/24/09	✓	✓	✓				Initially approved 4/22/09.
MES10-809T	MES	Country Club/US 60	Park-and-Ride construction	\$9,400.0	\$9,400.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-837T	PHX	Bell Rd/SR-51	Bus access crossover	\$640.1	\$640.1		3/25/09	✓	✓					Grants have been submitted to FTA
PHX10-818T	PHX	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX08-705T	PHX	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	\$5,500.0	\$5,500.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-838T	PHX	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-611T	PHX	Regionwide	Preventive Maintenance	\$5,400.0	\$11,964.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-839T	PHX	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	\$300.0	\$300.0		3/25/09	✓	✓					Grants have been submitted to FTA
PHX09-840T	PHX	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09	✓	✓					Grants have been submitted to FTA
PHX08-704T	PHX	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09	✓	✓					Grants have been submitted to FTA
VMT10-807T	VMT	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	\$2,500.0	\$2,500.0		3/25/09	✓	✓	✓				
VMT10-807T	VMT	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0		3/25/09	✓	✓	✓				
SCT09-803T	SCT	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09	✓	✓					Grants have been submitted to FTA
TMP09-806T	TMP	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09	✓	✓	✓				
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	\$1,400.0	\$1,400.0		5/27/09	✓	✓	✓				
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	\$2,500.0	\$2,500.0		5/27/09	✓	✓	✓				
				\$67,762.2	\$78,769.8									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
SEPTEMBER 2009

Project Information				Project Funding			Project Development Status						Comments	
Tip #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date		Estimated Complete
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Gaiveston to Pecos Rd.	Construction of multi-use path	\$750,000	\$1,161,610		5/27/09		✓					Final PS&E pending revisions.
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000		5/27/09		✓					Final PS&E submitted.
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670		5/27/09		✓					Final PS&E submitted.
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	\$732,562	\$732,562		5/27/09		✓					Final PS&E pending revisions.
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	\$750,000	\$1,117,817		5/27/09	✓	✓	✓	7/21/09			Final PS&E pending revisions.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09		✓					Initially approved 5/27/09. Final PS&E submitted.
PHX08-641	PHX	Arcadia Drive Ind. Sch. Rd. to AZ Canal	Design and construct multi-use trail enhancements	\$750,000	\$820,282		5/27/09	✓	✓					Waiting for Obligation
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	\$1,632.3	\$1,731.0		5/27/09		✓					Final PS&E pending revisions.
SCT09-801	SCT	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	\$600,000	\$625,402		5/27/09		✓					Final PS&E submitted.
TMP09-704	TMP	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	\$750,000	\$1,400,000		5/27/09	✓	✓					
				\$5,931,232	\$8,625,718									

Local Sponsored Project Overview

MAG was notified by ADOT on March 16, 2009 that the MAG region will receive \$104,578,340 of American Recovery and Reinvestment Act (ARRA) funds. These funds are known as the sub-allocated ARRA transportation funds. On March 23, 2009 Regional Council approved the policy direction for the sub-allocated ARRA funds of: a Minimum Agency Allocation of \$500,000 plus population in accordance with the following:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Jurisdiction	Minimum Agency Allocation of \$500K Plus Population
Apache Junction (a)	\$ 1,348,343
Avondale	\$ 2,214,899
Buckeye	\$ 1,621,878
Carefree	\$ 588,340
Cave Creek	\$ 614,813
Chandler	\$ 5,967,599
El Mirage	\$ 1,252,805
Fort McDowell	\$ 518,436
Fountain Hills	\$ 1,081,614
Gila Bend	\$ 542,497
Gila River (b)	\$ 561,349
Gilbert	\$ 5,306,313
Glendale	\$ 6,058,413
Goodyear	\$ 1,829,797
Guadalupe	\$ 634,022
Litchfield Park	\$ 613,958
Mesa	\$ 10,784,779
Paradise Valley	\$ 823,174
Peoria (b)	\$ 3,980,451
Phoenix	\$ 35,436,181
Queen Creek (a)	\$ 1,033,098
Salt River	\$ 653,910
Scottsdale	\$ 5,921,966
Surprise	\$ 2,933,374
Tempe	\$ 4,362,619
Tolleson	\$ 652,890
Wickenburg	\$ 644,140
Youngtown	\$ 645,926
Maricopa County (c)	\$ 5,950,757
Total	\$ 104,578,340

Local Sponsored Project Details SEPTEMBER 2009

APACHE JUNCTION		
TIP #	Project Description	Federal Cost - ARRA
APJ09-801	Design and Reconstruction of Pavement	\$ 1,348,343
TOTAL		\$ 1,348,343

AVONDALE		
TIP #	Project Description	Federal Cost - ARRA
AVN09-801	Preliminary engineering, design and construction for Mill & Replace	\$ 2,035,200
AVN09-802	Preliminary engineering, design and construction for Mill & Replace	\$ 179,699
TOTAL		\$ 2,214,899

BUCKEYE		
TIP #	Project Description	Federal Cost - ARRA
BKY09-801	Pre-engineer/Design and Pavement Rehabilitation and Preservation	\$ 1,621,878
TOTAL		\$ 1,621,878

CAREFREE		
TIP #	Project Description	Federal Cost - ARRA
CFR09-801	Pre-engineer/Design and construct Pedestrian crossing	\$ 35,000
CFR09-802	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	\$ 553,340
TOTAL		\$ 588,340

CAVE CREEK		
TIP #	Project Description	Federal Cost - ARRA
CVK09-807	Pre-Engineer/Design and Construct Pavement Rehab projects	\$ 614,813
TOTAL		\$ 614,813

CHANDLER		
TIP #	Project Description	Federal Cost - ARRA
CHN120-07C	Intersection and Capacity Improvement	\$ 2,288,700
CHN09-801	Design and reconstruction of pavement	\$ 3,678,899
TOTAL		\$ 5,967,599

EL MIRAGE		
TIP #	Project Description	Federal Cost - ARRA
ELM09-801	Pre-Engineer/Design and Mill and Replace Existing Road.	\$ 952,805
DOT09-801	Transportation Landscaping Enhancement	\$ 300,000
TOTAL		\$ 1,252,805

FOUNTAIN HILLS		
TIP #	Project Description	Federal Cost - ARRA
FTH07-301	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	\$ 410,000
FTH09-800	Design, and mill and overlay existing roadway	\$ 671,614
TOTAL		\$ 1,081,614

Local Sponsored Project Details SEPTEMBER 2009

FT. MCDOWELL YAVAPAI NATION		
TIP #	Project Description	Federal Cost - ARRA
Ft. McDowell Yavapai Nation will be doing a joint project with Maricopa County. \$518,436 of Maricopa County's project is for paving and rehab of roads in the Ft. McDowell community.		

GILA BEND		
TIP #	Project Description	Federal Cost - ARRA
GBD09-801	Design and Construct Signage Improvements	\$ 33,000
GBD09-802	Design and Construct Pedestrian and Landscape Improvements	\$ 339,497
GBD09-803	Design and Construct Carpool and Transit Park & Ride Lot	\$ 170,000
TOTAL		\$ 542,497

GILA RIVER INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
GRC09-801	Pre-Engineer/Design and Construct Pavement Rehab projects	\$ 561,349
TOTAL		\$ 561,349

GILBERT		
TIP #	Project Description	Federal Cost - ARRA
GLB09-801	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	\$ 5,306,313
TOTAL		\$ 5,306,313

GLENDALE		
TIP #	Project Description	Federal Cost - ARRA
GLN09-801	New traffic signal cabinets and controllers	\$ 1,100,000
GLN09-802	Modernize traffic signals	\$ 550,000
GLN09-803	CCTV Camera Installations	\$ 90,000
GLN09-804	Install wireless communication with traffic signals	\$ 230,000
GLN09-805	Install wireless communication with traffic signals	\$ 200,000
GLN09-806	Pre-Engineer/Design and construct pavement overlay	\$ 1,170,000
GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	\$ 510,000
GLN09-808	Install thermoplastic pavement markings	\$ 358,413
GLN08-604	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	\$ 1,850,000
TOTAL		\$ 6,058,413

GOODYEAR		
TIP #	Project Description	Federal Cost - ARRA
GDY09-801	Pre-Engineer/Design and construct mill, patch and replace	\$ 782,415
GDY06-204T	Construct regional park-and-ride (1/10 - Litchfield)	\$ 508,666
GDY08-800T	Acquire land- regional park and ride	\$ 186,500
GDY05-202T	Park and Ride Land Acquisition	\$ 352,216
TOTAL		\$ 1,829,797

GUADALUPE		
TIP #	Project Description	Federal Cost - ARRA
GDL09-801	Design and Mill & Asphalt overlay roadways	\$ 634,022
TOTAL		\$ 634,022

Local Sponsored Project Details SEPTEMBER 2009

LITCHFIELD PARK		
TIP #	Project Description	Federal Cost - ARRA
LPK09-801	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	\$ 613,958
TOTAL		\$ 613,958

MARICOPA COUNTY		
TIP #	Project Description	Federal Cost - ARRA
MMA09-801	Pre-Engineer/Design and construct AR Overlay	\$ 5,950,757
TOTAL		\$ 5,950,757

MESA		
TIP #	Project Description	Federal Cost - ARRA
MES09-801R	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	\$ 1,610,892
MES09-802R	Pre-Engineer/Design and construct mill and replace pavement	\$ 970,728
MES09-803	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	\$ 2,559,279
MES09-804	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	\$ 2,333,311
MES09-805	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 3	\$ 3,310,569
TOTAL		\$ 10,784,779

PARADISE VALLEY		
TIP #	Project Description	Federal Cost - ARRA
PVY09-801	Pre-Engineer/Design and construct pavement resurface projects	\$ 823,174
TOTAL		\$ 823,174

PEORIA		
TIP #	Project Description	Federal Cost - ARRA
PEO100-07AC1	Construct Beardsley Road extension and bridge over New River	\$ 2,850,401
PEO09-801	Pavement Preservation: Major Arterial mill, overlay and re-striping	\$ 1,130,050
TOTAL		\$ 3,980,451

PHOENIX		
TIP #	Project Description	Federal Cost - ARRA
PHX07-316	Design & Construction of Intersection Improvements	\$ 1,000,000
PHX09-801	Design & Construction of Pavement Preservation	\$ 7,136,181
PHX09-802	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-803	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-805	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-806	Design & Construct Bridge Deck Rehabilitations	\$ 2,250,000
PHX09-807	Design & Construct Bridge Joint Rehabilitations	\$ 1,250,000
PHX09-808	Inventory / Programming & Procure / Install Traffic Control Signs	\$ 3,000,000
PHX09-809	Design & Procure/Install Fiber Optic Backbone System	\$ 1,500,000
PHX09-810	Design & Procure/Install CCTV	\$ 1,000,000
PHX09-811	Design & Procure/Install Wireless Communications	\$ 500,000
TOTAL		\$ 35,436,181

Local Sponsored Project Details SEPTEMBER 2009

QUEEN CREEK		
TIP #	Project Description	Federal Cost - ARRA
QNC09-801	Pre-Engineer/Design and construct resurfacing roadway	\$ 227,282
QNC09-802	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	\$ 805,816
TOTAL		\$ 1,033,098

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
SRP09-801	Design & Construction of Pavement Preservation/Chip-Seal	\$ 653,910
TOTAL		\$ 653,910

SCOTTSDALE		
TIP #	Project Description	Federal Cost - ARRA
SCT09-802	Preliminary engineering, design and construction for Mill & Replace	\$ 4,600,000
SCT09-703	Construct new pedestrian/bicycle bridge and multi-use path	\$ 882,333
SCT12-813	Replace traffic signal controllers and cabinets	\$ 439,633
TOTAL		\$ 5,921,966

SUPRISE		
TIP #	Project Description	Federal Cost - ARRA
SUR09-801	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	\$ 2,933,374
TOTAL		\$ 2,933,374

TEMPE		
TIP #	Project Description	Federal Cost - ARRA
TMP09-801	Construct replacement bridge over the Western Canal	\$ 4,362,619
TOTAL		\$ 4,362,619

TOLLESON		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	Road Widening	\$ 652,890
TOTAL		\$ 652,890

WICKENBURG		
TIP #	Project Description	Federal Cost - ARRA
WKN09-801	Design and Complete Pavement Mill and Replace	\$ 644,140
TOTAL		\$ 644,140

YOUNGTOWN		
TIP #	Project Description	Federal Cost - ARRA
YTN09-801	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	\$ 645,926
TOTAL		\$ 645,926

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

- # Not recommended for prioritization.
- * Obligated, not awarded. Amount subject to change.
- ** Special recommendation.

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommen- dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$28,200.0	\$26,271.6	\$1,928.4	\$1,928.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,368.5	\$13,314.1	\$54.4	\$1,982.8	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to- Ellsworth	Design & ROW		\$20,400.0			\$1,982.8	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this t
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$44,263.2*	\$736.8	\$2,719.6	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$11,200.0	\$7,647.2	\$3,552.8	\$6,272.4	Project is currently with State Transportation Board
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$8,239.6*	\$860.4	\$7,132.9	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$18,600.0	\$11,042.3*	\$7,557.7	\$14,690.6	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0			\$14,690.6	The bid is expected to be opened on September 25, 2009.
ARRA Funds Available as of September 22, 2009 to be programmed:									\$14,690.6	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommen- dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$11,690.6	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		\$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		\$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		\$1,500.0			\$10,190.6	Final plans due by end of August 2009. Project requested to be funded based on project readiness.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
13	#	Yes	Regionwide	Construct Noise Walls		\$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to \$15.6M at the January 2009 Regional Council
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		\$3,000.0			\$7,190.6	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		\$23,000.0			(\$15,809.4)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$2,500.0			(\$18,309.4)	This is a carry-over from Prop. 300. Project ready to Obligate.

Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		\$3,000.0			(\$21,309.4)	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0			(\$31,309.4)	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0			(\$52,309.4)	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0			(\$63,309.4)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0			(\$67,086.4)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	Various Routes	Guard Rails		\$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		\$1,500.0				

ATTACHMENT FIVE

FY2010 Recommended List of TSOP Projects

	Lead Agency	Other Agencies	Project Descriptions	# Intx	Est Cost	Contact	Training	
1	Avondale	ADOT, MCDOT, Goodyear	The tasks associated with this project would include: 1. Field review of each project intersection 2. Collection of signal plans for all three models 3. Collect traffic counts for the corridor to corridor intersections 4. Review and modify the existing AM and PM coordination models as needed to accommodate traffic demands 5. Update existing Synchro models (prepared under a 07-08 TSOP project and 08- 09 TSOP projects) to reflect current geometric and timing conditions to include all 28 signalized intersections listed 6. Make any necessary field adjustments	29	\$25,000.00	Gus Woodman		
2	Chandler		Collect traffic turning movement counts for three times of the day; AM peak 6-8 am, Mid-day 11-1 pm, and PM peak 4-6pm for 60 selected intersections.	60	\$25,000.00	Debra Bieber	1	
3	Fountain Hills		Optimize and coordinate the six existing traffic signals in Fountain Hills' downtown area; Update and unify emergency vehicle pre-emption for these signals	6	\$24,000.00	Randy Harrel	3	
4	Glendale	ADOT	This project will evaluate different phasing options (3-phase, 4-phase), left-turn options (lead vs. lag) and timing options at the freeway interchange. This project will also seek to coordinate the adjacent 75th Avenue signals with the freeway interchange for the AM, Midday, PM, off peak periods, weekends and other time periods as appropriate.	5	\$15,000.00	Avery Rhodes	2	
	Goodyear		Request for Synchro training				4	
5	MAG		Regional Synchro Training Workshop	NA	\$10,000.00	Leo Luo		
6	Maricopa County		Obtain turning movement counts for MCDOT critical intersections. This data will be used by MCDOT Traffic Engineering staff to develop safe and efficient timing and operation for these signalized intersections.	30	\$25,000.00	Bob Steele		
7	Maricopa County		Perform a field audit of individual isolated traffic signal systems. The audit will document the traffic management operational capabilities of each traffic signal system. MCDOT traffic engineering staff will use this information to develop a safe and efficient traffic signal timing and operational plan.	25	\$25,000.00	Bob Steele		
8	Mesa		To develop a single Synchro network that includes all signals in the City of Mesa, and also includes future arterials in east and southeast Mesa so that intersections can be easily added to the network as growth occurs.	398	\$25,000.00	Derrick Bailey	3	
9	Peoria		This project will entail obtaining mid-day turning movement counts at signalized intersections city-wide, in order for staff to optimize mid-day signal coordination.	101	\$25,000.00	Ron Amaya		
10	Phoenix	ADOT, MCDOT	This project will develop a Synchro network model of McDowell Road and Van Buren Streets. Together they have been identified as an alternate routes for I-10 for incident management and for excess demand conditions. This project will develop a traffic network model in Synchro to include all arterial-arterial signalized intersections within the study area of the corridor. The proposed corridor extends from 7th Street in Phoenix west to the 99th Ave.	22	\$25,000.00	Marshall Riegel		
11	Queen Creek		This project would utilize the TSOP on-call consultant to collect volume and turning movement counts at 16 intersections; then use that data to develop coordinated patterns and time of day plans for those intersections within the existing SYNCHRO base model that was delivered to the Town with the previous TSOP project. Once completed, staff would implement the timing plans by making the necessary adjustments to the traffic signal controller programming.	16	\$20,000.00	Michael Pacelli		
12	Surprise	ADOT	The objectives of this project will be to provide a Synchro base model and acquire the necessary data to develop inter-jurisdictional signal coordination for 11 existing signals along Greenway Road. Additionally, this project will develop ingress and egress timing plans for special events and school traffic. Separate plans will be designed to favor both directions.	11	\$25,000.00	John Abraham		
13		MCDOT	The objectives of this project will be to provide an updated Synchro base model and acquire the necessary data to develop inter-jurisdictional signal coordination for 8 existing intersections along Litchfield Road. Additionally, this project will develop ingress and egress timing plans for special events and incident management traffic. Separate plans will be designed to favor both directions.	8	\$25,000.00	John Abraham		
Total Amount						\$294,000.00	Workshop Attendees	13

ATTACHMENT SIX

September 21, 2009

TO: Members of the Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: CHAIR AND VICE CHAIR APPOINTMENTS

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. The approval of these policies and procedures modifies, and in some cases, clarifies, the understanding and former practice of several MAG processes, including officer appointments. Appointment of officers for technical and policy committees, with the exception of the Transportation Policy Committee, will be made by the MAG Executive Committee. Officer positions have one-year terms, with possible reappointment to serve up to one additional term, by consent of the respective committee. Letters of interest are being solicited from MAG member agencies for officer positions and are requested to be submitted to the attention of Councilwoman Peggy Neely, MAG Chair, by **Friday, November 6, 2009**.

The chair position of the Transportation Review Committee on was recently appointed in March 5, 2009. The position of vice chair is currently eligible for a new appointment.

Letters of interest to serve a one-year term as vice chair of the Transportation Review Committee may be sent to Councilwoman Peggy Neely, MAG Chair, at the MAG Offices located at 302 N. 1st Avenue, Suite 300, Phoenix, Arizona 85003. If you have any questions, please contact Christina Hopes at the MAG Office at (602) 254-6300 or chopes@mag.maricopa.gov.

CC: Dennis Smith, MAG Executive Director
Intergovernmental Liaisons

MAG COMMITTEE OPERATING POLICIES AND PROCEDURES



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CHAPTER I: REGIONAL COUNCIL

<p>1.01 - Responsibilities:</p>	<ol style="list-style-type: none"> 1) Approval of regional plans and spending plans. 2) Election of Officers and Expanded Executive Committee. 3) Approval of the Annual Budget and Work Program. 4) Approval of the Regional Transportation Plan and Amendments. 5) Approval of the Transportation Improvement Program and Amendments. 6) Approval of Material Cost Changes to the Regional Freeway Program. 7) Approval of Air Quality Plans. 8) Approval of Air Quality Conformity Analysis. 9) Approval of the 208 Water Quality Management Plan and Amendments. 10) Consultation with the Executive Committee regarding the performance review of the Executive Director. 11) Ratification of the hiring and retention of the Executive Director. 12) Ratification of the Executive Committee approval of the MAG Annual Goals.
<p>1.02 - Composition:</p>	<p>Each unit of local government designates an individual from its duly elected governing body to serve on the Regional Council. For the majority of members, the city or town Mayor serves as the Regional Council member. The Chair of the Board of Supervisors usually represents Maricopa County on the Regional Council. The State Transportation Board members for Maricopa County represent the Arizona Department of Transportation (ADOT). The Chair of the Citizens Transportation Oversight Committee also serves on the Regional Council. Currently, the Governor of the Gila River Indian Community, the President of the Salt River Pima-Maricopa Indian Community, and the President of the Fort McDowell Yavapai Nation serve on the Regional Council.</p>
<p>Section 1.03 - Duties of the Chair:</p>	<ol style="list-style-type: none"> 1) Presides over the meetings of the Regional Council and Executive Committee. 2) Calls meetings of the Regional Council and Executive Committee, except as otherwise specifically provided in these procedures. 3) In the absence of the Chair, the Vice Chair assumes the duties of the Chair. 4) Approves agendas for the Regional Council and Executive Committee, except as otherwise specifically provided in Section 1.08 "Agenda Development." 5) Appoints a five member Nominating Committee in April of each year to recommend a slate of officers and Executive Committee members. 6) As delegated by the Regional Council, appoints members to MAG technical committees and policy committees, whose names have been submitted by member agencies, unless otherwise specified by the Regional Council. (The Executive Committee shall appoint the Chairs and Vice Chairs of the technical and policy committees, with the exception of the Transportation Policy Committee, unless otherwise specified by the Regional Council.)

Chapter I: Regional Council (continued)

<p>Section 1.04 - Nomination Process & Election of Officers:</p>	<ol style="list-style-type: none"> 1) At the April Regional Council meeting, the Chair appoints a five member Nominating Committee from the Regional Council. The Past Chair of the Regional Council, if still a current member of the Council, serves as the Chair of the committee. If the Past Chair is not a current member of the Council, the Chair is authorized to appoint the Chair of the Nominating Committee. 2) Regional Council members interested in serving on the Executive Committee should submit their names, in writing, to the Chair of the Nominating Committee. 3) The Nominating Committee develops a slate of seven (7) candidates, pursuant to the provisions of Section 1.05 "Terms" and Section 1.06 "Vacancies." These candidates shall include a Chair, Vice Chair, Treasurer, the Past Chair, and three (3) members-at-large. If the Past Chair is not a current member of the Council, the Nominating Committee shall nominate an additional at-large member. 4) The Nominating Committee will provide a balanced slate of candidates considering geographic location and size of member agency. 5) This slate, developed by the Nominating Committee, will be forwarded to all Regional Council members at least two weeks prior to the June annual meeting.
<p>Section 1.05 - Terms of Officers:</p>	<p>One-year terms with succession of positions occurring through the ascending order of officers.</p>
<p>Section 1.06 - Vacancies:</p>	<p>Successors to vacant positions will follow the order of ascension of officers. In the event of a vacancy in the Chair position, the Vice Chair will become Chair for the unexpired term of the previous Chair. An individual who succeeds to an unexpired term of six months or less will serve the remainder of the term and is eligible to serve one additional full-year term. An individual who succeeds to an unexpired term of more than six months serves for the remainder of the unexpired term and is not then eligible to serve an additional one full-year term.</p> <p>If an at-large position on the Executive Committee becomes vacant and more than six months remain of the unexpired term, the Regional Council will elect a successor to the position to serve for the remainder of the unexpired term considering geographic location and size of member agency. If an at-large position becomes vacant and less than six months remain of the unexpired term, the Nominating Committee shall at the annual meeting recommend an individual to fill the position. Positions on committees are held by the person elected/appointed not by the member agency.</p>

Chapter I: Regional Council (continued)

Section 1.07 - Meetings:	<ol style="list-style-type: none">1) Annual meeting of the members shall be held on the fourth Wednesday in June of each year in Phoenix, Maricopa County, Arizona.2) Regular meetings of the members may be held in Maricopa County, Arizona, with the time, date, and location of meetings to be determined by the Regional Council.3) Special meetings of the Regional Council may be held in Maricopa County, Arizona whenever called in writing by the Chair or Vice Chair. Without concurrence of the Chair or the Vice Chair, any six (6) members of the corporation may call said meetings. The place of holding special meetings shall be designated in the notice of the meeting.4) The Chair, and in his or her absence the Vice Chair, shall preside at the meetings.
Section 1.08 - Agenda Development:	<ol style="list-style-type: none">1) The agenda is prepared by staff through the Executive Director with approval by the Chair.2) Items that have been recommended to the Regional Council by the Management Committee or a policy committee shall be included on the Regional Council agenda for consideration by the Regional Council.3) The Chair does not have the unilateral power to remove an item from an agenda that has proceeded through the MAG committee process.4) "Request for future agenda items" will be placed on all Regional Council agendas. Items requested as future agenda items at Regional Council will be considered by the Executive Committee for further direction.
Section 1.09 - Conflict of Interest:	As is done in MAG member agencies, Regional Council members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.
Section 1.10 - Quorum:	According to the By-laws, a quorum is a simple majority in number of the members or their proxies, participating in person or by teleconference or videoconference, shall constitute a quorum for all purposes. In the absence of a quorum, no committee shall conduct business without a quorum. The Chair of the meeting shall adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporary adjourned meeting, business may be transacted which might have been transacted at the meeting as originally notified.
Section 1.11 - Proxies:	Use of proxies at Regional Council meetings are allowed in person (including by teleconference or videoconference), not in writing and follow a "like for like" policy (i.e., elected official by another elected official).

Chapter I: Regional Council (continued)

Section 1.12 - Weighted Voting Procedure:

- 1) All votes of the MAG Regional Council and MAG Management Committee are taken on the basis of one vote per member. This is referred to as a “numerical vote.”
- 2) Following a numerical vote, MAG member agencies also have the option of requesting a “weighted vote.” For the weighted vote, the same motion is reconsidered.
 - a. The weighted voting procedure applies only to the Regional Council and Management Committee.
 - b. If a weighted vote is requested, it is taken on a roll call basis.
 - c. For a weighted vote to pass, the following two conditions must be met:
 - i. The vote is required to pass by a majority of the members present (numerically). For example, if thirty (30) Regional Council members are present at a meeting, at least sixteen (16) are required to vote in favor of the motion.
 - ii. The vote is also required to pass by weight according to share of population. In the example provided above, the sixteen (16) members who vote in favor of the motion represent a majority of the population.
 - d. As the roll call vote is taken, the votes are entered into a computer. The computer calculates the “numerical vote” to determine if it is a majority of those present at the meeting. The computer then calculates the population weight of those present to determine if a majority of the population supports the vote. If the motion does not pass both conditions, it fails.
 - e. The outcome of the weighted vote, consisting of the numerical vote and the weighted vote, taken together, prevails over the original numerical vote.
 - f. The number of votes for the weighted vote, per Table A, is based on the latest Special or Decennial Census population.
 - g. Each member receives at least one (1) weighted vote even if its population is less than one percent of the population of member agencies (Please refer to weighted voting information provided in “MAG Regional Council and Management Committee Weighted Voting” – Table A).
 - h. The Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (RPTA), and Citizens Transportation Oversight Committee (CTOC), cast votes only on transportation-related issues. The two (2) State Transportation Board members shall always have one (1) vote on such issues in a weighted vote.
 - i. The dual condition of a weighted vote compels member agencies to come to an agreement before moving issues forward. In many ways, the MAG weighted voting procedure is similar to the House of Representatives and the Senate in the United States Congress. The House vote is the weighted portion of the MAG vote. The Senate vote is the one vote per member agency or numerical vote. Both are necessary to proceed.

Chapter I: Regional Council (continued)

TABLE A
MAG Regional Council and
Management Committee
Weighted Voting

Member Agency	# of Votes RC	# of Votes MC
Apache Junction	1	1
Avondale	2	2
Buckeye	1	1
Carefree	1	1
Cave Creek	1	1
Chandler	7	7
El Mirage	1	1
Ft. McDowell Yavapai Nation	1	1
Fountain Hills	1	1
Gila Bend	1	1
Gila River Indian Community	1	1
Gilbert	5	5
Glendale	7	7
Goodyear	2	2
Guadalupe	1	1
Litchfield Park	1	1
Maricopa County (unincorporated)	7	7
Mesa	13	13
Paradise Valley	1	1
Peoria	4	4
Phoenix	40	40
Queen Creek	1	1
Salt River Pima-Maricopa Indian Community	1	1
Scottsdale	7	7
Surprise	3	3
Tempe	5	5
Tolleson	1	1
Wickenburg	1	1
Youngtown	1	1
Arizona Department of Transportation (ADOT)	1	1
Regional Public Transportation Authority (RPTA)	0	1
Citizens Transportation Oversight Committee (CTOC)	1	0
TOTAL	121	121

Chapter I: Regional Council (continued)

<p>Section 1.13 - Public Comment:</p>	<p>Public involvement will be encouraged at all committee meetings. All public comment will be in accordance with the MAG public input policy.</p>
<p>Section 1.14 - Minutes:</p>	<p>Detailed minutes for all committee meetings will be taken, posted on the MAG Web site, and distributed to all committee members and interested stakeholders.</p>
<p>Section 1.15 - Administrative Support:</p>	<p>MAG staff shall provide administrative support to Regional Council through the Executive Director.</p>
<p>Section 1.16 - Rules of Order & Motion Procedures:</p>	<p>The Regional Council may adopt rules governing its procedures. Current practice encourages informal regional discussion and when necessary conferring with the MAG General Counsel regarding parliamentary procedure. The following motion procedures are utilized to provide guidance in the conduct of meetings at MAG:</p> <ol style="list-style-type: none"> 1) Motion Procedure <ol style="list-style-type: none"> a. When a motion is made and seconded, it shall be stated by the Presiding Officer before debate. b. The maker of the motion has the right to modify his or her motion or to withdraw it entirely. If the motion is modified, the Member who has seconded it has the right to withdraw his or her second. c. If a modification to a motion made by another Member is accepted by the maker of the motion, the Member who seconded the original motion shall be requested to reaffirm his or her second after modification. If the Member declines to reaffirm the second, the second is presumed made by the Member suggesting the modification. d. In the case of a tie in votes on any motion, the motion shall be considered defeated. 2) Motion to Approve or Adopt <ol style="list-style-type: none"> a) A motion to approve or to adopt shall be to approve the agenda item as proposed or as proposed with an amendment(s) or stipulation(s). After the motion is made and seconded, it shall require an affirmative majority vote to pass. 3) Motion to Deny or Disapprove <ol style="list-style-type: none"> a) A motion to deny or to disapprove shall be to reject the agenda item as proposed. After the motion is made and seconded, it shall require an affirmative majority vote to defeat the item. If the motion fails, the agenda item will not be deemed approved, unless a separate motion to approve or adopt is made and seconded and passed by the requisite majority vote. 4) Motion to Postpone <ol style="list-style-type: none"> a. A motion to postpone is used to dismiss an item on the agenda. This motion is debatable, and because it can be applied only to the main question, it can, therefore, only be made while the main question is immediately pending (a motion and second is on the floor). This motion is commonly used to postpone an item until a more appropriate time.

Chapter I: Regional Council (continued)

<p>Section 1.16 - Rules of Order & Motion Procedures (continued):</p>	<p>5) Motion to Table</p> <ul style="list-style-type: none">a. Motions to table shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>6) Motion to Close, Limit, or to Extend Discussion</p> <ul style="list-style-type: none">a. Commonly referred to as "Calling the Question," this motion is used to limit or close debate on, or further amend, the main motion. This motion cuts off debate. The Presiding Officer may either immediately call for a vote on the main motion or ask the Members to vote on whether to call for a vote on the main motion. <p>7) Motion to Amend</p> <ul style="list-style-type: none">a. A motion to amend shall be debatable only as to the amendment. A motion to amend an amendment shall be in order, but a motion to amend an amendment to the amendment shall not be in order.b. A substitute motion on the same subject shall be acceptable and shall be voted on before a vote on the amendment.c. Amendments shall be voted on first, then the main motion as amended. <p>8) Motion to Continue</p> <ul style="list-style-type: none">a. Motions to continue shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>9) Division of Question</p> <ul style="list-style-type: none">a. If the question or motion contains two or more propositions that could be divided, the Presiding Officer may, upon his or her own initiative or upon the request of a Member, divide the question or motion into multiple questions or motions for separate consideration and action. <p>10) Motion to Adjourn</p> <ul style="list-style-type: none">a. A motion to adjourn may be made at any time during the meeting for the purpose of immediately closing the meeting. It requires a second, is not debatable and cannot be amended. The motion requires a majority vote for passage and, if it passes, the meeting is closed.
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CHAPTER II: EXECUTIVE COMMITTEE

<p>2.01 - Responsibilities:</p>	<ol style="list-style-type: none"> 1) Recommendation or adoption of the Annual Budget and Work Program to the Regional Council. 2) Approval of the Annual Goals, with ratification by the Regional Council. 3) Hiring and retention of the Executive Director, with ratification by the Regional Council. 4) All day to day administrative responsibilities not retained by the Regional Council. 5) Performance review of the Executive Director in consultation with the Regional Council. 6) Approval of amendments to the Annual Budget and Work Program. 7) Contract selections and approvals/amendments. 8) Appoint Chairs and Vice Chairs of Technical and Policy Committees, with the exception of the Transportation Policy Committee. 9) Consider future agenda items requested at Regional Council.
<p>2.02 - Composition:</p>	<p>The Executive Committee includes the Chair, Vice Chair, Treasurer, the Past Chair, and three members-at-large. The Chair, Vice Chair and Treasurer of the Regional Council shall be ex-officio members of the Executive Committee, and the Chair shall serve as Chair of the Executive Committee.</p>
<p>Section 2.03 - Duties of the Chair:</p>	<ol style="list-style-type: none"> 1) Presides over the meetings of the Regional Council and Executive Committee. 2) Calls meetings of the Regional Council and Executive Committee, except as otherwise specifically provided in these procedures. 3) In the absence of the Chair, the Vice Chair assumes the duties of the Chair. 4) Approves agendas for the Regional Council and Executive Committee, except as otherwise specifically provided in Section 2.08 "Agenda Development." 5) Appoints a five member Nominating Committee in April of each year to recommend a slate of officers and Executive Committee members. 6) As delegated by the Regional Council, appoints members to the MAG technical and policy committees, whose names have been submitted by member agencies, unless otherwise specified by the Regional Council. (The Executive Committee shall appoint the Chairs and Vice Chairs of the technical and policy committees, with the exception of the Transportation Policy Committee, unless otherwise specified by the Regional Council.)
<p>Section 2.04 - Election of Officers:</p>	<p>Members of the Executive Committee are elected at the June annual meeting.</p>
<p>Section 2.05 - Terms of Officers:</p>	<p>One-year terms with succession of positions occurring through the ascending order of officers.</p>

Chapter II: Executive Committee (continued)

<p>Section 2.06 - Vacancies:</p>	<p>Successors to vacant positions will follow the order of ascension of officers. In the event of a vacancy in the Chair position, the Vice Chair will become Chair for the unexpired term of the previous Chair. An individual who succeeds to an unexpired term of six months or less will serve the remainder of the term and is eligible to serve one additional full-year term. An individual who succeeds to an unexpired term of more than six months serves for the remainder of the unexpired term and is not then eligible to serve an additional one full-year term.</p> <p>If an at-large position on the Executive Committee becomes vacant and more than six months remain of the unexpired term, the Regional Council will elect a successor to the position to serve for the remainder of the unexpired term considering geographic location and size of member agency. If an at-large position becomes vacant and less than six months remain of the unexpired term, the Nominating Committee shall recommend, at the annual meeting, an individual to fill the position. Positions on committees are held by the person elected/appointed, not by the member agency.</p>
<p>Section 2.07 - Meetings:</p>	<p>The Executive Committee shall meet at the call of the Chair at such place designated by him or her.</p>
<p>Section 2.08 - Agenda Development:</p>	<ol style="list-style-type: none"> 1) The agenda is prepared by staff through the Executive Director with approval by the Chair. 2) Items that have been recommended to the Regional Council Executive Committee by the Management Committee or a policy committee shall be included on the Executive Committee agenda for consideration by the Executive Committee. 3) The Chair does not have the unilateral power to remove an item from an agenda that has proceeded through the MAG committee process. 4) "Request for future agenda items" will be placed on all agendas. 5) The Executive Committee will direct future agenda item requests from the Regional Council to the appropriate MAG committee to proceed through the MAG committee process. Items in a MAG appeal process may be appealed to the next committee level and placed on the agenda.
<p>Section 2.09 - Conflict of Interest:</p>	<p>As is done in MAG member agencies, Executive Committee members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.</p>
<p>Section 2.10 - Quorum:</p>	<p>According to the By-laws, a quorum is a simple majority of the members of the Executive Committee, participating in person or by teleconference or videoconference, shall constitute a quorum for the transaction of business. In the absence of a quorum, no committee shall conduct business without a quorum. The Chair of the meeting shall adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporary adjourned meeting, business may be transacted which might have been transacted at the meeting as originally notified.</p>
<p>Section 2.11 - Proxies:</p>	<p>Use of proxies at Executive Committee is not permitted.</p>

Chapter II: Executive Committee (continued)

<p>Section 2.12 - Weighted Voting Procedure:</p>	<p>Use of weighted vote at Executive Committee is not permitted.</p>
<p>Section 2.13 - Public Comment:</p>	<p>Public involvement will be encouraged at all committee meetings. All public comment will be in accordance with the MAG public input policy.</p>
<p>Section 2.14 - Minutes:</p>	<p>Detailed minutes for all committee meetings will be taken, posted on the MAG Web site, and distributed to all committee members and interested stakeholders.</p>
<p>Section 2.15 - Administrative Support:</p>	<p>MAG staff shall provide administrative support to the Executive Committee through the Executive Director.</p>
<p>Section 2.16 - Rules of Order & Motion Procedures:</p>	<p>Current practice encourages informal regional discussion and when necessary conferring with the MAG General Counsel regarding parliamentary procedure. The following motion procedures are utilized to provide guidance in the conduct of meetings at MAG:</p> <ol style="list-style-type: none"> 1) Motion Procedure <ol style="list-style-type: none"> a. When a motion is made and seconded, it shall be stated by the Presiding Officer before debate. b. The maker of the motion has the right to modify his or her motion or to withdraw it entirely. If the motion is modified, the Member who has seconded it has the right to withdraw his or her second. c. If a modification to a motion made by another Member is accepted by the maker of the motion, the Member who seconded the original motion shall be requested to reaffirm his or her second after modification. If the Member declines to reaffirm the second, the second is presumed made by the Member suggesting the modification. d. In the case of a tie in votes on any motion, the motion shall be considered defeated. 2) Motion to Approve or Adopt <ol style="list-style-type: none"> a. A motion to approve or to adopt shall be to approve the agenda item as proposed or as proposed with an amendment(s) or stipulation(s). After the motion is made and seconded, it shall require an affirmative majority vote to pass. 3) Motion to Deny or Disapprove <ol style="list-style-type: none"> a. A motion to deny or to disapprove shall be to reject the agenda item as proposed. After the motion is made and seconded, it shall require an affirmative majority vote to defeat the item. If the motion fails, the agenda item will not be deemed approved, unless a separate motion to approve or adopt is made and seconded and passed by the requisite majority vote.

Chapter II: Executive Committee (continued)

Section 2.16 - Rules of Order & Motion Procedures (continued):	<p>4) Motion to Postpone</p> <ol style="list-style-type: none">a. A motion to postpone is used to dismiss an item on the agenda. This motion is debatable, and because it can be applied only to the main question, it can, therefore, only be made while the main question is immediately pending (a motion and second is on the floor). This motion is commonly used to postpone an item until a more appropriate time. <p>5) Motion to Table</p> <ol style="list-style-type: none">a. Motions to table shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>6) Motion to Close, Limit, or to Extend Discussion</p> <ol style="list-style-type: none">a. Commonly referred to as "Calling the Question," this motion is used to limit or close debate on, or further amend, the main motion. This motion cuts off debate. The Presiding Officer may either immediately call for a vote on the main motion or ask the Members to vote on whether to call for a vote on the main motion. <p>7) Motion to Amend</p> <ol style="list-style-type: none">a. A motion to amend shall be debatable only as to the amendment. A motion to amend an amendment shall be in order, but a motion to amend an amendment to the amendment shall not be in order.b. A substitute motion on the same subject shall be acceptable and shall be voted on before a vote on the amendment.c. Amendments shall be voted on first, then the main motion as amended. <p>8) Motion to Continue</p> <ol style="list-style-type: none">a. Motions to continue shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>9) Division of Question</p> <ol style="list-style-type: none">a. If the question or motion contains two or more propositions that could be divided, the Presiding Officer may, upon his or her own initiative or upon the request of a Member, divide the question or motion into multiple questions or motions for separate consideration and action. <p>10) Motion to Adjourn</p> <ol style="list-style-type: none">a. A motion to adjourn may be made at any time during the meeting for the purpose of immediately closing the meeting. It requires a second, is not debatable and cannot be amended. The motion requires a majority vote for passage and, if it passes, the meeting is closed.
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CHAPTER III: MANAGEMENT COMMITTEE

<p>3.01 - Responsibilities:</p>	<ol style="list-style-type: none"> 1) Appoint committees and personnel to study specific problems, programs, or other matters which the Management Committee has approved for study. 2) Act as the coordinating committee for all other technical committees and subsidiary technical groups that report to the Regional Council. 3) Keep the Regional Council informed on any matter or problem involving intergovernmental cooperation. 4) Perform any other functions assigned by the Regional Council.
<p>3.02 - Composition:</p>	<p>Eligible city or town managers, or city or town clerks of incorporated municipalities which do not have the council-manager form of government; the county manager of Maricopa County; and the chief administrative officers of the Indian communities. The Director of the Arizona Department of Transportation and the Executive Director of the Regional Public Transportation Authority shall serve in an ex-officio capacity only when matters of traffic and transportation are before the Management Committee. In such matters, the Arizona Department of Transportation Director and the Executive Director of the Regional Public Transportation Authority shall each have one (1) vote.</p>
<p>Section 3.03 - Duties of the Chair:</p>	<ol style="list-style-type: none"> 1) Presides over the meetings of the Management Committee. 2) Calls meetings of the Management Committee, except as otherwise specifically provided in these procedures. 3) In the absence of the Chair, the Vice Chair assumes the duties of the Chair. 4) Approves agendas for the Management Committee, except as otherwise specifically provided in Section 3.08 "Agenda Development."
<p>Section 3.04 - Nomination Process & Election of the Chair & Vice Chair:</p>	<ol style="list-style-type: none"> 1) A Chair and Vice Chair shall be elected from the members of the Management Committee at the June meeting of each year. 2) The Chair works with members to nominate a manager for the Vice Chair position and the current Vice Chair is nominated for the position of Chair, pursuant to the provisions of Section 3.05 "Terms" and Section 3.06 "Vacancies."
<p>Section 3.05 - Terms of Officers:</p>	<p>One-year terms with succession of positions occurring through the ascending order of officers.</p>
<p>Section 3.06 - Vacancies:</p>	<p>In the event of a vacancy in the Chair position, the Vice Chair will become Chair for the unexpired term of the previous Chair and a Vice Chair will be elected to complete the remainder of the Vice Chair's term. An individual who succeeds to an unexpired term of six months or less will serve the remainder of the term and is eligible to serve one additional full-year term. An individual who succeeds to an unexpired term of more than six months serves for the remainder of the unexpired term and is not then eligible to serve an additional one full-year term.</p>

Chapter III: Management Committee (continued)

Section 3.07 - Meetings:	The Management Committee shall meet at the call of the Chair at such place designated by him or her.
Section 3.08 - Agenda Development:	<ol style="list-style-type: none">1) The agenda is prepared by staff through the Executive Director with approval by the Chair.2) Items that have been recommended to the Management Committee by a technical committee shall be included on the agenda for consideration.3) The Chair does not have the unilateral power to remove an item from an agenda that has proceeded through the MAG committee process.4) "Request for future agenda items" will be placed on all agendas.5) Items in a MAG appeal process may be appealed to the next committee level and placed on the agenda.
Section 3.09 - Conflict of Interest:	As is done in MAG member agencies, Management Committee members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.
Section 3.10 - Quorum:	According to the By-Laws, a quorum is a simple majority of the members of the Management Committee or their proxies, participating in person or by teleconference or videoconference, shall constitute a quorum for the transaction of business. In the absence of a quorum, no committee shall conduct business without a quorum. The Chair of the meeting shall adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporary adjourned meeting, business may be transacted which might have been transacted at the meeting as originally notified.
Section 3.11 - Proxies:	Use of proxies at Management Committee meetings are allowed in person (including by teleconference or videoconference), not in writing and follow a "like for like" policy.

Chapter III: Management Committee (continued)

<p>Section 3.12 - Weighted Voting Procedure:</p>	<ol style="list-style-type: none">1) All votes of the MAG Regional Council and MAG Management Committee are taken on the basis of one vote per member. This is referred to as a "numerical vote."2) Following a numerical vote, MAG member agencies also have the option of requesting a "weighted vote." For the weighted vote, the same motion is reconsidered.<ol style="list-style-type: none">a. The weighted voting procedure applies only to the Regional Council and Management Committee.b. If a weighted vote is requested, it is taken on a roll call basis.c. For a weighted vote to pass, the following two conditions must be met:<ol style="list-style-type: none">i. The vote is required to pass by a majority of the members present (numerically). For example, if thirty (30) Regional Council members are present at a meeting, at least sixteen (16) are required to vote in favor of the motion.ii. The vote is also required to pass by weight according to share of population. In the example provided above, the sixteen (16) members who vote in favor of the motion represent a majority of the population.d. As the roll call vote is taken, the votes are entered into a computer. The computer calculates the "numerical vote" to determine if it is a majority of those present at the meeting. The computer then calculates the population weight of those present to determine if a majority of the population supports the vote. If the motion does not pass both conditions, it fails.e. The outcome of the weighted vote, consisting of the numerical vote and the weighted vote, taken together, prevails over the original numerical vote.f. The number of votes for the weighted vote, per Table A, is based on the latest Special or Decennial Census population.g. Each member receives at least one (1) weighted vote even if its population is less than one percent of the population of member agencies (Please refer to weighted voting information provided in "MAG Regional Council and Management Committee Weighted Voting" – Table A).h. The Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (RPTA), and Citizens Transportation Oversight Committee (CTOC), cast votes only on transportation-related issues. The two (2) State Transportation Board members shall always have one (1) vote on such issues in a weighted vote.i. The dual condition of a weighted vote compels member agencies to come to an agreement before moving issues forward. In many ways, the MAG weighted voting procedure is similar to the House of Representatives and the Senate in the United States Congress. The House vote is the weighted portion of the MAG vote. The Senate vote is the one vote per member agency or numerical vote. Both are necessary to proceed.
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Chapter III: Management Committee (continued)

TABLE A
MAG Regional Council and
Management Committee
Weighted Voting

Member Agency	# of Votes RC	# of Votes MC
Apache Junction	1	1
Avondale	2	2
Buckeye	1	1
Carefree	1	1
Cave Creek	1	1
Chandler	7	7
El Mirage	1	1
Ft. McDowell Yavapai Nation	1	1
Fountain Hills	1	1
Gila Bend	1	1
Gila River Indian Community	1	1
Gilbert	5	5
Glendale	7	7
Goodyear	2	2
Guadalupe	1	1
Litchfield Park	1	1
Maricopa County (unincorporated)	7	7
Mesa	13	13
Paradise Valley	1	1
Peoria	4	4
Phoenix	40	40
Queen Creek	1	1
Salt River Pima-Maricopa Indian Community	1	1
Scottsdale	7	7
Surprise	3	3
Tempe	5	5
Tolleson	1	1
Wickenburg	1	1
Youngtown	1	1
Arizona Department of Transportation (ADOT)	1	1
Regional Public Transportation Authority (RPTA)	0	1
Citizens Transportation Oversight Committee (CTOC)	1	0
TOTAL	121	121

Chapter III: Management Committee (continued)

<p>Section 3.13 - Public Comment:</p>	<p>Public involvement will be encouraged at all committee meetings. All public comment will be in accordance with the MAG public input policy.</p>
<p>Section 3.14 - Minutes:</p>	<p>Detailed minutes for all committee meetings will be taken, posted on the MAG Web site, and distributed to all committee members and interested stakeholders.</p>
<p>Section 3.15 - Administrative Support:</p>	<p>MAG staff shall provide administrative support to the Management Committee through the Executive Director.</p>
<p>Section 3.16 - Rules of Order & Motion Procedures:</p>	<p>Current practice encourages informal regional discussion and when necessary conferring with the MAG General Counsel regarding parliamentary procedure. The following motion procedures are utilized to provide guidance in the conduct of meetings at MAG:</p> <ol style="list-style-type: none"> 1) Motion Procedure <ol style="list-style-type: none"> a. When a motion is made and seconded, it shall be stated by the Presiding Officer before debate. b. The maker of the motion has the right to modify his or her motion or to withdraw it entirely. If the motion is modified, the Member who has seconded it has the right to withdraw his or her second. c. If a modification to a motion made by another Member is accepted by the maker of the motion, the Member who seconded the original motion shall be requested to reaffirm his or her second after modification. If the Member declines to reaffirm the second, the second is presumed made by the Member suggesting the modification. d. In the case of a tie in votes on any motion, the motion shall be considered defeated. 2) Motion to Recommend Approval <ol style="list-style-type: none"> a. A motion to recommend approval shall be to recommend the agenda item as proposed or as proposed with an amendment(s) or stipulation(s). After the motion is made and seconded, it shall require an affirmative majority vote to pass. 3) Motion to Deny or Disapprove a Recommendation <ol style="list-style-type: none"> a. A motion to deny or to disapprove a recommendation shall be to reject the agenda item as proposed. After the motion is made and seconded, it shall require an affirmative majority vote to defeat the item. If the motion fails, the agenda item will not be deemed recommended, unless a separate motion to recommend approval is made and seconded and passed by the requisite majority vote. 4) Motion to Postpone <ol style="list-style-type: none"> a. A motion to postpone is used to dismiss an item on the agenda. This motion is debatable, and because it can be applied only to the main question, it can, therefore, only be made while the main question is immediately pending (a motion and second is on the floor). This motion is commonly used to postpone an item until a more appropriate time.

Chapter III: Management Committee (continued)

<p>Section 3.16 - Rules of Order & Motion Procedures (continued):</p>	<p>5) Motion to Table</p> <ol style="list-style-type: none">a. Motions to table shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>6) Motion to Close, Limit, or to Extend Discussion</p> <ol style="list-style-type: none">a. Commonly referred to as "Calling the Question," this motion is used to limit or close debate on, or further amend, the main motion. This motion cuts off debate. The Presiding Officer may either immediately call for a vote on the main motion or ask the Members to vote on whether to call for a vote on the main motion. <p>7) Motion to Amend</p> <ol style="list-style-type: none">a. A motion to amend shall be debatable only as to the amendment. A motion to amend an amendment shall be in order, but a motion to amend an amendment to the amendment shall not be in order.b. A substitute motion on the same subject shall be acceptable and shall be voted on before a vote on the amendment.c. Amendments shall be voted on first, then the main motion as amended. <p>8) Motion to Continue</p> <ol style="list-style-type: none">a. Motions to continue shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set. <p>9) Division of Question</p> <ol style="list-style-type: none">a. If the question or motion contains two or more propositions that could be divided, the Presiding Officer may, upon his or her own initiative or upon the request of a Member, divide the question or motion into multiple questions or motions for separate consideration and action. <p>10) Motion to Adjourn</p> <ol style="list-style-type: none">a. A motion to adjourn may be made at any time during the meeting for the purpose of immediately closing the meeting. It requires a second, is not debatable and cannot be amended. The motion requires a majority vote for passage and, if it passes, the meeting is closed.
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CHAPTER IV: TRANSPORTATION POLICY COMMITTEE

<p>4.01 - Responsibilities:</p>	<ol style="list-style-type: none"> 1) Regional Transportation Plan. 2) Transportation Improvement Program 3) Amendments to the Transportation Improvement Program. 4) Material Cost Changes to the Regional Freeway Program. 5) Accelerations to the Regional Freeway Program. 6) Amendments to the Regional Transportation Plan.
<p>4.02 - Composition:</p>	<p>House Bill 2456 (Arizona Revised Statutes § 28-6308) provides for the establishment of the Transportation Policy Committee, consisting of twenty-three (23) members including:</p> <ol style="list-style-type: none"> 1) Central City elected official <ul style="list-style-type: none"> • Phoenix 2) Seven (7) largest Cities elected officials (these have an opportunity to serve; those not participating will create an additional opportunity for other Cities/Towns in the next category). The population used for determining the seven largest will be the resident population estimate approved annually by the Regional Council. Currently the seven largest are: <ul style="list-style-type: none"> • Mesa • Glendale • Scottsdale • Chandler • Gilbert • Peoria • Tempe 3) Five Cities/Towns (5) elected officials Member agencies are selected from the following list; serve for two years and are eligible for reappointment. <p><i>Three (3)</i> from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 will be used as a boundary in determining geographic balance.</p> <p><i>Two (2) At-Large</i> (geographically balanced) selected by the Regional Council</p> <ul style="list-style-type: none"> • Apache Junction/Pinal County • Avondale • Buckeye • Carefree • Cave Creek • El Mirage • Fountain Hills • Gila Bend • Goodyear • Guadalupe • Litchfield Park • Paradise Valley • Queen Creek • Surprise • Tolleson • Wickenburg • Yavapai County • Youngtown

Chapter IV: Transportation Policy Committee (continued)

<p>4.02 - Composition (continued):</p>	<ol style="list-style-type: none"> 4) One (1) Maricopa County Board of Supervisors member 5) One (1) Native American Indian Community (selected by the Regional Council—would serve for two years and would be eligible for reappointment) <ul style="list-style-type: none"> • Fort McDowell Yavapai Nation • Gila River Indian Community • Salt River Pima-Maricopa Indian Community 6) State Transportation Board member (Maricopa County) – Rotates each year 7) Chair, Citizens Transportation Oversight Committee 8) Six (6) business members of the Transportation Policy Committee (TPC) represent regionwide business interests, one of whom must represent transit interests, one of whom must represent freight interests and one of whom must represent construction interests. The President of the Senate and the Speaker of the House of Representatives shall each appoint three members to the committee. Members who are appointed serve six-year terms. The Chairman of the Regional Planning Agency may submit names to the President of the Senate and Speaker of the House of Representatives for consideration for appointment to the Transportation Policy Committee.
<p>Section 4.03 - Duties of the Chair:</p>	<ol style="list-style-type: none"> 1) Presides over the meetings of the Transportation Policy Committee. 2) Calls meetings of the Transportation Policy Committee, except as otherwise specifically provided in these procedures. 3) In the absence of the Chair, the Vice Chair will assume the duties of the Chair. 4) Approves agendas for the Transportation Policy Committee, except as otherwise specifically provided in Section 4.08 "Agenda Development."
<p>Section 4.04 - Nomination Process & Election of Chair & Vice Chair:</p>	<ol style="list-style-type: none"> 1) A Chair and Vice Chair who are duly elected members of a MAG member agency shall be elected from the members of the Transportation Policy Committee at the June meeting of each year. 2) The current Vice Chair is nominated for the position of Chair and individuals interested in being Vice Chair, pursuant to the provisions of Section 4.05 "Terms" and Section 4.06 "Vacancies," provide letters of interest submitted to the Chair of the Regional Council for appointment by the Regional Council.
<p>Section 4.05 - Terms of Officers:</p>	<p>One-year terms with succession of positions occurring through the ascending order of officers.</p>

Chapter IV: Transportation Policy Committee (continued)

<p>Section 4.06 - Vacancies:</p>	<p>In the event of a vacancy in the Chair position, the Vice Chair will become Chair for the unexpired term of the previous Chair and a Vice Chair will be elected to complete the remainder of the Vice Chair's term. An individual who succeeds to an unexpired term of six months or less, will serve for the remainder of the term, and is eligible to serve one additional full-year term. An individual who succeeds to an unexpired term of more than six months serves for the remainder of the unexpired term and is not then eligible to serve one additional full-year term.</p>
<p>Section 4.07 - Meetings:</p>	<p>The Transportation Policy Committee shall meet at the call of the Chair at such place designated by him or her.</p>
<p>Section 4.08 - Agenda Development:</p>	<ol style="list-style-type: none"> 1) The agenda is prepared by staff through the Executive Director with approval by the Chair. 2) Items that have been recommended to the Transportation Policy Committee by the Management Committee shall be included on the agenda for consideration. 3) The Chair does not have the unilateral power to remove an item from an agenda that has proceeded through the MAG committee process. 4) Request for future agenda items will be placed on all agendas. 5) Items in a MAG appeal process may be appealed to the next committee level and placed on the agenda.
<p>Section 4.09 - Conflict of Interest:</p>	<p>As is done in MAG member agencies, Transportation Policy Committee members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.</p>
<p>Section 4.10 - Quorum:</p>	<p>According to the By-laws, a quorum is a simple majority of members of the Regional Council on the Transportation Policy Committee, participating in person or by teleconference or videoconference, shall constitute a quorum for the transaction of business. In the absence of a quorum, no committee shall conduct business without a quorum. The Chair of the meeting shall adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporary adjourned meeting, business may be transacted which might have been transacted at the meeting as originally notified.</p>
<p>Section 4.11 - Proxies:</p>	<p>Use of proxies at the Transportation Policy Committee is not permitted.</p>
<p>Section 4.12 - Weighted Voting Procedure:</p>	<p>Use of weighted vote at the Transportation Policy Committee is not permitted.</p>
<p>Section 4.13 - Public Comment:</p>	<p>Public involvement will be encouraged at all committee meetings. All public comment will be in accordance with the MAG public input policy.</p>

Chapter IV: Transportation Policy Committee (continued)

<p>Section 4.14 - Minutes:</p>	<p>Detailed minutes for all committee meetings will be taken, posted on the MAG Web site, and distributed to all committee members and interested stakeholders.</p>
<p>Section 4.15 - Administrative Support:</p>	<p>MAG staff shall provide administrative support to the Transportation Policy Committee through the Executive Director.</p>
<p>Section 4.16 - Rules of Order & Motion Procedures:</p>	<p>Current practice encourages informal regional discussion. The following motion procedures are utilized to provide guidance in the conduct of meetings at MAG:</p> <ol style="list-style-type: none"> 1) Motion Procedure <ol style="list-style-type: none"> a. When a motion is made and seconded, it shall be stated by the Presiding Officer before debate. b. The maker of the motion has the right to modify his or her motion or to withdraw it entirely. If the motion is modified, the Member who has seconded it has the right to withdraw his or her second. c. If a modification to a motion made by another Member is accepted by the maker of the motion, the Member who seconded the original motion shall be requested to reaffirm his or her second after modification. If the Member declines to reaffirm the second, the second is presumed made by the Member suggesting the modification. d. In the case of a tie in votes on any motion, the motion shall be considered defeated. 2) Motion to Recommend Approval <ol style="list-style-type: none"> a. A motion to recommend approval shall be to recommend the agenda item as proposed or as proposed with an amendment(s) or stipulation(s). After the motion is made and seconded, it shall require an affirmative majority vote to pass. A "Major Amendment" at the Transportation Policy Committee is subject to an affirmative majority vote of 17 of its members. b. House Bill 2456 (Arizona Revised Statutes § 28-6308) includes provisions addressing "Major Amendments." <ol style="list-style-type: none"> i. Major amendment means the following: <ul style="list-style-type: none"> • The addition or deletion of a freeway, a route on the State Highway System or a Fixed Guideway Transit System. • The addition or deletion of a portion of a freeway, route on the State Highway System or a Fixed Guideway Transit System that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the Regional Transportation Plan. • Modification of a transportation project in a manner that eliminates a connection between freeways or fixed guideway facilities. ii. A major amendment is required if: <ul style="list-style-type: none"> • An audit finding recommends that a project or system in the Regional Transportation Plan is not warranted or requires a modification that is a major amendment. • The Transportation Policy Committee (TPC) recommends to the Regional Planning Agency a modification of the Regional Transportation Plan that is a major amendment.

Chapter IV: Transportation Policy Committee (continued)

Section 4.16 - Rules of Order & Motion Procedures (continued):

- iii. A major amendment requires the following:
 - Consideration by the TPC of alternatives in the same modal category that will relieve congestion and improve mobility in the same general corridor addressed by the originally planned project or system.
 - If a reasonable option is identified as an alternative for the originally planned project or system, the TPC shall submit the proposed amendment for review by the Regional Public Transportation Authority (RPTA), the State Board of Transportation, the County Board of Supervisors, Indian Communities, Citizens Transportation Oversight Committee (CTOC), cities and towns.
 - Within 30 days of receiving the proposed amendment, the Board of Directors of the RPTA, State Board of Transportation and the County Board of Supervisors, by a majority vote shall submit a written recommendation to the TPC that the proposed amendment be approved, modified or disapproved.
 - Within 30 days of receiving the proposed amendment, the Indian Communities, CTOC, cities and towns may also submit written recommendations to the TPC that the proposed amendment be approved, modified or disapproved.
 - If no reasonable option for an alternative to the originally planned project or system is identified, the TPC shall submit an amendment to delete the original project for review by the RPTA, the State Board of Transportation, the County Board of Supervisors, Indian Communities, CTOC, cities and towns.
 - Within 30 days of receiving the proposed amendment, the Indian Communities, CTOC, cities and towns may also submit written recommendations to the TPC that the proposed amendment be approved, modified or disapproved.
 - The TPC must consider any written recommendations submitted by any of the reviewing entities.
 - The TPC shall recommend approval, disapproval or modification of the proposed amendment to the Regional Planning Agency for consideration.
- iv. The affirmative vote of 17 members of the TPC is required to approve and proceed with either of the following:
 - Recommendation of a major amendment to the Regional Planning Agency that fails to receive approval of either the RPTA, the State Board of Transportation, or County Board of Supervisors.
 - A transportation project or system that is found to be unwarranted by an audit.
- v. Transportation excise tax revenues cannot be moved between transportation modes (freeway, arterial and transit). A majority vote of the TPC can move funds within a mode.
- vi. A major amendment requires that alternatives in the same modal category that will relieve congestion and improve mobility in the same general corridor be addressed. The alternative goes through the consultation process.

Chapter IV: Transportation Policy Committee (continued)

Section 4.16 - Rules of Order & Motion Procedures (continued):

- 3) Motion to Deny or Disapprove a Recommendation
 - a. A motion to deny or to disapprove a recommendation shall be to reject the agenda item as proposed. After the motion is made and seconded, it shall require an affirmative majority vote to defeat the item. If the motion fails, the agenda item will not be deemed recommended, unless a separate motion to recommend approval is made and seconded and passed by the requisite majority vote.
- 4) Motion to Postpone
 - a. A motion to postpone is used to dismiss an item on the agenda. This motion is debatable, and because it can be applied only to the main question, it can, therefore, only be made while the main question is immediately pending (a motion and second is on the floor). This motion is commonly used to postpone an item until a more appropriate time.
- 5) Motion to Table
 - a. Motions to table shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set.
- 6) Motion to Close, Limit, or to Extend Discussion
 - a. Commonly referred to as "Calling the Question," this motion is used to limit or close debate on, or further amend, the main motion. This motion cuts off debate. The Presiding Officer may either immediately call for a vote on the main motion or ask the Members to vote on whether to call for a vote on the main motion.
- 7) Motion to Amend
 - a. A motion to amend shall be debatable only as to the amendment. A motion to amend an amendment shall be in order, but a motion to amend an amendment to the amendment shall not be in order.
 - b. A substitute motion on the same subject shall be acceptable and shall be voted on before a vote on the amendment.
 - c. Amendments shall be voted on first, then the main motion as amended.
- 8) Motion to Continue
 - a. Motions to continue shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set.
- 9) Division of Question
 - a. If the question or motion contains two or more propositions that could be divided, the Presiding Officer may, upon his or her own initiative or upon the request of a Member, divide the question or motion into multiple questions or motions for separate consideration and action.
- 10) Motion to Adjourn
 - a. A motion to adjourn may be made at any time during the meeting for the purpose of immediately closing the meeting. It requires a second, is not debatable and cannot be amended. The motion requires a majority vote for passage and, if it passes, the meeting is closed.

CHAPTER V: OTHER TECHNICAL & POLICY COMMITTEES

5.01 - Responsibilities:	As approved by the Regional Council or Management Committee.
5.02 - Composition:	Members are professionals usually from city, town, and county staffs, as well as local, state, and federal agencies, tribal organizations and, in some cases, the private sector.
Section 5.03 - Duties of the Chair:	<ol style="list-style-type: none"> 1) Presides over the meetings of the Technical & Policy Committees. 2) Calls meetings of Technical & Policy Committees, except as otherwise specifically provided in these Procedures. 3) In the absence of the Chair, the Vice Chair will assume duties of the Chair. 4) Approves agendas for Technical & Policy Committees, except as otherwise specifically provided in Section 5.08 "Agenda Development."
Section 5.04 - Appointment of Chair & Vice Chair:	<ol style="list-style-type: none"> 1) A Chair and Vice Chair will be appointed by the Executive Committee. 2) Individuals interested in being Chair or Vice Chair, pursuant to the provisions of Section 5.05 "Terms" and Section 5.06 "Vacancies," provide letters of interest submitted to the Chair of the Regional Council for appointment by the Regional Council Executive Committee. 3) The Executive Committee shall appoint the Chair and Vice Chair of the Technical and Policy Committees, with the exception of the Transportation Policy Committee. These appointments will be staggered to assist continuity, appointing approximately half of the committee officers in June each year and the remainder in January, unless a vacancy occurs.
Section 5.05 - Terms of Officers:	One-year terms with possible reappointment to serve up to one additional term by consent of the respective committee.
Section 5.06 - Vacancies:	In the event of a vacancy in the Chair position, the Vice Chair becomes Chair for the unexpired term of the previous Chair and a Vice Chair is elected to complete the remainder of the Vice Chair's term. An individual who succeeds to an unexpired term of six months or less will serve for the remainder of the term, and is eligible to serve one additional full-year term. An individual who succeeds to an unexpired term of more than six months serves for the remainder of the unexpired term, is not then eligible to serve one additional full-year term, unless the committee consents to an additional one full-year term as provided for in Section 5.05 "Terms."
Section 5.07 - Meetings:	Technical & Policy Committees shall meet at the call of the Chair.
Section 5.08 - Agenda Development:	<ol style="list-style-type: none"> 1) The agenda is prepared by staff under the direction of the Executive Director with approval by the Chair. 2) The Chair does not have the unilateral power to remove an item from an agenda that has proceeded through the MAG committee process. 3) Request for future agenda items will be placed on all agendas. 4) Items in a MAG appeal process may be appealed to the next committee level and placed on the agenda.

Chapter V: Other Technical & Policy Committees (continued)

Section 5.09 - Conflict of Interest:	As is done in MAG member agencies, members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.
Section 5.10 - Quorum:	According to the By-laws, a quorum is a simple majority of the members of a committee, participating in person or by teleconference and videoconference, shall constitute a quorum for the transaction of business. In the absence of a quorum, no committee shall conduct business without a quorum. The Chair of the meeting shall adjourn the meeting from time to time, as provided in the Open Meeting Law, to attempt to garner quorum, either in person, or by proxy. If a quorum is achieved following a temporary adjourned meeting, business may be transacted which might have been transacted at the meeting as originally notified.
Section 5.11 - Proxies:	Use of proxies at Technical & Policy Committees is permitted in person (including by teleconference or videoconference), using a "like for like" policy.
Section 5.12 - Weighted Voting Procedure:	Use of weighted vote at Technical & Policy Committees is not permitted.
Section 5.13 - Public Comment:	Public involvement will be encouraged at all committee meetings. All public comment will be in accordance with the MAG public input policy.
Section 5.14 - Minutes:	Detailed minutes for all committee meetings will be taken, posted on the MAG Web site, and distributed to all committee members and interested stakeholders.
Section 5.15 - Administrative Support:	MAG staff shall provide administrative support to Technical & Policy Committees.
Section 5.16 - Rules of Order and Motion Procedures:	<p>Current informal practice encourages regional discussion. The following motion procedures are utilized to provide guidance in the conduct of meetings at MAG:</p> <p>1) Motion Procedure</p> <ol style="list-style-type: none"> a. When a motion is made and seconded, it shall be stated by the Presiding Officer before debate. b. The maker of the motion has the right to modify his or her motion or to withdraw it entirely. If the motion is modified, the Member who has seconded it has the right to withdraw his or her second. c. If a modification to a motion made by another Member is accepted by the maker of the motion, the Member who seconded the original motion shall be requested to reaffirm his or her second after modification. If the Member declines to reaffirm the second, the second is presumed made by the Member suggesting the modification. d. In the case of a tie in votes on any motion, the motion shall be considered defeated.

Chapter V: Other Technical & Policy Committees (continued)

Section 5.16 - Rules of Order and Motion Procedures (continued):

- 2) Motion to Recommend Approval
 - a. A motion to recommend approval shall be to recommend the agenda item as proposed or as proposed with an amendment(s) or stipulation(s). After the motion is made and seconded, it shall require an affirmative majority vote to pass.
- 3) Motion to Deny or Disapprove a Recommendation
 - a. A motion to deny or to disapprove a recommendation shall be to reject the agenda item as proposed. After the motion is made and seconded, it shall require an affirmative majority vote to defeat the item. If the motion fails, the agenda item will not be deemed recommended, unless a separate motion to recommend approval is made and seconded and passed by the requisite majority vote.
- 4) Motion to Postpone
 - a. A motion to postpone is used to dismiss an item on the agenda. This motion is debatable, and because it can be applied only to the main question, it can, therefore, only be made while the main question is immediately pending (a motion and second is on the floor). This motion is commonly used to postpone an item until a more appropriate time.
- 5) Motion to Table
 - a. Motions to table shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set.
- 6) Motion to Close, Limit, or to Extend Discussion
 - a. Commonly referred to as "Calling the Question," this motion is used to limit or close debate on, or further amend, the main motion. This motion cuts off debate. The Presiding Officer may either immediately call for a vote on the main motion or ask the Members to vote on whether to call for a vote on the main motion.
- 7) Motion to Amend
 - a. A motion to amend shall be debatable only as to the amendment. A motion to amend an amendment shall be in order, but a motion to amend an amendment to the amendment shall not be in order.
 - b. A substitute motion on the same subject shall be acceptable and shall be voted on before a vote on the amendment.
 - c. Amendments shall be voted on first, then the main motion as amended.
- 8) Motion to Continue
 - a. Motions to continue shall be to a definite time. Such motions shall be amendable and debatable only as to the propriety of postponement and the time set.
- 9) Division of Question
 - a. If the question or motion contains two or more propositions that could be divided, the Presiding Officer may, upon his or her own initiative or upon the request of a Member, divide the question or motion into multiple questions or motions for separate consideration and action.
- 10) Motion to Adjourn
 - a. A motion to adjourn may be made at any time during the meeting for the purpose of immediately closing the meeting. It requires a second, is not debatable and cannot be amended. The motion requires a majority vote for passage and, if it passes, the meeting is closed.

NOTES:



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