

October 29, 2013

TO: Members of the MAG Management Committee

FROM: Dr. Spencer Isom, City of El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, November 6, 2013 - 12:00 noon  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

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

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

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

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

**MAG MANAGEMENT COMMITTEE  
TENTATIVE AGENDA  
November 6, 2013**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the October 9, 2013, Meeting Minutes

5A. Review and approval of the October 9, 2013, meeting minutes.

**TRANSPORTATION ITEMS**

\*5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and FY 2014 Arterial Life Cycle Program

The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified thirty times. Since then, there is a need to modify projects in the programs. A list of proposed project changes in the Arterial Life Cycle and Highway Programs can be found in Tables A and B. The changes in Table A correct a clerical error that was made during the FY 2014 Arterial Life Cycle Program development. Specifically, the FY 2014 reimbursement for the Mesa Drive project was incorrectly calculated. The changes in Table B represent various modifications to the Highway Program. The Transportation Review Committee recommended approval on October 24, 2013; changes or additions since the Transportation Review Committee action are tinted in yellow. Please refer to the enclosed material.

\*5C. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to Amend the Contract for the 2010 MAG Activity-Based Model Development Project - Phase 3

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 22, 2013, includes \$336,000 for the completion of the third phase of development of the Activity-Based Travel Forecasting Model (ABM). The purpose of the project is to complete development of the new generation travel demand forecasting model at MAG. The ABM will allow MAG to address emerging regional planning challenges. The first and second phases of the ABM development have been successfully completed and MAG is overseeing the completion of the third phase. During the third phase of the project, a few

5B. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

5C. Recommend approval of the amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to amend the contract for the 2010 MAG Activity-Based Model Development Project - Phase 3, with Parsons Brinckerhoff, Inc., to include an addition to the scope of work and to increase the contract by \$54,031.

important developments in the field led to amendments in the model design in order to produce a state-of-the-art modeling tool and efficiently incorporate these innovations at lower costs. These new modeling components are critical for extending the range of model applications and include continuous temporal resolution, mechanisms for better integration with Dynamic Traffic Assignment (DTA) and optimization of the model for a distributed computing system. An amendment to the contract with Parsons Brinckerhoff, Inc., is being requested in order to complete the additional scope and budget for the related improvements to the model. The additional funding needed for the enhancements is \$54,031. Please refer to the enclosed material.

\*5D. FY 2014-2017 MAG Highway Safety Improvement Program Second Call for Projects

Since FY 2010, MAG has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from ADOT to be programmed for qualifying road safety improvements. For FY 2014-2017, the HSIP suballocation to MAG is \$1.9 million per year. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in FY 2014-2017. Six projects proposed by member agencies were reviewed and recommended by the Transportation Safety Committee. This list of projects was approved by the Regional Council on September 25, 2013. However, not all available HSIP funds were programmed for projects. On September 24, 2013, the Transportation Safety Committee recommended a second call for projects to program the remaining HSIP funds for local agency safety improvement projects, and any remaining HSIP funds to be utilized for safety planning projects identified through the ongoing Strategic Transportation Safety Plan. Remaining funds in each fiscal year are: FY 2014 - \$319,591; FY 2015 - \$1,466,418; FY 2016 - \$1,209,114; FY 2017 - \$281,048. The second call for projects was issued on October 2, 2013. The projects were reviewed and recommended for approval by the Transportation Safety Committee on

5D. Recommend approval of the additional list of safety projects for FY 2014-2017 from the second call for projects.

October 22, 2013, and by the Transportation Review Committee on October 24, 2013. Please refer to the enclosed material.

\*5E. Consultant Selection for the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name Project

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$75,000 to develop an Off-Street Bicycle Network Wayfinding Guide and Brand Name. This project will develop a cohesive and comprehensive theme for wayfinding for the 3,520 miles of off-street bikeways in this region. In conjunction with the guidelines, a brand name for the regional off-street system will create a sense of place and imbue it with a unique and memorable name. A Request for Proposals was issued on August 8, 2013, and MAG received proposals from eight firms on September 5, 2013. A multi-jurisdictional proposal evaluation team reviewed the proposals, held interviews, and on September 26, 2013, recommended to MAG the selection of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project. On October 15, 2013, the MAG Bicycle and Pedestrian Committee recommended approval of the selection. Please refer to the enclosed material.

\*5F. Consultant Selection for the Interstate 10/Interstate 17 Corridor Master Plan

On August 12, 2013, the MAG Regional Council Executive Committee amended the FY 2014 MAG Unified Planning Work Program and Annual Budget for \$2,500,000 to develop the Interstate 10/Interstate 17 Corridor Master Plan. This work was previously being conducted by ADOT. The ADOT work has been suspended and the project and funding have been transferred to MAG. The two environmental impact statement (EIS) studies for the corridor previously being conducted by ADOT were between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic

5E. Recommend approval of the selection of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project for an amount not to exceed \$75,000.

5F. Recommend approval of the recommendation from the selection committee for developing the Interstate 10/Interstate 17 Corridor Master Plan for an amount not to exceed \$2,500,000.

interchanges. By studying both corridors together, rather than separately, certain economies of scale can be realized to establish a common vision and operating principles for accommodating existing and future travel demand. A Request for Proposals was issued to interested consultants for developing the Corridor Master Plan on August 22, 2013, with a submittal deadline of October 3, 2013. MAG received two proposals for the project from teams lead by Parsons Brinckerhoff, Inc., and HDR, Inc. After scoring the proposals, a proposal evaluation team consisting of representatives from the Arizona Department of Transportation, Federal Highway Administration, Valley Metro, and MAG interviewed both project teams on October 30, 2013. The recommendation from these interviews is the subject of this agenda item, and will be forwarded on Thursday, October 31, 2013, following the interview process.

#### AIR QUALITY ITEMS

\*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program. The amendment and administrative modification involve several projects, including proposed project changes in the Arterial Life Cycle and Highway Programs. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5G. Consultation.

#### GENERAL ITEMS

\*5H. Approval of Draft July 1, 2013 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2013 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations,

5H. Recommend approval of the draft July 1, 2013 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Since there may be changes to the Maricopa County control total by the Arizona Department of Administration, on October 29, 2013, the MAG Population Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total. Please refer to the enclosed material.

\*5I. Proposed 2014 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and are currently being reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that the 2014 revision will be available for purchase in early January 2014. Please refer to the enclosed material.

\*5J. Arizona Building Officials Code Review and Development Committee Amendments for the 2012 International Code Council Codes

At the October 16, 2013, MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes. The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the interest of life safety, a motion was passed to recommend that MAG member agencies consider adopting the AZBO Code Review and Development

5I. Information and discussion.

5J. Recommend that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) codes.

Committee Amendments for the 2012 ICC Codes. Please refer to enclosed material.

\*5K. MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program

Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program were recommended for approval on July 11, 2013, by the MAG PSAP Managers and on October 2, 2013, by the MAG 9-1-1 Oversight Team. Please refer to the enclosed material.

\*5L. Aging Services Planning Consultant Selection

On November 18, 2013, the MAG Regional Council Executive Committee meeting agenda will include an item to accept funding and amend the FY 2014 MAG Unified Planning and Work Program budget to accept \$40,000 in cash match from the Virginia G. Piper Charitable Trust to support aging services planning through the region's participation in the national pilot project, Community AGEnda. Confirmation of the grant award from the Piper Trust is expected on November 11, 2013. The goal of aging services planning is to implement pilot projects such as villages that assist people to live independently in their homes. The grant funding includes up to \$20,000 for a consultant to assist two local villages in Phoenix and Tempe to launch villages in 2014 and to build capacity to launch additional villages in the future. NCB Capital Impact is the parent organization of the Village to Village Network. The Village to Village Network is the only national association for villages. In addition, NCB Capital Impact offers a range of other community development services. MAG contracted with NCB

5K. Recommend approval of the MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program.

5L. Recommend approval of the selection of NCB Capital Impact for aging services planning technical assistance for an amount not to exceed \$20,000.

Capital Impact to analyze community outreach data and develop business plans for the two local villages and an additional pilot project in the Northwest Valley. Given this experience, NCB Capital Impact is uniquely able to provide the detailed technical assistance and support to assist in the launch of the region's first villages. Staff is recommending that NCB Capital Impact be selected as a sole source to provide technical assistance in an amount not to exceed \$20,000. Please refer to the enclosed material.

#### ITEMS PROPOSED TO BE HEARD

6. Report on Healthcare Business Competition

A key means of promoting economic growth is developing an environment and infrastructure that encourage and support innovation. Tallwave is a venture development firm that helps startups and growth companies accelerate their momentum to become marketplace leaders. Its focus is on software, technology, e-commerce, healthcare IT and digital marketing. High Tide for Healthcare IT is a business competition for healthcare IT startups. This program connects top startup companies to a powerful commercialization engine built by executives from Google, Yahoo!, Microsoft and iCrossing working alongside entrepreneurs, to create and execute winning strategies to accelerate growth and help secure funding. The selected participants of this program will build a minimum viable business by completing modules that strengthen their viability and likelihood of obtaining seed funding. Thom Brodeur and Donna Kent from Tallwave, will provide a report on this healthcare business competition, and options will be discussed on how to include local governments. Please refer to the enclosed material.

7. 2013 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG

6. Information and discussion.

7. Information and discussion.

Regional Transportation Plan. A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2013 Annual Report is the ninth report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public 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 the enclosed material.

8. MAGnitude - A Transportation Performance Dashboard

MAG has developed a new web-based product for the communication of performance information on transportation facilities and services in the region. MAGnitude is an interactive web-based dashboard built as the primary repository and analysis tool for multimodal transportation performance measurement information. Designed to provide a broad range of data to support transportation planning and programming activities at MAG, this tool is available through the main MAG website and at: <http://performance.azmag.gov>. A short, live demonstration of the Dashboard tool will be presented.

9. Regional Light Rail Project Report Cards

Valley Metro Rail recently completed project report cards for the region's light rail and high capacity transit projects, which is a Proposition 400 audit requirement. The attached Light Rail Project Report Cards provide an overview of the projects, schedules, and current happenings. These report cards are located on Valley Metro's website at <http://performance.azmag.gov/>. Please refer to the enclosed material.

10. Winter Holiday No Burn Campaign

The Arizona Department of Environmental Quality and Maricopa County Air Quality Department are developing a Winter Holiday No Burn Campaign designed to reduce concentrations of PM-2.5

8. Information and discussion.

9. Information and discussion.

10. Information and discussion.

during the winter holiday season. Historically, the Valley has exceeded the Environmental Protection Agency's 24-hour PM-2.5 standard over weekends and on holidays during the time period between late November and early January. The principal cause has been wood smoke from fires that are lit at gatherings or in celebration of the season. A presentation will be given.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Request for Future Agenda Items

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

13. Comments from the Committee

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

Adjournment

11. Information, discussion, and possible action.

12. Information.

13. Information.

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
October 9, 2013  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |  |  |
|--|--|
| Dr. Spencer Isom, El Mirage, Chair                   | Darryl Crossman, Litchfield Park                             |
| Christopher Brady, Mesa, Vice Chair                  | Trisha Sorensen, City of Maricopa                            |
| # Anna McCray for George Hoffman,<br>Apache Junction | * Jim Bacon, Paradise Valley                                 |
| Charlie McClendon, Avondale                          | Carl Swenson, Peoria   |
| Stephen Cleveland, Buckeye                           | David Cavazos, Phoenix                                       |
| Gary Neiss, Carefree                                 | # Greg Stanley, Pinal County                                 |
| Rodney Glassman, Cave Creek                          | John Kross, Queen Creek                                      |
| Rich Dlugas, Chandler                                | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| * Charles Montoya, Florence                          | Brad Lundahl for Fritz Behring, Scottsdale                   |
| * Phil Dorchester, Fort McDowell Yavapai<br>Nation   | Chris Hillman, Surprise                                      |
| Ken Buchanan, Fountain Hills                         | Andrew Ching, Tempe  |
| Rick Buss, Gila Bend                                 | # Chris Hagen for Reyes Medrano, Tolleson                    |
| * David White, Gila River Indian Community           | Joshua Wright, Wickenburg                                    |
| Patrick Banger, Gilbert                              | Jeanne Blackman, Youngtown                                   |
| Brent Stoddard for Brenda S. Fischer,<br>Glendale    | John Nelson for John Halikowski, ADOT                        |
| Brian Dalke, Goodyear                                | John Hauskins for Tom Manos,<br>Maricopa County              |
| Rosemary Arellano, Guadalupe                         | John Farry for Steve Banta,<br>Valley Metro/RPTA             |

\* Those members neither present nor represented by proxy.

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

1.     Call to Order

The meeting of the MAG Management Committee was called to order by Chair Dr. Spencer Isom, El Mirage, at 12:00 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Greg Stanley, Chris Hagen, and Anna McCray joined the meeting via teleconference.

Ms. Arellano introduced Guadalupe Councilmember Angie Perez, who was in attendance at the meeting.

Chair Isom proceeded to agenda announcements. He noted that material for agenda item #7 was at each place.

Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting.

### 3. Call to the Audience

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

Chair Isom recognized public comment from Pat Vint, who said he had been in Phoenix for 62 years, in business for 57 years and harassed for the past 30 years. He said he hoped Chair Isom would let him speak and that people would use their microphones when speaking. Mr. Vint stated that he had brought a recorder and a letter from Ms. Dianne Barker stating that citizens have a right to speak. Mr. Vint asked Chair Isom if he would apologize. Chair Isom stated that Call to the Audience was the time for Mr. Vint to speak, and it was not the time for interaction. Mr. Vint stated that he sees four new cameras. He stated that Mr. Cavazos said he did as directed by the Mayor and the Council. Mr. Vint commented that employees are not to blame for taking their retirement benefits; if someone threw money on the street, most people would pick it up. Mr. Vint stated that Phoenix is a disaster. He stated that there is now an opportunity for a new city manager and there is a movement that the new manager would not get the benefits received by the past two managers. Mr. Vint remarked that Councilman Gates and Mayor Stanton are attorneys. Chair Isom thanked Mr. Vint for his comments.

Chair Isom recognized public comment from John Rusinek who complained that names he mentioned in previous public comments were not reported in the minutes. He wondered if this was normal for parts of citizen comments to be left out. Mr. Rusinek stated that his dust problem has been occurring for eight years and he does not want other people to be mistreated as he has been at the City of Phoenix. Chair Isom thanked Mr. Rusinek for his comments.

Chair Isom recognized public comment from Dianne Barker of Phoenix. She expressed her support for citizens coming to speak at public meetings, something she has been doing for years. Ms. Barker commented about MAG not having citizens at the top of the organization chart and the State does not provide sufficient time for citizen dialogue and clarification. She stated that the

City of Phoenix takes public requests to put items on the agenda. Ms. Barker then addressed Mr. Rusinek's comments by saying that she had advised him to submit a written statement if there was something specific he wanted in the minutes. Ms. Barker stated that MAG staff does the best minutes in the Valley and she has been pleased with their responsiveness when she has a clarification or request. She remarked on the upcoming passenger rail conference being held on November 14, 2013. Ms. Barker stated that it is "Grand" to bring back Grand Avenue. She commented that the plan for Grand Avenue should be multimodal and the quickest way between two points is a diagonal. Chair Isom thanked Ms. Barker for her comments.

Chair Isom expressed his agreement with Ms. Barker about MAG's minutes and he added that people should contact MAG staff if they had questions about the minutes.

#### 4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He first reported good news on the real estate market in the Valley. Mr. Smith noted that as of September 2013, there were 3,906 foreclosed residential properties, 5,958 pending foreclosure residential properties, for a total of 9,864 distressed residential properties. Mr. Smith stated that this is in contrast to more than 63,000 pending and foreclosed residential properties in March 2010. He remarked that the region is back in the growth mode and the MAG Economic Development Committee is looking at ways to diversify the economy beyond homebuilding.

Mr. Smith stated that the signing ceremony for the Memorandum of Understanding (MOU) for Research, Innovation and Entrepreneurial Agreement between MAG and the state's universities took place on September 26, 2013, at the Board of Regents meeting in Flagstaff. Mr. Smith stated that Mayor Lopez Rogers, Mayor Tom Schoaf, Mayor Michael LeVault, and Mayor Jackie Meck attended the signing. Mr. Smith stated that the MOU enables universities to establish partnerships with local governments on projects, which will increase their chances of winning grants.

#### 5. Approval of Consent Agenda

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

Chair Isom recognized public comment from Dr. Marvin Rochelle, who spoke on agenda item #5E. He expressed support for all transportation in the Southwest Valley, which has been limited for many years. Dr. Rochelle noted that light rail transit is only going to 79th Avenue but it should go farther west to the hospital on 99th Avenue and Thomas Road. Dr. Rochelle explained that the hospital is growing and booming. He suggested continuing light rail north to WestGate. Chair Isom thanked Dr. Rochelle for his comments.

Chair Isom recognized public comment from Ms. Barker, who commented on agenda items #5E. Ms. Barker noted that the key study objectives are mid- and long-range strategies. However, Ms. Barker noted, that she has never seen a consultant gather together and compile all existing studies. Ms. Barker noted an example of a good idea was in the Chandler study to run a high capacity

Rapid bus on I-10 during the daytime. Ms. Barker announced that she attended the Hance Park redesign meeting but the staff she spoke to were unfamiliar with studies from years past, like the RPTA study that included a future express bus outlet at the I-10 underpass. Ms. Barker noted that they found this would never work because the buses would not fit in the passageway. For efficiency and cost-effectiveness, Ms. Barker added, it would be good that staff gather all previous studies. For agenda item 5F, Ms. Barker noted that the Northwest Valley Local Transit System Study addresses various transit items. She remarked that neighborhood circulators could put some of the unused lines out of business. Chair Isom thanked Ms. Barker for her comments.

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

Mr. Wright moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Mr. Crossman seconded. Chair Isom asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the September 11, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the September 11, 2013, meeting minutes.

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

The MAG Management Committee, by consent, recommended approval of the amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update. The FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-nine times. There was a need to modify transit projects in the programs. The proposed project changes include project modifications and new projects.

5C. Job Access and Reverse Commute Coordination - Lead Agency Change

The MAG Management Committee, by consent, recommended approval to update Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for the Job Access and Reverse Commute (JARC) evaluation process from the City of Phoenix to MAG. On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for JARC related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Ad Hoc Elderly and Persons with Disabilities Transportation Program (EPDT) Committee. The Fiscal Year 2013 application process was

completed in July 2013. The MAG EPDT Committee held a debriefing meeting on August 22, 2013. Given the MAG Transit Committee members' backgrounds regarding JARC criteria, it was recommended at the debriefing meeting that MAG staff, working with the MAG Transit Committee, assume the lead for future JARC applications. On September 26, 2013, the MAG Transportation Review Committee recommended approval.

5D. Consultant Selection for the Public Opinion Quantitative and Qualitative Services

The MAG Management Committee, by consent, recommended approval of the selection of WestGroup Research to conduct public opinion quantitative and qualitative services in an amount not to exceed \$50,000. The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, as amended by the MAG Executive Committee on August 12, 2013, includes \$50,000 for Public Opinion Quantitative and Qualitative Services to better understand public attitudes regarding the current state of the MAG region's transportation system, key transportation priorities, and the willingness of people to support various funding options in both Maricopa County and portions of Pinal County. On August 21, 2013, MAG issued a Request for Qualifications. Statements of qualifications were due on September 23, 2013. The MAG evaluation team met on September 27, 2013 and recommended to MAG the selection of WestGroup Research to contract for these services.

5E. Consultant Selection for the Southeast Valley Transit System Study

The MAG Management Committee, by consent, recommended approval of the selection of URS Corporation to conduct the Southeast Valley Transit System Study for an amount not to exceed \$375,000. The fiscal year (FY) 2014 Unified Planning Work Program and Annual Budget, as approved by the MAG Regional Council on May 22, 2013, includes \$450,000 from federal and local sources for the Southeast Valley Transit System Study. The study will analyze transit efficiencies, services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. This is a joint study between MAG and Valley Metro/Regional Public Transportation Authority (RPTA). MAG will contribute \$350,000 and RPTA will provide \$25,000 as a cash match and \$75,000 an in-kind match. The consultant contract for the Study will be for an amount not to exceed \$375,000. On August 5, 2013, MAG issued a Request for Proposals to conduct the study. MAG received proposals from five consultant firms. A multi-agency evaluation team evaluated the proposals on September 23, 2013, conducted consultant interviews on September 30, 2013, and recommended to MAG that URS Corporation be selected to develop the Southeast Valley Transit System Study.

5F. Northwest Valley Local Transit System Study - Draft Report Final Acceptance

The MAG Management Committee, by consent, recommended acceptance of the Northwest Valley Local Transit System Study. The Northwest Valley Local Transit System Study draft has been completed by MAG. The purpose of the study was to identify opportunities and strategies to improve the existing transit service in the Northwest Valley, develop a short, mid, and long range local transit plan that effectively provides circulation within the Northwest Valley, and to connect to the regional transit system. The study area includes the communities of El Mirage,

Surprise, and Youngtown, and portions of Glendale, Peoria, and unincorporated Maricopa County, as well as the unincorporated communities of Sun City, Sun City West and Sun City Festival in the northeastern area of the town of Buckeye. On September 26, 2013, the MAG Transportation Review Committee recommended acceptance of the Study.

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

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program. The amendment and administrative modification involve several projects, including such projects as Federal Transit Administration Section 5310 Enhanced Elderly and Persons with Disabilities Transportation, Section 5307 sub-allocation of Job Access and Reverse Commute eligible activities, Section 5307 Urbanized Area Formula Programs, and Section 5307 Avondale-Goodyear Urbanized Area Funds. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5I. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget

The MAG Management Committee, by consent, recommended approval to amend the FY 2014 MAG Unified Planning Work Program and Annual Budget to add an amount not to exceed \$75,000 from the San Diego Association of Governments (SANDAG), and increase the MAG Consultant Support for the AZ-SMART Enhancement On-Call Project from \$350,000 to \$425,000. The fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$350,000 for the enhancement of the AZ-SMART Model system. The purpose of this consultant support on-call project is to enhance AZ-SMART with regional econometric modeling, business location choice, and data development and visualization routines. SANDAG has approached MAG to collaborate on the joint development of a regional econometric model system. The cost of the design and development for this custom software is estimated to be \$150,000 to be shared equally by MAG and SANDAG. The additional \$75,000 from SANDAG, along with its staff expertise, will help both organizations better utilize their resources in the development of a system needed by the two organizations. An amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget is being requested to add an amount not to exceed \$75,000 from SANDAG. The joint project will be conducted as part of the MAG Consultant Support for AZ-SMART Enhancement

On-Call Project which is currently in the FY 2014 Work Program for \$350,000. With the approval of the amendment, MAG will enter into a Memorandum of Understanding with SANDAG to accept the \$75,000 and the Request for Qualifications would be issued for \$425,000 with \$150,000 dedicated for the development of a regional econometric model system.

6. Resolution of Appreciation

Chair Isom stated that a Resolution of Appreciation had been prepared in recognition of the service of David Cavazos to the MAG region. Mr. Cavazos, former Vice Chair and Chair of the MAG Management Committee, was retiring from the City of Phoenix. Chair Isom read the Resolution.

Vice Chair Brady moved approval to adopt the Resolution of Appreciation for Mr. David Cavazos for his service to the MAG region. He noted that in making the motion, he wanted to say that the statements in the Resolution were accurate. Vice Chair Brady added that even though Mr. Cavazos represented the largest city in the state, he always made the effort to have discussion on any topic. Vice Chair Brady remarked that one of Mr. Cavazos's best traits is making people feel comfortable. He stated that Mr. Cavazos was always supportive of other cities and he was concerned with what was going on in those cities, not just in Phoenix. He expressed his appreciation to Mr. Cavazos.

Mr. Swenson seconded the motion, and echoed the sentiments expressed by Vice Chair Brady. He said that working with Mr. Cavazos had been a pleasure and he was certainly a good colleague. Mr. Swenson stated that Mr. Cavazos will be greatly missed and he wished him all the best.

Mr. Dalke stated that he had the opportunity to work with Mr. Cavazos in economic development efforts. He said that Mr. Cavazos was always professional and Mr. Dalke appreciated the interaction.

Mr. Hauskins expressed his congratulations to Mr. Cavazos.

Mr. Cleveland expressed appreciation for all of the assistance provided by Mr. Cavazos over the years.

Mr. Smith stated that Mr. Cavazos was the type of manager a regional agency wants to be its chair because he always considered the good that Phoenix could do and he reached out to other communities. Mr. Smith expressed appreciation for Mr. Cavazos's support when MAG was moving into uncharted waters with the relationship with Mexico.

Chair Isom expressed his appreciation for Mr. Cavazos's openness. He said that he always made himself available for discussion, and they were able to discuss difficult issues on an equal footing.

With no further comments, the vote on the motion passed unanimously. Chair Isom invited Mr. Cavazos to say a few words.

Mr. Cavazos stated that he would miss most the friendships established over the past 27 years. He noted that Mr. Nelson was on the Phoenix City Council the year Mr. Cavazos began working for the city in 1987. Mr. Cavazos stated that he came to Phoenix not knowing anyone and the greatest thing about Phoenix is you can come here and rise as far as you can go. He said that if he was to give one piece of advice it would be to not let anyone tell you that you cannot do it – you can accomplish as much as you want and no one can hold you back but yourself. Mr. Cavazos remarked that he was in his position because people believed in him and supported him. He said he was very excited about the future, but would miss everyone here. Mr. Cavazos received a standing ovation.

7. Briefing on EPA Rulemaking for the Navajo Generating Station

Chair Isom noted that he had heard a presentation at the League of Arizona Cities and Towns Conference that he thought might be of interest to the Management Committee. He noted that the presentation, by Central Arizona Project (CAP) General Manager David Modeer, was in regard to the Environmental Protection Agency (EPA) proposed regional haze rule for the Navajo Generating Station (NGS) located in Page, Arizona. The EPA's proposed rule would require installation of costly controls on each of NGS's three generating units as early as 2018 and it is anticipated that the costs would be passed on to municipal water users that take Central Arizona Project (CAP) water.

Mr. Modeer addressed the Management Committee and expressed his appreciation for the opportunity to solicit the support of the Management Committee for CAP efforts. He explained that many articles have appeared over the past 4.5 years regarding the EPA's efforts to impose very strict regulations on the Navajo Generating Station (NGS), which represents 90 percent of the power used to move water down the Colorado to Phoenix and to Tucson. Mr. Modeer stated that this will result in severe impacts to both water rates and economic development.

Mr. Modeer stated that it was clear in the February 2013 that as a result of the proposed rule by the EPA the NGS was on the path to closure. Mr. Modeer stated that a Technical Working Group, consisting of the Navajo Nation, the Gila River Indian Community, SRP, CAP, and environmental groups, met for 3.5 months and developed a proposal that could ensure that the NGS would stay open.

Mr. Modeer stated that the Technical Working Group proposal was filed with the EPA and in August, the EPA notified them it would accept nearly 99 percent of the Technical Working Group proposal as a reasonable alternative to the EPA proposal issued in February 2013. He said that the Technical Working Group proposal provides a way for EPA to regulate NGS within terms that are acceptable to the stakeholders and keeps the NGS open. Mr. Modeer introduced a video and said that after it played, he would provide a status update and answer questions.

After the video played, Mr. Modeer emphasized that if the Technical Working Group Proposal is not accepted in large part by the EPA, it is assured that the NGS will not be operational after 2019. He noted that information on NGS is available on the NGS website. Mr. Modeer pointed out the sample letters at each place, one of which was sent by a member agency. He said that the

letters can be personalized, which he thought would be more effective. Mr. Modeer stated that the changes to NGS could have a tremendous impact on the economy of Arizona.

Chair Isom thanked Mr. Modeer for his presentation and asked members if they had questions.

Mr. Hauskins recalled when the NGS went online and people were excited to have a reliable source of power in the state. He expressed that he was glad that efforts were being made to continue that source and he felt it was vital to the economy of the state.

Mr. Banger stated that CAP is a vital partner of the Town of Gilbert. He said that a letter would be before the Town Council on October 24, and he asked if there were additional opportunities for participation.

Mr. Modeer stated that currently, the EPA has accepted the supplemental proposal and it will be published in the Federal Register. He noted that it has not yet been published in the Federal Register due to the federal government shutdown, but public hearings have been scheduled: three in the Page area, one in Phoenix, and one in Tucson. Mr. Modeer stated that these hearings will provide opportunities to direct questions and concerns to the EPA Region IX representatives. He stated that the public hearing dates are set for the week of November 12, 2013, but if the shutdown continues past October 12, 2013, the hearings will need to be rescheduled due to the 30-day statutory notice required after publishment in the Federal Register.

Mr. Dalke expressed that he would like to recognize the importance of what the Technical Working Group accomplished. He stated that a letter by Goodyear's Mayor urging agreement for the Technical Working Group Proposal was at each place. Mr. Dalke noted that the letter was sent to Dr. Anita Lee of the EPA Region IX and copied to Congressional leadership. He remarked that the NGS is important not only to CAP, but also to the reservation. Mr. Dalke said that NGS is very important to the economy of Arizona and to NGS employees.

Chair Isom expressed appreciation to Mr. Modeer for coming to the meeting. He advised that the City of El Mirage prepared a letter of support and presented it to Mr. Modeer. Chair Isom encouraged Management Committee members to brief their mayors and make their support known as well.

#### 8. FY 2014 MAG Mid-Phase Public Input Opportunity

Jason Stephens, MAG staff, reported on the public involvement process MAG conducted on transportation plans and programs for the Mid-Phase public input opportunity on the Draft MAG 2035 Regional Transportation Plan (RTP) and Draft FY 2014-2018 MAG Transportation Improvement Program (TIP). Mr. Stephens noted that MAG has a four-phase public involvement process, and the Mid-Phase input opportunity allows for input on draft programs and plans prior to committees taking action.

Mr. Stephens stated that during the mid-phase, MAG received public comment at its policy committees, at small and large group presentations, at a public meeting and via web and telephone

correspondence. He said that MAG sent approximately 3,000 postcards to solicit input on the updated TIP and RTP. Mr. Stephens stated that advertisements for the public meeting were published in local newspapers.

Mr. Stephens displayed a summary of questions and comments received, most of which centered on transit and economic development. He noted that all of the public input was included in the report contained in the agenda packet.

Chair Isom thanked Mr. Stephens for his report. No questions from the committee were noted.

9. Approval of the Draft MAG 2035 Regional Transportation Plan for an Air Quality Conformity Analysis

Roger Herzog, MAG staff, reported on the Draft MAG 2035 RTP, which was on the agenda for possible action to recommend approval for an air quality conformity analysis. He explained that an air quality conformity analysis of the Draft MAG 2035 Regional Transportation Plan needs to be conducted prior to consideration of the RTP for final approval.

Mr. Herzog proceeded to report on key elements of the RTP, which identifies policies, projects and priorities for long-range transportation investments in the MAG region through fiscal year 2035. He noted that the Draft 2035 RTP is basically a continuation of the currently approved Plan.

Mr. Herzog stated that on May 9, 2013, the Governor approved an expanded metropolitan planning area for the MAG region, which now extends significantly into Pinal County to include the existing urbanized area as defined by the census, and the contiguous area expected to become urbanized with a 20-year forecast.

Mr. Herzog reported that growth in the region will continue to be a major factor in planning for the future. He said that population is forecasted to increase by 54 percent between 2010 and 2035.

Mr. Herzog stated that the total funding estimated to be available for the Draft 2035 RTP is \$59 billion during the planning period. It is estimated that about one-half of the funding will come from local sources and one-half from regional sources. Mr. Herzog indicated that of the total funding, approximately one-half is applied to the arterial network, one-quarter to transit services, and one-quarter to the freeway system. These amounts include approximately half to capital projects, and half to operations and maintenance costs.

Mr. Herzog stated that the 2035 RTP identifies a future freeway/highway system that has approximately 20 percent more lane miles than today's system. By 2035, it is estimated that it will carry about 40 percent of the total daily traffic in the region.

Mr. Herzog stated that the arterial street network is another key element of the regional transportation system. The RTP identifies a future arterial network that has approximately 50 percent more lane miles than today's system.

Mr. Herzog stated that the bus network represents another vital transportation service in the region. The 2035 RTP identifies a future bus service network that has approximately 20 percent more bus miles than today's system.

Mr. Herzog stated that the light rail transit/high capacity transit system is a second major element of transit service in the region. The RTP identifies a future light rail transit/high capacity transit system that has three times the total route miles compared today's system. It is estimated that by 2035, the light rail transit/high capacity transit system will account for 38 percent of the total daily transit boardings in the region.

Mr. Herzog stated that the 2035 RTP includes regionally funded projects: arterials, freeway/highway, regional bus, and light rail/high capacity transit. He reported that the 2035 RTP also includes other transportation activities, such as bicycle and pedestrian planning, demand management, transportation system operations, transportation safety, freight planning, and special needs planning.

Mr. Herzog concluded his presentation by saying that on September 26, 2013, the Transportation Review Committee recommended approval of the Draft MAG 2035 Regional Transportation Plan for an air quality conformity analysis. He noted that this item was on the agenda for action.

Chair Isom thanked Mr. Herzog for his report and asked if there were questions. None were noted. No requests for public comment were received.

Mr. Crossman moved to recommend approval of the Draft MAG 2035 Regional Transportation Plan for an air quality conformity analysis. Mr. Dalke seconded, and the motion passed unanimously.

10. Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for an Air Quality Conformity Analysis

Teri Kennedy, MAG staff, reported on the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) for an air quality conformity analysis. She noted that the TIP represents the first five years of projects contained in the Regional Transportation Plan (RTP). Ms. Kennedy stated that the TIP is developed in coordination with Federal Highway Administration, the Federal Transit Administration, the Arizona Department of Transportation, and member agencies, adheres to MAP-21 federal transportation funding, and integrates a competitive application process using a congestion management process.

Ms. Kennedy stated that the draft TIP incorporates existing regional plans, programs, and policies. She said that all of the lifecycle programs are included – arterial, transit, and freeway. Ms. Kennedy addressed the FTA Section 5307 program of projects, which funds preventive maintenance and Job Access and Reverse Commute projects. She displayed the timeline to develop the TIP, and said that the process began in 2012 and is projected to be finalized and projects ready to proceed by March 1, 2014.

Ms. Kennedy stated that the draft TIP includes 782 projects, with a total project cost estimated at more than \$4.43 billion. She noted that project funding included in the draft TIP is approximately \$1.5 billion for transit and \$2.8 billion for highways.

Ms. Kennedy reviewed next steps, including approval for a conformity analysis by the Regional Council on October 23, hold the final phase public meeting on November 25, conduct the approval process through the MAG committees and Regional Council, and submit to FHWA, FTA, EPA and ADOT for approval. Ms. Kennedy requested that member agencies please contact MAG staff if any additional project changes are required. She said three changes were received prior to the Management Committee meeting and will be provided in an Errata Sheet to the Transportation Policy Committee and Regional Council.

Chair Isom thanked Ms. Kennedy for her report. No questions from the committee were noted. No requests for public comment were received.

Mr. Cleveland moved to recommend approval of the Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis. Mr. Swenson seconded, and the motion passed unanimously.

#### 11. Legislative Update

Nathan Pryor, MAG staff, provided a report on legislative items of interest to the region. He reported on the shutdown of the federal government and potential impacts to the MAG region. Mr. Pryor stated that FHWA is largely funded by the federal fuel tax and its doors remain open, whereas, FTA and EPA are largely closed and HUD has limited functions. Mr. Pryor stated that one of more publicly visible impacts is the closure of national parks. He said he would keep members informed of the status of the federal budget, which he felt would likely be based on last year's funding levels.

Mr. Pryor stated that MAP-21 expires on October 14, 2014, and continuing resolutions hamper planning somewhat. He said that national associations are now beginning discussions of changes to MAP-21.

Chair Isom thanked Mr. Pryor for his report. No questions from the committee were noted.

#### 12. Request for Future Agenda Items

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

Mr. Buss stated that he saw the presentation by Tallwave, a venture capital firm, to the Economic Development Committee. He said that Tall Wave specializes in startups and their growth and is reaching out to cities and towns to match up core competencies with cities and towns. Mr. Buss thought that a presentation by Tallwave could be beneficial to the Management Committee.

Mr. Smith added that Management Committee members might want to bring their economic development staff to the meeting. He added that the elected officials were quite excited to see that the cities and towns were being recognized.

13. Comments from the Committee

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

Mr. Glassman stated that Cave Creek has posted the job opening for Town Manager and he encouraged interested persons to apply.

Ms. Sorenson stated that the recruitment for Maricopa City Manager will be out soon and she encouraged interested persons to apply.

Adjournment

There being no further business, the meeting was adjourned at 1:05 p.m.

---

Chair

---

Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

October 29, 2013

**SUBJECT:**

Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and the FY 2014 Arterial Life Cycle Program

**SUMMARY:**

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified thirty times. The last modification was approved on October 23, 2013. Table A lists changes to the FY 2014 Arterial Life Cycle Program, including a correction to an administrative error in the calculation of the FY 2014 reimbursement for the Mesa Drive: US-60 (Superstition Freeway) to Southern Avenue project. Table B includes changes to project costs and schedules. Changes or additions since the Transportation Review Committee action are tinted in yellow.

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

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and the FY 2014 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

On October 24, 2013, the Transportation Review Committee recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, the FY 2014 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- # Phoenix: Rick Naimark, Vice Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- \* Buckeye: Scott Lowe
- \*Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- \*Gila Bend: Eric Fitzer
- Gila River: Tim Oliver
- Gilbert: Michael Gillespie for Leah Hubbard
- Glendale: Purab Adabala for Debbie Albert
- Goodyear: Cato Esquivel

- Litchfield Park: Julius Diogenes for Woody Scoutten
- Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- \* Queen Creek: Troy White
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: Ben Limmer for John Farry
- \* Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- \*Street Committee: Charles Andrews, Avondale
- \*ITS Committee: Catherine Hollow, City of Tempe
- FHWA: Ed Stillings

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

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

**CONTACT PERSON:**

John Bullen, Transportation Planner II, (602) 254-6300.

**Table A. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program and the Fiscal Year 2014 ALCP**

ALCP			Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Federal ID	Notes:	RTP ID
TIP #	Agency	Project Location																	
MES14-125CZ3	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	Dec-13	1	4	6	RARF	\$ 50,216	\$ -	\$ 117,171	\$ 167,387	2014	RARF	\$ 117,171	--	Amend: New TIP ID. Correct administrative error in the carry-forward amount from FY 2013 to FY 2014. FY 2014 RARF reimbursement totals \$3,190,882.50 (\$3,073,711.59 in TIP ID MES14-125CZ plus \$117,170.91 in TIP ID MES14-125CZ3).	ACI-MES-10-03-A
MES14-125CZ	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	Dec-13	1	4	6	RARF	\$ 1,317,305	\$ -	\$ 3,073,712	\$ 4,391,017	2014	RARF	\$ 3,073,712	--	No change. TIP listing included to show total FY 2014 RARF reimbursement.	ACI-MES-10-03-A

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

10/18/2013

HIGHWAY			Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TIP #	Agency	MAG ID													
BKY13-901	Buckeye		Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	\$ 496,591	\$ 400,000	\$ -	\$ 896,591	Amended: Based upon ADOT, Town and Consultant Kick-Off Meeting 9-19-2013 and review of 30% Plans and PA; Revised Total Cost \$896,591. Increase local cost by \$322,019. No scope changes to project.
MES11-110	Mesa	150	<del>Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High</del>	<del>Design paved share use path</del>	<del>2011</del>	-	-	-	-	SRTS	<del>\$ -</del>	<del>\$ 150,000</del>	<del>\$ -</del>	<del>\$ 150,000</del>	Amend: Project should be deleted. Requested by City of Mesa.
MES11-111	Mesa	150	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design paved share use path	2012	-	-	-	-	SRTS	\$ -	\$ 130,000	\$ -	\$ 130,000	Amend: Restore project from being deleted in September RC action. Project that should be deleted is MES11-110. Clerical error.
SUR12-801C	Surprise	30614	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	2014	2015	0	2	2	CMAQ	\$ 57,725	\$ 872,275	\$ -	\$ 930,000	Admin: Defer from FY2012 to FY2014. Approved by Regional Council on 9-25-2013.
<del>DOT14-104</del>	<del>ADOT</del>	<del>27339</del>	<del>88: Tonto Forest (Goldfield Rd Canyon Lake)</del>	<del>Spot Safety Improvements</del>	<del>2014</del>		<del>7.1</del>	<del>2</del>	<del>2</del>	<del>HSIP</del>	<del>\$ 124,545</del>	<del>\$ 2,060,455</del>	<del>\$ -</del>	<del>\$ 2,185,000</del>	Amend: Delete project from TIP, Project postponed due to environmental delays. Project to be reprogrammed by ADOT at a later date.
<del>DOT14-114</del>	<del>ADOT</del>	<del>20301</del>	<del>88: Apache Junction - Tortilla Flat</del>	<del>Pavement Preservation</del>	<del>2014</del>		<del>9</del>	<del>2</del>	<del>2</del>	<del>STP-AZ</del>	<del>\$ 228,000</del>	<del>\$ 3,772,000</del>	<del>\$ -</del>	<del>\$ 4,000,000</del>	Amend: Delete project from TIP, Project postponed due to environmental delays. Project to be reprogrammed by ADOT at a later date.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to Amend the Contract for the 2010 MAG Activity-Based Model Development Project - Phase 3

**SUMMARY:**

The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 22, 2013, includes \$336,000 for the completion of the third phase of development of the Activity-Based Travel Forecasting Model (ABM). The purpose of the project is to complete development of the new generation travel demand forecasting model at MAG. The ABM will allow MAG to address emerging regional planning challenges. The first and second phases of the ABM development have been successfully completed and MAG is overseeing the completion of the third phase.

During the third phase of the project, a few important developments in the field led to amendments in the model design in order to produce a state-of-the-art modeling tool and efficiently incorporate these innovations at lower costs. These new modeling components are critical for extending the range of model applications and include continuous temporal resolution, mechanisms for better integration with Dynamic Traffic Assignment (DTA) and optimization of the model for a distributed computing system. An amendment to the contract for the 2010 MAG Activity-Based Model Development Project - Phase 3 with Parsons Brinckerhoff, Inc., is being requested in order to complete the additional scope and budget for the related improvements to the model. The additional funds needed for the enhancements are \$54,031.

**PUBLIC INPUT:**

No public input has been received.

**PROS & CONS:**

**PROS:** This amendment will enable MAG and MAG member agencies to ensure that emerging planning and travel forecasting needs are addressed, and proper transportation modeling tools are available to support future transportation policy decisions and transportation project evaluations. The amendment ensures that MAG model design reflects critical developments in the field. Incorporation of the identified new modeling components at this stage will allow MAG to avoid subsequent model modifications at greater costs. The amendment provides for improved quality of travel forecast and allows MAG to fully capitalize on the advanced model.

**CONS:** Delaying the amendment and corresponding scope elements could compromise efficiency of the transportation modeling work required for future highway and transit projects and transportation policy decision evaluation. Due to the complex technical nature of the development and interdependence between technical tasks for the project, incorporation of the additional modeling

components before model completion and timely processing of the contract amendment are necessary.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The contract amendment will benefit MAG in terms of improved model capabilities and forecast accuracy. This project will provide modeling tools for evaluation of transportation policies and projects that cannot be properly evaluated under assumptions of four-step trip-based travel forecasting models. Completion of the project constitutes development of a new generation travel forecasting model needed for required accuracy and consistency of the forecasts. The new modeling components ensure better integration between different modeling products developed at MAG, in particular between the MAG Activity-Based Model and MAG dynamic traffic assignment models.

**POLICY:** The contract amendment will allow MAG to explicitly account for continuous temporal resolution and DTA components enabling increased sensitivity to planning policy changes and expanding range of model applications. It will also allow MAG to shorten model run times and decrease response time to MAG member agencies' requests.

**ACTION NEEDED:**

Recommend approval of the amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget to amend the contract for the 2010 MAG Activity-Based Model Development Project - Phase 3, with Parsons Brinckerhoff, Inc., to include an addition to the scope of work and to increase the contract by \$54,031.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Vladimir Livshits, MAG (602) 254-6300

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

October 29, 2013

**SUBJECT:**

FY 2014-2017 MAG Highway Safety Improvement Program Second Call for Projects

**SUMMARY:**

The Highway Safety Improvement Program (HSIP) was introduced through SAFETEA-LU, now identified in MAP-21, and specifically focuses on improving road safety. The Arizona Department of Transportation (ADOT) receives approximately \$32 million per year in HSIP funds. Nearly 20 percent of this is suballocated by ADOT to Councils of Governments and Metropolitan Planning Organizations in the state. The remaining 80 percent of HSIP funds is allocated to road safety projects statewide and is administered by ADOT. For fiscal years 2014 through 2017 MAG will be receiving \$1.9 million in HSIP funds to be programmed for projects that would meet eligibility requirements defined by ADOT and the Federal Highway Administration (FHWA). This allocation reflects an increase of \$600,000 from FY 2014 to account for the recent expansion of the MAG Planning Area. At the recommendation of ADOT four fiscal years from 2014 through 2017 are being programmed, as it would be helpful for expediting project implementation.

On July 1, 2013, MAG issued a call for road safety improvement projects in FY 2014-2017 that would meet ADOT and FHWA requirements for HSIP funded projects. Six project applications were approved by the MAG Regional Council on September 25, 2013. This resulted in funds remaining unprogrammed. On October 2, 2013, MAG issued a second call for road safety improvement projects in FY 2014-2017. Eleven project applications were received.

The following types of projects were proposed:

- Development of a Strategic Transportation Safety Plan
- Intersection safety improvements
- Road sign inventory and management systems
- Median cable barrier on Northern Parkway
- Broadway Road safety improvements in the City of Tempe

The Transportation Safety Committee reviewed all project applications at a special committee meeting held on October 22, 2013, and unanimously recommended ten of the proposed projects for the funding amounts shown in the attachment. One project proposed by the City of Glendale was withdrawn from consideration. These projects will be included in the FY 2014-2018 Transportation Improvement Program (TIP) as an amendment at a future date.

The FHWA division offices located in each state provides oversight to the program. The ADOT Local Government Section administers the local agency projects funded through the HSIP program. Guidelines on the types of projects that would qualify for HSIP funds have been provided by ADOT and FHWA. These guidelines have been shared with member agencies.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: Implementation of all recommended projects are likely to result in road safety improvements. The projects are targeted both at improving pedestrian safety and also motorist safety.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The development of safety projects and the timely obligation of federal HSIP funds programmed by MAG requires close coordination between local agencies and the ADOT Local Government Section. Local agencies need to ensure that agency staff maintain familiarity with complex HSIP eligibility requirements and the ADOT project development process.

POLICY: None.

**ACTION NEEDED:**

Recommend approval of the additional list of safety projects for FY 2014-2017 from the second call for projects.

**PRIOR COMMITTEE ACTIONS:**

On October 24, 2013, the MAG Transportation Review Committee unanimously recommended approval of the list of proposed HSIP projects that resulted from the second call for HSIP projects issued on October 2, 2013.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- # Phoenix: Rick Naimark, Vice Chair
- ADOT: Kwei-Sung Kang for Floyd Roehrich
- \* Buckeye: Scott Lowe
- \* Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- \* Gila Bend: Eric Fitzer
- Gila River: Tim Oliver
- Gilbert: Michael Gillespie for Leah Hubbard
- Glendale: Purab Adabala for Debbie Albert
- \* Goodyear: Cato Esquivel
- Litchfield Park: Julius Diogenes for Woody Scoutten
- Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- \* Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- \* Queen Creek: Troy White
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Robert Yabes for Shelly Seyler
- Valley Metro: Ben Limmer for John Farry
- \* Wickenburg: Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

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

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

The MAG Transportation Safety Committee conducted a detailed review of all project applications and unanimously approved recommendation of the list of proposed projects on October 22, 2013.

MEMBERS ATTENDING

- Michael Duhamel for Linda Gorman, AAA Arizona
- Tom Burch, AARP
- Kohinoor Kar, ADOT
- \* Shane Kiesow, City of Apache Junction
- Dana Chamberlin, City of Avondale
- # Daymara Cesar for Thomas Chlebanowski, Town of Buckeye
- \* Martin Johnson, City of Chandler
- \* Jorge Gastelum, City of El Mirage
- \* Kelly LaRosa, FHWA
- \* Mike Gillespie, Town of Gilbert
- Chris Lemka, City of Glendale

- \* Alberto Gutier, GOHS
- \* Hugh Bigalk, City of Goodyear
- Nicolaas Swart, Maricopa County
- Renate Ehm (Chair), City of Mesa
- \* Jeremy Knapp, Town of Paradise Valley
- # Mannar Tamirisa for Jamal Rahimi, City of Peoria
- Kerry Wilcoxon, City of Phoenix
- George Williams, City of Scottsdale
- Nuning Lemka for Jason Mahkovtz, City of Surprise
- Julian Dresang, City of Tempe
- Gardner Tabon, RPTA

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

**CONTACT PERSON:**

Sarath Joshua, MAG, (602) 254-6300.

### List of Recommended Safety Projects for FY2014-2017 HSIP Funds

Agency/ Project ID	Partnering Agencies	Project Title		FY	Recommende d Federal \$	Matching Local \$'s	Total Project Cost(\$)
AVN-1		Avondale Strategic Transportation Safety Plan		2015	\$125,851	\$7,607	\$133,458
AVN-2	Goodyear	Dysart Road and McDowell Road Intersection Improvements		2015	\$235,750	\$14,250	\$250,000
AVN-3		Pedestrian Countdown Signals	Phase 1	2014	\$15,000		\$15,000
			Phase 2	2015	\$135,840		\$135,840
CHN-1	Mesa, Avondale, Peoria, Phoenix, Tempe,	Crash Analysis Software Upgrade	Phase 1	2014	\$28,290	\$1,710	\$30,000
			Phase 2	2014	\$188,600	\$11,400	\$200,000
GLN-1		Northern Parkway Median Cable Barrier Installation	Phase 1	2015	\$113,160	\$6,840	\$120,000
			Phase 2	2016	\$452,640	\$27,360	\$480,000
GLN-3		59th Avenue and Olive Avenue Intersection Safety Improvements	Phase 1	2014	\$59,411	\$3,591	\$63,002
			Phase 2	2017	\$281,048	\$16,988	\$298,036
MAR-1		Systemic Sign Management System and Sign Panel Reflectivity Upgrades	Phase 1	2015	\$188,500		\$188,500
			Phase 2	2016	\$241,800		\$241,800
PV-1		PV Street Sign Safety Upgrades	Phase 1	2015	\$30,000		\$30,000
			Phase 2	2016	\$190,234		\$190,234
SCT-1		Hayden Road and Thomas Road Intersection Improvements	Phase 1	2016	\$324,440	\$19,611	\$344,051
TMP-1		Broadway Road Improvements	Phase 1	2014	\$28,290	\$1,710	\$30,000
			Phase 2	2015	\$637,317	\$38,523	\$675,840
<b>Project Withdrawn by Agency</b>							
GLN-2		59th Avenue and Thunderbird Road Intersection Safety Improvements	Phase 1	2014	\$254,610	\$15,390	\$270,000
			Phase 2	2016	\$747,988	\$45,212	\$793,200
				<b>FY</b>	<b>\$ Re commended</b>	<b>\$ Avail able</b>	<b>Balance</b>
				2014	\$319,591	\$319,591	\$0
				2015	\$1,466,418	\$1,466,418	\$0
				2016	\$1,209,114	\$1,209,114	\$0
				2017	\$281,048	\$281,048	\$0

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Consultant Selection for the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name Project

**SUMMARY:**

The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$75,000 to develop an Off-Street Bicycle Network Wayfinding Guide and Brand Name project. This project will develop a cohesive and comprehensive theme for wayfinding for the 3,520 miles of off-street bikeways in this region. In conjunction with the guidelines, a brand name for the regional off-street system will create a sense of place and imbue it with a unique and memorable name.

A Request for Proposals was issued on August 8, 2013. On September 5, 2013, MAG received proposals from eight firms: Alta Planning + Design, Chen Ryan Associates, Harrington Planning Group, JRC Design, Kimley-Horn, Inc., Lee Engineering, Inc., Otak, and United Civil Group. A multi-jurisdictional proposal evaluation team reviewed and analyzed the proposals, and interviewed Chen Ryan Associates, Otak, and Alta Planning + Design. The evaluation team recommended to MAG the selection of the firm of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project. On October 15, 2013, the MAG Bicycle and Pedestrian Committee recommended approval of the firm of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project. Alta Planning + Design brings internationally recognized expertise and dedication to the specialized practice of planning, design, and implementation of bicycle, pedestrian and trail systems. A significant part of the practice is making better connections to trails and key destinations in the communities.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: This consultant will provide the technical expertise to MAG to develop a cohesive and comprehensive theme for wayfinding for the 3,520 miles of off-street bikeways in this region and an internationally recognized brand name.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None

POLICY: None

**ACTION NEEDED:**

Recommend approval of the selection of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project for an amount not to exceed \$75,000.

**PRIOR COMMITTEE ACTIONS:**

On October 15, 2013, the MAG Bicycle and Pedestrian Committee recommended approval of the firm of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project.

MEMBERS ATTENDING

- |  |   |
|--|---|
| Katherine Coles, Phoenix, Chair        | Tonya Glass for Denise Lacey, Maricopa County |
| Tracy Stevens, Avondale, Vice Chair    | Jim Hash, Mesa                                |
| Michael Sanders, ADOT                  | * Brandon Forrey, Peoria                      |
| # Raquel Schatz, Apache Junction       | Rich Purcell, Queen Creek                     |
| * Robert Wisener, Buckeye              | Amanda Leucker for Ben Limmer, ValleyMetro    |
| * D.J. Stapley, Carefree               | Susan Conklu, Scottsdale                      |
| * Ian Cordwell, Cave Creek             | Martin Lucero for Stephen Chang, Surprise     |
| # Jason Crampton, Chandler             | Eric Iwersen, Tempe                           |
| Sue McDermott, El Mirage               | * Robert Carmona, Wickenburg                  |
| Nicole Lance, Gilbert                  | Grant Anderson, Youngtown                     |
| # Steve Hancock, Glendale              |   |
| Joe Schmitz, Goodyear                  |   |
| * Thomas Chlebanowski, Litchfield Park |   |

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

On September 19, 2013, a multi-disciplinary team met to review the proposals. The review team chose to to conduct interviews. On September 26, 2013, a multi-disciplinary team met to interview the top three consultant teams of Chen Ryan Associates, Otak, and Alta Planning + Design. The team unanimously voted to recommend the firm of Alta Planning + Design to conduct the MAG Off-Street Bicycle Network Wayfinding Guide and Brand Name project.

PROPOSAL EVALUATION TEAM

- |                                  |                       |
|----------------------------------|-----------------------|
| Katherine Coles, City of Phoenix | Eric Iwersen, Tempe   |
| Jim Hash, Mesa                   | Alex Oreschak, MAG    |
| Tracy Stevens, Avondale          | Maureen DeCindis, MAG |
| Grant Anderson, Youngtown        |                       |

**CONTACT PERSON:**

Maureen DeCindis, MAG, 602-254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including proposed project changes in the Arterial Life Cycle and Highway Programs. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by November 22, 2013.

**PUBLIC INPUT:**

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

**PROS & CONS:**

**PROS:** Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and Regional Transportation Plan 2010 Update.

**CONS:** The review of the conformity assessment requires additional time in the project approval process.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

**POLICY:** Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation

Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

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

October 29, 2013

TO: Leslie Rogers, Federal Transit Administration  
Karla Petty, Federal Highway Administration  
John Halikowski, Arizona Department of Transportation  
Henry Darwin, Arizona Department of Environmental Quality  
Maria Hyatt, City of Phoenix Public Transit Department  
Stephen Banta, Valley Metro/RPTA  
William Wiley, Maricopa County Air Quality Department  
Kenneth Hall, Central Arizona Governments  
Donald Gabrielson, Pinal County Air Quality Control District  
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization  
Gregory Nudd, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT  
AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION  
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including proposed project changes in the Arterial Life Cycle and Highway Programs. Comments on the conformity assessment are requested by November 22, 2013.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update that was made by the Federal Highway Administration and Federal Transit Administration on July 1, 2013 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

## ATTACHMENT

### CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update that was made by the Federal Highway Administration and Federal Transit Administration on July 1, 2013 remains unchanged by this action.

**Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program**

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
MES14-125CZ3	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	RARF	\$ 50,216	\$ -	\$ 117,171	\$ 167,387	2014	RARF	\$ 117,171	Amend: New TIP ID. Correct administrative error in the carry-forward amount from FY 2013 to FY 2014. FY 2014 RARF reimbursement totals \$3,190,882.50 (\$3,073,711.59 in TIP ID MES14-125CZ plus \$117,170.91 in TIP ID MES14-125CZ3).	A minor project revision is needed to adjust carry-forward amount to FY 2014. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES14-125CZ	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	RARF	\$ 1,317,305	\$ -	\$ 3,073,712	\$ 4,391,017	2014	RARF	\$ 3,073,712	Admin: No change. TIP listing included to show total FY 2014 RARF reimbursement.	No change. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Work Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	CMAQ	\$ 496,591	\$ 400,000	\$ -	\$ 896,591	Amended: Based upon ADOT, Town and Consultant Kick-Off Meeting 9-19-2013 and review of 30% Plans and PA; Revised Total Cost \$896,591. Increase local cost by \$322,019.	A minor project revision is needed to increase amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES11-110	Mesa	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design paved share use path	2011	SRTS	\$ -	\$ 150,000	\$ -	\$ 150,000	Amend: Project should be deleted.	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES11-111	Mesa	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design paved share use path	2012	SRTS	\$ -	\$ 130,000	\$ -	\$ 130,000	Amend: Restore project from being deleted in September RC action. Project that should be deleted is MES11-110.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SUR12-801C	Surprise	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	2014	CMAQ	\$ 57,725	\$ 872,275	\$ -	\$ 930,000	Admin: Defer from FY2012 to FY2014. Approved by Regional Council on 9-25-2013.	A minor project revision is needed to defer project to FY 2014. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-104	ADOT	88: Tonto Forest (Goldfield Rd - Canyon Lake)	Spot Safety Improvements	2014	HSIP	\$ 124,545	\$ 2,060,455	\$ -	\$ 2,185,000	Amend: Delete project from TIP, Project postponed due to environmental delays. Project to be reprogrammed at a later date.	The deleted project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT14-114	ADOT	88: Apache Junction - Tortilla Flat	Pavement Preservation	2014	STP-AZ	\$ 228,000	\$ 3,772,000	\$ -	\$ 4,000,000	Amend: Delete project from TIP, Project postponed due to environmental delays. Project to be reprogrammed at a later date.	The deleted project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Approval of the Draft July 1, 2013 Maricopa County and Municipality Resident Population Updates

**SUMMARY:**

MAG staff has prepared draft July 1, 2013 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration (ADOA), on October 29, 2013 the MAG Population Technical Advisory Committee (POPTAC) recommended approval of these draft Updates provided that the County control total is within one percent of the final control total.

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

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: The July 1, 2013 Maricopa County and Municipality Resident Population Updates are needed to gauge growth in the region, prepare budgets and set expenditure limitations.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The July 1, 2013 Maricopa County and Municipality Resident Population Updates have been prepared using a methodology that is consistent for all counties and municipalities in the State of Arizona.

POLICY: The July 1, 2013 Maricopa County and Municipality Resident Population Updates are needed by local officials to accommodate and budget for growth.

**ACTION NEEDED:**

Recommend approval of the draft July 1, 2013 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

**PRIOR COMMITTEE ACTIONS:**

MAG POPTAC: On October 29, 2013, the MAG Population Technical Advisory Committee unanimously recommended approval of the July 1, 2013 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

MEMBERS ATTENDING

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

- \* Sonny Culbreth, Litchfield Park
- \* Matt Holm, Maricopa Co.  
Rodolfo Lopez for Kazi Haque, Maricopa
- \* Wahid Alam, Mesa
- + Molly Hood, Paradise Valley
- \* Shawn Kreuzwiesner, Peoria  
Chris DePerro, Phoenix  
Brett Burningham, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community
- + Adam Yaron, Scottsdale  
Lloyd Abrams, Surprise  
Sherri Lesser, Tempe  
Ratna Korepella, Valley Metro
- + Diane Cordova, Youngtown

- + Those attending by audioconference
- \* Those not present

MAG POPTAC Ad Hoc Subcommittee: On October 29, 2013, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee unanimously recommended approval of the Maricopa County and Municipality July 1, 2013 Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

MEMBERS ATTENDING

- Patrick Banger, Gilbert, Chair
- Sam Andrea for David De La Torre, Chandler
- Thomas Doyle, El Mirage
- Thomas Ritz, Glendale
- \* Wahid Alam, Mesa

- \* Matt Holm, Maricopa County  
Rodolfo Lopez for Kazi Haque, Maricopa  
Chris DePerro, Phoenix  
Brett Burningham, Queen Creek
- + Adam Yaron, Scottsdale

- \* Those not present
- + Participated via audioconference

**CONTACT PERSON:**

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

**DRAFT**  
**Jurisdiction Population Update**  
**(Maricopa County)**  
**Census 2010 and July 1, 2013**

Jurisdiction	Total Population			Percent Change		Share	
	April 1, 2010 (Census 2010)	July 1, 2013	Change	Overall	Annual	Share of Growth	Share of County
Apache Junction*	294	298	4	1.4%	0.42%	0.0%	0.0%
Avondale	76,238	77,509	1,271	1.7%	0.51%	1.0%	2.0%
Buckeye	50,876	56,459	5,583	11.0%	3.26%	4.4%	1.4%
Carefree	3,363	3,424	61	1.8%	0.55%	0.0%	0.1%
Cave Creek	5,015	5,227	212	4.2%	1.28%	0.2%	0.1%
Chandler^	236,326	246,191	9,865	4.2%	1.27%	7.7%	6.2%
El Mirage	31,797	32,471	674	2.1%	0.65%	0.5%	0.8%
Fort McDowell	971	984	13	1.3%	0.41%	0.0%	0.0%
Fountain Hills	22,489	22,893	404	1.8%	0.55%	0.3%	0.6%
Gila Bend	1,922	1,948	26	1.4%	0.41%	0.0%	0.0%
Gila River*	2,994	3,038	44	1.5%	0.45%	0.0%	0.1%
Gilbert^	208,352	227,598	19,246	9.2%	2.76%	15.1%	5.8%
Glendale	226,721	231,104	4,383	1.9%	0.59%	3.4%	5.9%
Goodyear	65,275	72,274	6,999	10.7%	3.18%	5.5%	1.8%
Guadalupe	5,523	6,019	496	9.0%	2.68%	0.4%	0.2%
Litchfield Park	5,476	5,759	283	5.2%	1.56%	0.2%	0.1%
Mesa	439,041	450,300	11,259	2.6%	0.78%	8.8%	11.4%
Paradise Valley	12,820	13,282	462	3.6%	1.10%	0.4%	0.3%
Peoria*	154,058	160,542	6,484	4.2%	1.28%	5.1%	4.1%
Phoenix^	1,447,128	1,485,719	38,591	2.7%	0.81%	30.2%	37.7%
Queen Creek*	25,912	29,047	3,135	12.1%	3.58%	2.5%	0.7%
Salt River	6,289	6,498	209	3.3%	1.01%	0.2%	0.2%
Scottsdale	217,385	222,208	4,823	2.2%	0.68%	3.8%	5.6%
Surprise	117,517	121,627	4,110	3.5%	1.06%	3.2%	3.1%
Tempe	161,719	165,155	3,436	2.1%	0.65%	2.7%	4.2%
Tolleson	6,545	6,632	87	1.3%	0.41%	0.1%	0.2%
Wickenburg	6,363	6,510	147	2.3%	0.71%	0.1%	0.2%
Youngtown	6,156	6,236	80	1.3%	0.40%	0.1%	0.2%
Balance of County^	272,552	277,839	5,287	1.9%	0.59%	4.1%	7.0%
<b>Total</b>	<b>3,817,117</b>	<b>3,944,791</b>	<b>127,674</b>	<b>3.3%</b>	<b>1.02%</b>	<b>100.0%</b>	<b>100.0%</b>

**Note: Totals may not add due to rounding**

\* Maricopa County portion only

^ Census 2010 counts adjusted to reflect Census Count Question Resolutions

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

Last updated October 28, 2013

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Proposed 2014 Revisions to the MAG Standard Specifications and Details for Public Works Construction

**SUMMARY:**

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives from many agency Public Works/Engineering Departments, and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2013 review of proposed revisions to the MAG publication. A summary of cases is shown in Attachment 1. A voting summary is shown in Attachment 2.

A summary of these recommendations has also been sent to MAG Public Works Directors for review for a period of one month. The package sent to the MAG Public Works Directors included links to the Draft MAG Standard Specifications and Details for Public Works Construction - 2014 Updates. This information is available online for review at the following internet address:

<http://www.azmag.gov/Events/Event.asp?CMSID=5589>

If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the 2014 revision to the 2012 edition will be available for purchase in early January 2014.

**PUBLIC INPUT:**

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

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These

recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

POLICY: A formal review by the Management Committee is requested.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

MAG Specifications and Details Committee. Reviewed and provided recommendations for the cases submitted for consideration throughout 2013.

VOTING MEMBERS

Tom Wilhite, P.E., Tempe, *Chair*  
Jim Badowich, Avondale, *Vice Chair*  
Craig Sharp, Buckeye  
Warren White, P.E., Chandler  
Antonio Hernandez, El Mirage  
Tom Condit, Gilbert  
Mark Ivanich, P.E., Glendale  
Troy Tobiasson, Goodyear  
Robert Herz, P.E., RLS, Maricopa County DOT

Bob Draper, P.E., Mesa  
Dan Nissen, Peoria  
Syd Anderson, Phoenix (Street Trans.)  
Jami Erickson, Phoenix (Water)  
Rodney Ramos, P.E., Scottsdale  
Jason Mahkovtz, P.E., Surprise  
Harvey Estrada, Valley Metro  
Gregory Arrington, Youngtown

ADVISORY MEMBERS

Jeff Benedict, ARPA  
Slade Ottney, NUCA  
Tony Braun, NUCA  
Adrian Green, AGC  
Brian Gallimore, AGC

Jeff Hearne, ARPA  
Peter Kandaris, Independent  
Paul R. Nebeker, Independent  
Jacob Rodriguez, SRP

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

**CONTACT PERSON:**

Gordon Tyus, MAG, (602) 452-5035

**2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY**

Page 1 of 11

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

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

October 9, 2013

Detailed information about each case is provided on the 2013 Specs and Details Cases Under Consideration page on the MAG website.

<http://www.azmag.gov/Projects/Project.asp?CMSID=1055&CMSID2=4475>

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

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

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

Final summary materials for review of the 2014 Revision to the 2012 Edition of the MAG Specifications and Details for Public Works Construction manual including detailed attendance and voting records are posted on the Specifications & Details Public Works Directors Review Deadline page.

<http://www.azmag.gov/Events/Event.asp?CMSID=5589>



## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
	<b>CARRY FORWARD CASES FROM 2012</b>						
12-12	Case 12-12: New Section 739 – Steel Reinforced Polyethylene Pipe (SRPE).	Scottsdale	Rod Ramos	07/11/2012 07/10/2013	<b>Approved</b> <b>07/10/2013</b>	10 0 3	Yes No Abstain
Summary	This case was introduced to allow Steel Reinforced Polyethylene (SRPE) Pipe as an approved material. The new section is based on a modification of the existing Section 738 High Density Polyethylene Pipe. The case was reviewed by the Water/Sewer Working Group as well as the main committee. Industry representatives provided technical information on the material and appropriate ASTM and AASHTO specifications. Some discussion included whether to approve a new material while the installation specifications were still being updated, as well as questions about the maximum allowable size. The committee approved the case without specifying a maximum diameter, but let the maximum diameter be controlled by the ASTM specification. The pipe design is to be in conformance with Section 12 of the AASHTO LRFD Bridge Design Specifications.						
	<b>NEW CASES FOR 2013</b>						
13-01	<b>Case 13-01: Miscellaneous Corrections:</b> A. Revise title of Section 324 B. Section 505.6.3.3 (4) Typing error correction C. Section 735.4 (D) Delete obsolete reference to AASHTO M-315 D. Correction to Detail 501-5 E. Correct typo in Section 311 Title F. Remove reference to Section 702.4 in Subsection 795.8.4 Decomposed Granite G. Revise Section 107.4 to change the Arizona Revised Statue reference 41-846 to 41-865. H. Remove the word “AND” in the title of Section 725 I. Section 108.8 Change “or” to “and” in first line. J. Add missing superscript in 301.3 and correct typo in 321.14.3. K. Correct errors in Detail 391-1. L. Change the word “finished” to “furnished” in the second paragraph of 735.1.	MCDOT	Bob Herz Peter Kandarlis Jeff Hearne Rod Ramos	01/02/2012 07/10/2013	<b>Approved</b> <b>08/07/2013</b>	13 0 0	Yes No Abstain
Summary	This case was used as a repository for minor updates such as typographic errors or minor drafting corrections. The changes are listed in parts A-L above.						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-02	Case 13-02: Revision to Section 337 CRACK SEALING to obtain compatibility with Maricopa County requirements.	MCDOT	Bob Herz	01/02/2012 04/04/2013	<b>Approved</b> <b>05/01/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to obtain compatibility with Maricopa County requirements. Primary discussion items included the range of crack sizes to be sealed: ¼”-1” or ⅛” - 1½” and the Brookfield Viscosity requirement. Added Flash Point (ASTM D92) criteria. Revised sequence of subsections to correspond with the sequence of occurrence during construction. Moved subsections to better organize and restructure specification. Removed design related content and removed metric units. Added new requirements concerning weather and added a new section to address unacceptable work.</p> <p>There was discussion on different methods of measurement and payment, such as by pound of material, linear foot, etc. Several options were provided based on the preference of the agency.</p>						
13-03	Case 13-03: Revision to Section 321.8.6 Asphalt Concrete Overlay to obtain uniformity with Maricopa County requirements.	MCDOT	Bob Herz	02/06/2013 04/04/2013	<b>Approved</b> <b>05/01/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to obtain uniformity with Maricopa County requirements. Revisions are shown below:</p> <p>Removed mix design restrictions from the specification since asphalt overlay mix design requirements should be identified by project contract documents not within a general construction specification. Pavement repair was made a separate pay item since pavement removal and patching are separate operations and pavement repair requirements can vary greatly between different overlay projects. Revised the pavement surface preparation items to have surface cleaning as a separately identified requirement immediately preceding the tack coat requirements. Added the requirement for shoulder adjustment when overlaying uncurbed roadways.</p>						
13-04	Case 13-04: Revision to Detail 120 SURVEY MARKER.	MCDOT	Bob Herz	02/06/2013 04/08/2013	<b>Approved</b> <b>05/01/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to revise Detail 120 Survey Marker to prevent installation of survey markers that do not comply with requirements of ARS 33-103. Revisions included replacing the detail for Type A monument with Type E, and replacing the detail for Type B monument with Type D. The previous survey marker details, 120-1 and 120-2, were replaced with a single Detail 120 that combines all requirements. The Type B detail was revised to show installation requirements both in asphalt and in the ground.</p>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-05	Case 13-05: New Section 740 Polypropylene Pipe and Fittings for Gravity Storm Drain and Sanitary Sewer.	Chandler	Warren White	02/06/2013 09/04/2013	<b>Approved</b> <b>09/04/2013</b>	13 0 1	Yes No Abstain
Summary	This case was introduced to allow Polypropylene Pipe as an approved material. Much like Case 12-12, the new section is based on a modification of Section 738 High Density Polyethylene Pipe. The case was reviewed by the Water/Sewer Working Group as well as the main committee. Industry representatives provided technical information on the material, and the format followed one similar to that of Case 12-12. Other updates made during development included: incorporating references to installation specs in 603, 615, and 618; updating specs for gaskets and water stops to reflect ASTM standards; and revising the certification subsection to reflect ASTM requirements.						
13-06	Case 13-06: Modify Part 600 title to include Storm Drain and Irrigation.	Phoenix	Jami Erickson	03/06/2013 04/04/2013	<b>Approved</b> <b>05/01/2013</b>	13 0 0	Yes No Abstain
Summary	This case noted that Part 600 currently called "Water and Sewer" did not adequately cover the major areas of the specification. Adding "Storm Drain and Irrigation" helped to better describe this part of the specification, so the new title "Water, Sewer, Storm Drain, and Irrigation" will be shown on the Part 600 title page, table of contents pages, and division tab.						
13-07	Case 13-07: Revisions to Detail 201 ASPHALT PAVEMENT EDGE DETAILS. Correct miscellaneous errors and change the Type B thickened edge depth dimension from "8 inch minimum" to "8 inches."	MCDOT	Bob Herz	04/03/2013	<b>Approved</b> <b>06/05/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose was to correct miscellaneous errors and change the Type B thickened edge depth dimension from "8 inch minimum" to "8 inches". Revisions are shown below:</p> <ol style="list-style-type: none"> <li>1. Correct title shown in the index to match the detail title. This is a miscellaneous correction.</li> <li>2. Type A – Delete an erroneous miscellaneous 8" dimension. This is a miscellaneous correction.</li> <li>3. Type B – Delete "MIN." from the 8" depth shown. This is a change from the existing detail.</li> </ol>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-08	Case 13-08: Revision to Section 321.8.8 Thickened Edge. Eliminate references to 'base course' to clarify the surface being referenced.	MCDOT	Bob Herz	04/03/2013 07/10/2013	<b>Approved</b> <b>08/07/2013</b>	13 0 0	Yes No Abstain
Summary	<p>The purpose of Case 13-08 was to eliminate references to 'base course', to clarify the surface being referenced, increase the depth of asphalt thickened edge that can be placed with the asphalt pavement, and to delete an unnecessary contractor submittal. The proposed modified specification in final form:</p> <p>321.8.8 Thickened Edge: When the depth of the thickened edge extends four inches or more below the bottom of the asphalt pavement, the portion of the thickened edge extending below the asphalt pavement shall be placed and compacted prior to placement of the asphalt pavement. Placement of tack coat on the surface of the compacted thickened edge asphalt may be omitted when additional asphalt pavement is placed on the same day and the Engineer agrees that the surface of the thickened edge asphalt has remained clean. When the depth of the thickened edge extends less than four inches below the bottom of the asphalt pavement, the portion below the asphalt pavement may be placed and compacted with the asphalt pavement in a single operation.</p>						
13-09	Case 13-09: Revision to Section 321 Asphalt Penalty Tables based on City of Mesa Supplements.	Mesa/ Asphalt WG	Bob Draper	04/03/2013 08/12/2013	<b>Approved</b> <b>09/04/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to update the asphalt penalty tables to more realistically reflect the costs associated with repair and future maintenance of the asphalt paving. This case was reviewed by the Asphalt Working Group. Tables 321-4, 321-5 and 321-8 were updated to clarify when removal, corrective actions and penalties were to occur. For Table 321-4 Asphalt Binder Content, the penalties stayed the same, but the table was updated to show deviations both above and below the permitted range. For Table 321-5 Laboratory Voids, the penalties doubled to better reflect today's costs. For Table 321-8 Pavement Density, penalties were also increased, but categories for the limits of air voids were modified and included low air voids as well. The option of performing an Engineering Analysis was maintained in certain circumstances.</p>						
13-10	Case 13-10: Revision to Section 301.7 (Subgrade Preparation) MEASUREMENT.	MCDOT	Bob Herz	04/03/2013 05/06/2013	<b>Approved</b> <b>07/10/2013</b>	12 0 1	Yes No Abstain
Summary	<p>The purpose of the case was to add subgrade preparation measurement for non-surfaced areas designated for vehicle traffic in Section 301.7. The revised paragraphs of the proposed modified specification 301.7 MEASUREMENT are shown below:</p> <p>Measurement for Subgrade Preparation will be by the square yard. The area to be measured will be the total accepted area of new asphalt concrete pavement and new Portland Cement Concrete Pavement (PCCP), including paved shoulders, tapers, turnouts, and unpaved roadway shoulders. Subgrade Preparation area measured will also include the accepted surface area of driveways that are surfaced with aggregate base, or select materials and non-surfaced areas designated for vehicle traffic.</p> <p>Except for PCCP, the area under Portland cement concrete surfaces such as concrete curb and gutter, sidewalk, concrete driveways and driveway entrances, and concrete alley entrances will not be included in the Subgrade Preparation measurement.</p>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-11	Case 13-11: Delete Section 737 ASBESTOS-CEMENT PIPE AND FITTINGS FOR STORM DRAIN AND SANITARY SEWER.	MCDOT	Bob Herz	05/01/2013	<b>Approved 06/05/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of Case 13-11 was to prevent the use of asbestos-cement pipe for storm drain and sanitary sewer installations.</p> <p>Revisions include the deletion of Section 737 in its entirety and revising all references to Section 737. Section 737 was only referenced in section 605.3, which was updated to remove any reference to Section 737 and asbestos cement pipe.</p>						
13-12	Case 13-12: Revisions to Section 340: Concrete Curb, Gutter, Sidewalk, Sidewalk Ramps, Driveway and Alley Entrance.	Concrete WG	Peter Kandarlis	05/01/2013 08/27/2013	<b>Approved 09/04/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to update Section 340 as identified by the Concrete Working Group. This standard has not been significantly changed since 1999. Numerous agencies have created supplements to this standard and some agencies have complete replacement sections.</p> <p>Revisions: The changes include incorporation of supplemental sections from many MAG agency members and sub-sectioning the Construction Methods portion of the standard into a logical work process. The Concrete Working Group also made updates as needed and wording improvements for clarity. Major changes are summarized below:</p> <ul style="list-style-type: none"> <li>a. A new subgrade preparation subsection has been created which includes methods for handling expansive subgrade (including a new table).</li> <li>b. Curing requirements have been added.</li> <li>c. A deficiencies subsection has been added.</li> <li>d. Measurement and payment sections have been expanded to provide specific clarity for curb ramps, curb terminations/transitions, and payment for unsuitable material removal/replacement.</li> </ul> <p>There was further discussion about subgrade preparation requirements, and when deficiencies are found, how to correct them. Details 221 (Curb and Gutter) and 230 (Sidewalks) were also updated to correct references to contraction joints and expansion joint filler.</p>						
13-13	Case 13-13: Revisions to Section 415 Flexible Metal Guardrail.	MCDOT	Bob Herz	05/01/2013	<b>Approved 07/10/2013</b>	13 0 0	Yes No Abstain
Summary	<p>The purpose of Case 13-13 was to revise Section 415 to allow use of either 8" by 8" wood posts or 6" by 8" wood posts for any continuous length of guardrail when a specific wood post size is not identified by plans, standard details, or special provisions.</p> <p>It also deleted reference to manufacturer's recommendations regarding installation of guardrail delineation. All requirements are contained in the specifications and standard details.</p>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE
13-14	Case 13-14: Revisions to Section 711 Paving Asphalt to update tests and add new polymer modified section.	Asphalt WG	Jeff Benedict	05/01/2013 08/26/2013	<b>Approved</b> <b>09/04/2013</b>	14 0 0 Yes No Abstain
Summary	<p>This case corrected testing procedures and added polymer materials to Section 711 Paving Asphalt.</p> <p>In Table 711-1 (existing table) the temporary AASHTO tests are replaced with the current final test procedure numbers. AASHTO tests are used here to assure that the latest specifications are used. The new polymer modified section added three modified asphalt materials at the end of the current section in Table 711-2. Added are two polymer modified materials and a current TR product.</p> <p>The section was reviewed by two labs that do most of the liquid testing in the valley as well as the Asphalt Working Group. A few minor corrections were made to the final approved specification:</p> <ol style="list-style-type: none"> <li>1. In table 711-1 the section that reads: PAV Aging temps.... should be below the heading “Test using Pressure Aging Vessel Residue”</li> <li>2. In table 711-2 under “Elastic recovery” the test temperature of 25 C should be removed. This is too warm to run any meaningful test and does not screen for modifiers well enough. The test temp of 10 C should remain and be the only temp.</li> <li>3. The line reading: “PAV Aging Temperature” needs to be moved below the heading “Test using Pressure Aging Vessel Residue” line.</li> <li>4. Table 711-2 under the block containing “solubility in Trichloroethylene” should be changed to: Solubility in Trichloroethylene/or n-propyl bromide that is allows under the ASTM test.</li> </ol>					
13-15	Case 13-15: Revisions to MAG Sections 601, 603, 615 and 618 for installing rigid and flexible pipe.	Chandler/ Water-Sewer WG	Warren White	05/01/2013 09/04/2013	<b>Carry</b> <b>Forward</b>	0 0 0 Yes No Abstain
Summary	<p>This case began to provide updated installation specifications for flexible pipe materials. As the case was reviewed in the Water/Sewer Working Group it grew to provide a thorough re-working of the complete pipe installation process from excavation to final backfill for both rigid and flexible pipe types, and several different types of installation such as water, sewer and storm drain. The working group helped determine a framework for moving forward with extensive revisions to the installation specifications. This included updating the terminology to match existing ASTM standards. This will require extensive updates to several MAG Sections 601/603 and 615/618 plus related sections, and Details 200-1 and 200-2.</p> <p>One of the decisions was to move all the testing from Sections 615 and 618 into Section 611. Work will continue on this case in the Water/Sewer Working Group. A summary of the cases current progress is available on the MAG website Cases Under Consideration Page.</p> <p>Case 13-15 will be carried forward to 2014.</p>					

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-16	Case 13-16: Revision to Section 602; Encasement of Water or Sewer Pipe by Jacking or Tunneling Operation.	Avondale/ Water-Sewer WG	Jim Badowich	05/01/2013 09/04/2013	<b>Approved</b> <b>09/04/2013</b>	0 0 0	Yes No Abstain
Summary	<p>A complete re-write of Section 602 was done to bring the specification up to current industry standards. The new title of the Section 602 will be TRENCHLESS INSTALLATION OF STEEL CASING.</p> <p>This case was developed with help from industry representatives and went through extensive review by the Water/Sewer Working Group as well as the main committee and Maricopa County. Major changes include the focus on trenchless installation of casing, removing out of date methods and specifications and replacing the requirement to use grout with pea gravel, which is easier to install and remove if required. References to working round-the-clock were removed, and additional ASTM requirements for welding certification were added.</p>						
13-17	Case 13-17: Revision to Section 430.4 DECOMPOSED GRANITE AREA. Eliminate placement of polyethylene below decomposed granite.	MCDOT	Bob Herz	05/01/2013	<b>Approved</b> <b>07/10/2013</b>	13 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to eliminate placement of polyethylene below decomposed granite in Section 430.4 DECOMPOSED GRANITE AREA. The case deleted the line "In flat areas, a 10 mm black polyethylene film shall be placed prior to spreading the granite." from the second paragraph of 430.4.</p>						
13-18	Case 13-18: Revisions to Detail 250-1 Driveway Entrances with Detached Sidewalk.	MCDOT	Bob Herz	06/05/2013 06/26/2013	<b>Approved</b> <b>07/10/2013</b>	13 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to coordinate Detail 250-1 with Detail 250-2 by incorporating the applicable 2012 revisions made to Detail 250-2 into Detail 250-1. Revisions included replacing "Driveway Width" with "Driveway Entrance Width", and adding to Detail 250-2 note #13 and #14. They are:</p> <p>13. DRIVEWAY ENTRANCE WIDTH IS THE DRIVEWAY WIDTH PLUS ADDITIONAL WIDENING REQUIRED BY THE LOCAL JURISDICTION.</p> <p>14. ELEVATION AT TOP OF DRIVEWAY RAMP SHALL BE EQUAL TO OR HIGHER THAN NORMAL TOP OF CURB ELEVATION.</p>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-19	Case 13-19: Revisions to Section 345 - Adjusting Frames, Covers, Valve Boxes, and Water Meter Boxes.	Materials WG	Brian Gallimore	06/05/2013 09/04/2013	<b>Approved</b> <b>09/04/2013</b>	14 0 0	Yes No Abstain
Summary	<p>Section 345 was revised to make the process of adjusting frames, covers and boxes more clear and update the specifications to current industry practice. This included adding information on the lowering procedure. The case was reviewed by the Materials Working Group and industry representatives. Methods of locating utilities included the addition of GPS, and documenting utilities using GPS, swing ties or other methods on the plan. There was discussion in the committee about including rebar in concrete collars, but it was decided to leave it to be determined by the detail used by the agency. Other changes included adding pull boxes, limiting traffic on concrete collars until a minimum compressive strength is reached, and minor rewording of the payment subsection.</p>						
13-20	Case 13-20: Make Section 610 Hydrostatic Test Methods consistent with AWWA C600-10.	Goodyear/ Water-Sewer WG	Troy Tobiasson	06/05/2013 07/30/2013	<b>Approved</b> <b>08/07/2013</b>	11 0 2	Yes No Abstain
Summary	<p>The purpose of Case 13-20 was to make the Hydrostatic Test Methods in Section 610 Waterline Construction consistent with AWWA C600-10. Major revisions included:</p> <ol style="list-style-type: none"> <li>1. Revising hydrostatic testing to be more consistent with AWWA C600 (2010) which included pressure testing: +5 psi max, “stable” pressure, reiterate “minimum” pressure, and changing terms to “testing allowance” and “makeup water”, consistent with AWWA C600; changing formula to that found in AWWA C600, and changing “L” to “M” so as to not imply “leakage”.</li> <li>2. Removing references to installation of asbestos-cement pipe and cast iron pipe; and adding PVC (AWWA C900) pipe.</li> <li>3. Removing references to specific manufacturers, replacing them with performance specs (Sections 610.6.2 and 610.13(A)).</li> <li>4. Correcting various grammatical and punctuation errors.</li> </ol>						
13-21	Case 13-21: Create a new Section 742 Precast Manhole Bases. Add detail drawings for construction and installation.	Buckeye/ Water-Sewer WG	Craig Sharpe	06/05/2013	<b>Carry Forward</b>	0 0 0	Yes No Abstain
Summary	<p>The purpose of the case was to create a new Section 742 Precast Manhole Bases with appropriate details. The Town of Buckeye developed specifications and details for the use of precast manholes as an option instead of cast-in place bases. These specifications and details were used as a basis to begin developing this option for use by MAG by the Water/Sewer Working Group. The case introduced draft installation standards in Section 742 as well as draft details for Precast Manhole Base construction, details and installation. This case will continue to be worked on in the Water/Sewer Working Group and will be carried over for further discussion by the main committee in 2014.</p>						

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE
13-22	Case 13-22: Update Sections 625 and 775 to remove references to steps and the use of bricks in manholes.	Buckeye/ Water-Sewer WG	Craig Sharpe	06/05/2013 08/21/2013	<b>Carry Forward</b>	0 Yes 0 No 0 Abstain
Summary	<p>The purpose of the case was to delete references for the use of bricks and steps in sanitary sewer manholes, specifically in Sections 625 and 775. Brick construction of manholes is no longer in practice, so this method will be deleted from the MAG standards. Steps also are no longer required. Due to safety concerns, workers use a safety line rather than internal steps.</p> <p>Further revisions to this case are planned to update the related manhole detail drawings—not only to remove references to bricks and steps, but also to update them for current materials and industry practice, including adding the option of precast bases as presented in Case 13-21. This case will be carried over to 2014.</p>					
13-23	Case 13-23: Update and Revise Section 309 – Lime Stabilization or Modification of Subgrade.	Materials WG	Brian Gallimore	07/10/2013 09/04/2013	<b>Approved 09/04/2013</b>	14 Yes 0 No 0 Abstain
Summary	<p>The purpose of Case 13-23 was to update and revise Section 309 Lime Stabilization and Lime Modification to better clarify the use and application of lime products. This case was discussed extensively in the Materials Working Group and thoroughly revised with assistance from industry representatives. Major revisions included the following:</p> <p>309.1 Revised to define Lime Stabilization and Lime Modification.</p> <p>309.2.1 Clarify test methods. Method A Referee Method is consistent with other MAG references for subgrade testing and overrides dry prep one point method in case of disputes.</p> <p>309.2.2 Clarified lime types. ASTM C977 defines quicklime and hydrated lime test methods and specification requirements.</p> <p>309.2.3 Reformatted to include properties, certificate of compliance, and applied quantities to both lime slurry and hydrated lime applications.</p> <p>309.3.2 Reformatted to 309.3.1 show untreated and treated soil test procedures for Lime Stabilization Mix Design.</p> <p>309.3.3 Tolerance deleted. Lime content range added to 309.4.4</p> <p>New 309.4.4.1 Quicklime application added. Adding quicklime directly to soil is permitted by National Lime Association, Lime-Treated Soil Construction Manual and by California Department of Transportation. Contractor is responsible for appropriate safety measures when applying and mixing lime. MAG should have all lime treatment options available.</p> <p>309.4.4.1 Change to Section 309.4.4.2. Leave dry hydrated lime as an application option.</p> <p>309.4.6 Mellowing time and mellowing moisture content added and determined by mix design.</p> <p>The specification was also reorganized for a better flow of the process. Finally, language was added to address concerns about the safety and handling of lime materials in residential neighborhoods, and making the format consistent for ASTM and AASHTO references.</p>					

## 2013 PROPOSED REVISIONS TO MAG SPECIFICATIONS AND DETAILS SUMMARY

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

CASE	DESCRIPTION	PROPOSED BY	MEMBER	SUBMITTAL DATE Last Revision	VOTE DATE	VOTE	
13-24	Case 13-24 Update Detail 270 Frame and Cover to make the depth of the cover 4", remove the chain attachment, and make drafting corrections.	MCDOT	Bob Herz	07/10/2013 07/16/2013	<b>Approved 09/04/2013</b>	14 0 0	Yes No Abstain
Summary	The purpose of revising Detail 270 FRAME AND COVER is to match frame and covers currently being used. Major revisions are to delete the chain and increase lid depth to four inches. The revised lid depth is also updated on Detail 391-1 where Detail 270 is referenced. The case also made several minor drafting corrections.						
13-25	Case 13-25: Revise Section 729 Expansion Joint Filler.	Concrete WG	Jeff Hearne	07/10/2013 07/25/2013	<b>Approved 09/04/2013</b>	14 0 0	Yes No Abstain
Summary	<p>The current Section 729 references outdated ASTM standards and other materials no longer used. This case completely replaces the existing section with a simpler version that references current ASTM standards. The case was reviewed by the Concrete Working Group. The new language is as follows:</p> <p><b>EXPANSION JOINT FILLER</b></p> <p><b>729.1 PREFORMED JOINT FILLER:</b> Expansion joint filler materials shall consist of preformed strips of a durable resilient compound and comply with ASTM D1751, D1752, or D2628, as specified by the Contracting Agency or as approved by the Engineer.</p> <p><b>729.2 POUR TYPE JOINT FILLERS FOR PORTLAND CEMENT CONCRETE PAVING (PCCP):</b> Pour type joint fillers shall comply with ASTM D3406 or as approved by the Engineer. Joint sealant shall not contain any coal-tar materials. The following requirement shall be added to paragraphs 7.1 of ASTM D3406: The minimum ambient temperature during application and ambient temperatures under various storage conditions shall be clearly marked on the container.</p> <p><b>729.3 TEST REPORT AND SHIPMENT CERTIFICATE:</b> Each shipment shall be accompanied by a certificate from the supplier that the material will comply with the above specifications and such certificate shall be delivered to the Engineer.</p>						

## MAG Specification & Detail Committee VOTING SUMMARY for 2013

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Scottsdale	Surprise	Tempe	Valley Metro	Youngtown	Voting Summary Y-N-A-NP
12-12*	Case 12-12: New Section 739 - Steel Reinforced Polyethylene Pipe	07/10/13	A	A	Y	-	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	-	-	<b>10-0-3-3</b>
13-01	<p><b>Case 13-01: Miscellaneous Corrections:</b></p> <p>A. Revise title of Section 324</p> <p>B. Section 505.6.3.3 (4) Typing error correction</p> <p>C. Section 735.4 (D) Delete obsolete reference to AASHTO M-315</p> <p>D. Correction to Detail 501-5</p> <p>E. Correct typo in Section 311 Title</p> <p>F. Remove reference to Section 702.4 in Subsection .8.4 Decomposed Granite</p> <p>G. Revise Section 107.4 to change the Arizona Revised Statue reference 41-846 to 41-865.</p> <p>H. Remove the word “AND” in the title of Section 725 so it reads “PORTLAND CEMENT CONCRETE”</p> <p>I. Section 108.8 Correction: Change “or” to “and” in the first line.</p> <p>J. Add missing superscript in 301.3 and correct typo in 321.14.3.</p> <p>K. Correct errors in Detail 391-1.</p> <p>L. Change the word “finished” to “furnished” in the second paragraph of 735.1.</p>	08/07/13	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	<b>13-0-0-3</b>
13-02	Revision to Section 337 CRACK SEALING to obtain compatibility with Maricopa County requirements.	05/01/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	<b>14-0-0-2</b>

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

Page 1 of 4

\*: Indicates changes made to proposal prior to vote.

## MAG Specification & Detail Committee VOTING SUMMARY for 2013

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Scottsdale	Surprise	Tempe	Valley Metro	Youngtown	Voting Summary Y-N-A-NP
13-03	Revision to Section 321.8.6 Asphalt Concrete Overlay to obtain uniformity with Maricopa County requirements.	05/01/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	14-0-0-2
13-04	Revision to Detail 120 SURVEY MARKER.	05/01/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	14-0-0-2
13-05*	New Section 740 Polypropylene Pipe and Fittings for Gravity Storm Drain and Sanitary Sewer.	06/05/13	Y	A	Y	Y	Y	-	Y	A	Y	Y	Y	-	Y	Y	Y	Y	12-0-2-2
	Amendment to Section 740	09/04/13	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	13-0-1-2
13-06	Modify Part 600 title to include Storm Drain.	05/01/13	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	-	Y	Y	-	13-0-0-2
13-07	Revisions to Detail 201 ASPHALT PAVEMENT EDGE DETAILS. Correct miscellaneous errors and change the Type B thickened edge depth dimension from "8 inch minimum" to "8 inches".	06/05/13	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	14-0-0-2
13-08	Revision to Section 321.8.8 Thickened Edge. Eliminate references to 'base course' to clarify the surface being referenced.	08/07/13	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	13-0-0-3
13-09	Revision to Section 321 Asphalt Penalty Tables based on City of Mesa Supplements.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	14-0-0-2
13-10	Revision to Section 301.7 (Subgrade Preparation) MEASUREMENT	07/10/13	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	-	-	12-0-1-3
13-11	Delete Section 737 ASBESTOS-CEMENT PIPE AND FITTINGS FOR STORM DRAIN AND SANITARY SEWER	06/05/13	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	14-0-0-2

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

\*: Indicates changes made to proposal prior to vote.

## MAG Specification & Detail Committee VOTING SUMMARY for 2013

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Scottsdale	Surprise	Tempe	Valley Metro	Youngtown	Voting Summary Y-N-A-NP
13-12	Revisions to Section 340: Concrete Curb, Gutter, Sidewalk, Sidewalk Ramps, Driveway and Alley Entrance.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	14-0-0-2
13-13	Revisions to Section 415 Flexible Metal Guardrail.	07/10/13	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	13-0-0-3
13-14*	Revisions to Section 711 Paving Asphalt to update tests and add new polymer modified section.	08/07/13	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	13-0-0-3
	Amendment to Section 711	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	14-0-0-2
13-15	Revisions to MAG Sections 603, 615 and 618 for flexible pipe.	CARRY FORWARD																	0-0-0-0
13-16*	Revision to Section 602; Encasement of Water or Sewer Pipe by Jacking or Tunneling Operation.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	14-0-0-2
13-17	Revision to Section 430.4 DECOMPOSED GRANITE AREA. Eliminate placement of polyethylene below decomposed granite.	07/10/13	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	13-0-0-3
13-18*	Revisions to Detail 250-1 Driveway Entrances with Detached Sidewalk.	07/10/13	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	13-0-0-3
13-19*	Revisions to Section 345 - Adjusting Frames, Covers, Valve Boxes, and Water Meter Boxes.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	14-0-0-2
13-20	Make Section 610 Hydrostatic Test Methods consistent with AWWA C600-10.	08/07/13	-	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y	Y	-	-	11-0-2-3

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

\*: Indicates changes made to proposal prior to vote.

## MAG Specification & Detail Committee VOTING SUMMARY for 2013

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Scottsdale	Surprise	Tempe	Valley Metro	Youngtown	Voting Summary Y-N-A-NP
13-21	Create a new Section 742 Pre Cast Manhole Bases. Add detail drawings for construction and installation.	CARRY FORWARD																	<b>0-0-0-0</b>
13-22	Update Sections 625 and 775 to remove references to steps and the use of bricks in manholes.	CARRY FORWARD																	<b>0-0-0-0</b>
13-23*	Update and Revise Section 309 – Lime Stabilization or Modification of Subgrade.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	<b>14-0-0-2</b>
13-24	Update Detail 270 Frame and Cover to make the depth of the cover 4", remove the chain attachment, and make drafting corrections.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	<b>14-0-0-2</b>
13-25	Revise Section 729 Expansion Joint Filler.	09/04/13	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-	Y	<b>14-0-0-2</b>

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

\*: Indicates changes made to proposal prior to vote.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Arizona Building Officials Code Review and Development Committee Amendments for the 2012 International Code Council Codes

**SUMMARY:**

At the October 16, 2013 MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes. The AZBO amendment package is meant to replace the 2009 package previously adopted by most MAG jurisdictions.

The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the interest of life safety, the MAG BCC passed a motion to recommend that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Adoption of these amendments will promote uniformity throughout MAG jurisdictions and protect public health, safety and welfare, as well as public and private property.

**CONS:** Some jurisdictions may choose not to adopt the AZBO Code Review and Development Committee Amendments to the 2012 ICC Codes and stay with their current code amendments.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Amendments to the 2012 family of codes need to be considered by each MAG member agency.

**POLICY:** Each member agency needs to evaluate the new set of amendments for applicability to their jurisdiction.

**ACTION NEEDED:**

Recommend that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes.

**PRIOR COMMITTEE ACTIONS:**

The MAG Building Codes Committee recommended that MAG member agencies consider adopting the Arizona Building Officials (AZBO) Code Review and Development Committee Amendments for the 2012 International Code Council (ICC) Codes, by a unanimous vote.

MEMBERS ATTENDING

- \* Mary Dickson, El Mirage, Chairperson
- Larry Taylor, Gilbert, Vice Chair
- Randal Westacott, Avondale
- Phil Marcotte, Buckeye
- \* Mike Tibbett, Carefree
- \* Mike Baxley, Cave Creek
- # Martin Perez, Chandler
- \* Jason Field, Fountain Hills
- Tom Paradise, Glendale
- Ed Kulik, Goodyear
- \* Chuck Ransom, Litchfield Park
- \* Tom Ewers, Maricopa County
- John Sheffer for Steven Hether, Mesa
- \* Bob Lee, Paradise Valley
- # Dennis Chase, Peoria
- \* Julie Belyeu, Phoenix
- \* Michael Williams, Queen Creek
- Dustin Schroff for Michael Clack, Scottsdale
- # Roger Vermillion, Tempe
- Dale Crandell, Tolleson
- Kevin Bruce, Wickenburg
- \* Gregory Arrington, Youngtown

\* Those members neither present nor represented by proxy.

# Those members participating via audioconference

**CONTACT PERSON:**

Scott Wilken, (602) 254-6300

# **Revisions to the amendments**

The following is an itemized list:

Changed all references from 09 to 12

[IBC 01-04](#) IBC Table 1607.1, live loads

[IBC 02-04](#) IBC 3109, pool enclosures

[IBC 04-12](#) revision and addition to IBC sections [202](#), [308.3](#), [308.3.2](#), 308.4, 308.4.1, [310.2](#), [310.5.1](#), 310.6, [310.6.1](#) (new), [310.6.2](#) (new), [425](#) (new), [1008.1.2](#) ex 4, dealing with R-4 occupancies

[IRC 09-01](#) IRC 102.5 Appendices

[IRC 01-04](#) IRC Table 301.5, modifying live loads

[IRC-08-12](#) revision to: IRC N1101.7.1, testing and inspections protocol

[IRC-03-12](#) revision to: IRC N1103.9.3, pool motors

[IRC-02-12](#) revision to: IRC 1503.1, transition fittings

[IRC 41-02](#) revision to: IRC G2415.12, G2415.12.1 burial depth PE pipe

[IRC-05-12](#) revision to: Appendix E, ARS requirements

[IRC-06-12](#) revision to: Appendix I AI101.1, ARS requirements

[IPC 01-12](#) revision to: IPC 405.1, side clearance water closet

[IFGC-41-02](#) revision to: IFGC 404.12, 404.12.1 burial depth for PE pipe

[IMC-02-12](#) revision to: Section 505.1, transition fittings

[IMC-07-12](#) revision to: Section 1004.1, boilers

[IECC-08-12](#) revision to: IECC R102.1.2, testing and inspections protocol

[IECC-03-12](#) revision to: Section R403.9.3, pool motors

## **AZBO Code Review and Development Committee**

### **AZBO 2012 ICC Codes Amendments recommended for the 2012 ICC Codes**

This report is a compilation of the AZBO amendments to the 2012 ICC codes that the Code Review and Development Committee have recommended to be included with the 2012 ICC codes to assist those jurisdictions in the adoption of the 2012 ICC codes. In addition, previous amendments that were not successful in the ICC code change process have been deleted. The items noted as "AZ only"

have been determined by the committee to be items unique to Arizona in accordance with the guidelines approved by the AZBO Board of Directors.

The items are identified by the initials of the affected code, the original number assigned by the committee and the year the item was originally approved by the committee.

**2012 INTERNATIONAL BUILDING CODE**

**IBC-01-04 (AZ Only)**

**Revision to: Table 1607.1**

**Revise as follows:**

OCCUPANCY OR USE	UNIFORM (psf)	CONCENTRATED (lbs.)
25. Residential One- and two-family dwellings		-
Uninhabitable attics with storage <sup>i,j,k</sup>	<del>20</del> <u>40</u>	
Habitable attics and sleeping areas <sup>k</sup> (no other changes in item 25)	<del>30</del> <u>40</u>	

**Reason:** Industry standards in Arizona indicate designers based their calculations on the 40 psf for all second floor areas. Although this does exceed the minimum requirements set forth by the code, the committee members representing the building industry indicated the homebuilders and designers preferred to continue with the 40 psf in bed room areas. The increased design would lessen deflection in floor systems, provide a uniform design for headers and lessen complaints from buyers.

**IBC-02-04 (AZ Only)**

**Revision to: 3109**

**Revise as follows:**

Section 3109 is hereby REPEALED

**Reason:** The requirements of this section do not comply with Arizona state law governing swimming pool enclosure requirements.

[Return to top of document](#)

**IBC-04-12 (AZ only)**

**Revision to: Sections 202, 308.3, 308.3.2, 308.4, 308.4.1, 310.5.1, 310.6, 310.6.1 (new), 310.6.2 (new), 425 (new), 1008.1.2 ex 4**

**Revise as follows:**

**SECTION 202**

**DEFINITIONS**

**PERSONAL CARE SERVICE** ~~The care of persons who do not require medical care. Personal care involves responsibility for the safety of persons while inside the building.~~ Assistance with activities of daily living that can be performed by persons without professional skills or professional training and includes the coordination or provision of intermittent nursing services and administration of medications or treatments.

**SUPERVISORY CARE SERVICE** General supervision, including daily awareness of resident functioning and continuing needs.

**DIRECTED CARE SERVICE** Care of residents, including personal care services, who are incapable of recognizing danger, summoning assistance, expressing need, or making basic care decisions.

**ASSISTED LIVING FACILITY** A residential care institution, including adult foster care, that provides or contracts to provide supervisory care services, personal care services or directed care services on a continuing basis.

**ASSISTED LIVING CENTER** An assisted living facility that provides resident rooms or residential units to eleven or more residents.

**ASSISTED LIVING HOME** An assisted living facility that provides resident rooms to ten or fewer residents.

## **INSTITUTIONAL GROUP I**

**308.3 Institutional Group I-1.** This occupancy shall include buildings, structures or portions thereof for more than 16 persons who reside on a 24 hour basis in a supervised environment, ~~and receive custodial care, and~~ The persons receiving care are capable of self-preservation, except as provided for assisted living centers. This group shall include, but not be limited to, the following:

Alcohol and drug centers

~~Assisted living facilities~~ centers

Congregate care facilities

Convalescent facilities

*Group homes*

Halfway houses

Residential board and *custodial care* facilities

Social rehabilitation facilities

**308.3.2 Six to sixteen persons receiving care.** A facility such as above, housing not fewer than six and not more than 16 persons receiving such care, shall be classified as Group R-4, except as provided for assisted living homes.

**308.4 Institutional Group I-2.** This occupancy shall include buildings and structures used for *medical care* on a 24-hour basis for more than five persons who are *incapable of self-preservation*. This group shall include, but not be limited to, the following:

*Foster care facilities*

*Detoxification facilities*

*Hospitals*

*Nursing homes Assisted Living Centers* (Ed. Note: In AZ, this term is used within the licensing program as a general descriptor. However, since the licensing scheme includes both small (max 10), and larger (>10) facilities, including under I-2 is misleading, I suggest we replace with ALC. Retaining the nursing home definition in Ch 2 does no harm.)

*Psychiatric hospitals*

**308.4.1 Five or fewer persons receiving care.** A facility such as the above with five or fewer persons receiving such care shall be classified as Group R-3 or shall comply with the *International Residential Code* provided an *automatic sprinkler system* is installed in accordance with Section 903.3.1.3 or with Section P2904 of the *International Residential Code*.

## SECTION 310

**310.2 Definitions** The following terms are defined in Chapter 2:

ASSISTED LIVING FACILITY

ASSISTED LIVING CENTER

ASSISTED LIVING HOME

BOARDING HOUSE

CONGREGATE LIVING FACILITIES.

DIRECTED CARE SERVICES

DORMITORY

GROUP HOME

PERSONAL CARE SERVICE

SUPERVISORY CARE SERVICES

TRANSIENT

**310.5.1 Care facilities within a dwelling.** Licensed care facilities for five 10 or fewer persons receiving care that are within a single-family dwelling are permitted, to comply with the International Residential Code provided an automatic sprinkler system is installed in accordance with Section 903.1.3 or Section P2904 of the International Residential code provided that the requirements of Section 425 of this code are met.

**310.6 Residential Group R-4.** This occupancy shall include buildings, structures or portions thereof for more than five but not more than 16 persons, excluding staff, who reside on a 24-hour basis in a supervised residential environment and receive *custodial care*, **but does not include assisted living centers.** The persons receiving care are capable of self-preservation, except as provided for assisted living homes. This group shall include, but not be limited to, the following:

Alcohol and drug centers

*Assisted living facilities-homes*

Congregate care facilities

Convalescent facilities

*Group homes*

Halfway houses

Residential board and *custodial care* facilities

Social rehabilitation facilities

Group R-4 occupancies shall meet the requirements for construction as defined for Group R-3, except as otherwise provided for in this code and Section 425.

**310.6.1. Condition 1.** This occupancy condition shall include facilities licensed to provide supervisory care services, in which occupants are capable of self-preservation by responding to an emergency situation without physical assistance from staff. Condition 1 facilities housing more than 10 persons shall be classified as Group I-2-I-1.

**310.6.2 Condition 2.** This occupancy condition shall include facilities licensed to provide personal or directed care services , in which occupants are incapable of self-preservation by responding to an emergency situation without physical assistance from staff. Condition 2 facilities housing more than 10 persons shall be classified as Group I-2.

## **SECTION 425 ASSISTED LIVING HOMES**

**425.1 Applicability.** The provisions of this section shall apply to a building or part thereof housing not more than 10 persons, excluding staff, on a 24-hour basis, who because of age, mental disability or other reasons, live in a supervised residential environment, which provides licensed care services. Except as specifically required by this division, R-4 occupancies shall meet all the applicable provisions of Group R-3.

**425.2 General.** Building or portions of buildings classified as R-4 may be constructed of any materials allowed by this code, shall not exceed two stories in height nor be located above the second story in any building and shall not exceed two thousand square feet above the first story, except as provided in Section 506.

**425.3 Special Provisions.** R-4 occupancies having more than 2000 square feet above the first story shall be of not less than one-hour fire-resistive construction throughout.

**425.3.1 Mixed Uses.** R-4 occupancies shall be separated from other occupancies as provided in Table 508.4.

**425.4 Access and Means of Egress Facilities**

**425.4.1 Accessibility.** R-4 occupancies shall be provided with at least one accessible route as provided in Section 1104.1.

**425.4.2 Exits**

425.4.2.1 Number of Exits. Every story, basement, or portion thereof shall have not less than two exits.

Exception: Basements and stories above the first floor containing no sleeping rooms used by residents may have only one means of egress as provided in Chapter 10.

425.4.2.2 Distance to Exits. The maximum travel distance shall comply with Section 1016, except that the maximum travel distance from the center point of any sleeping room to an exit shall not exceed 75 feet.

425.4.2.3 Emergency Exit Illumination. In event of a power failure, exit illumination shall be automatically provided from an emergency system powered by storage batteries or an onsite generator set installed in accordance with the International Electric Code.

425.4.2.4 Emergency Escape and Rescue. R-4 occupancies shall comply with the requirements of Section 1029, except that Exception #1 to 1029 does not apply to R-4 occupancies.

425.4.2.5 Delayed Egress Locks. In R-4 Condition 2 occupancies, delayed egress locks shall be permitted in accordance with 1008.1.9.7, Items 1, 2, 4, 5, and 6.

#### 425.5 Smoke Alarms and Sprinkler Systems.

425.5.1 Smoke Alarms. R-4 occupancies shall be provided with smoke alarms installed in accordance with 907.2.11.2, and such alarms shall be installed in all habitable rooms.

425.5.2 Sprinkler Systems. R-4 occupancies shall be provided with a sprinkler system installed in accordance with 903.3.1.3. Sprinkler systems installed under this section shall be installed throughout, including attached garages, and in Condition 2 facilities, shall include concealed spaces of or containing combustibles. Such systems may not contain unsupervised valves between the domestic water riser control valve and the sprinklers. In Condition 2 occupancies, such systems shall contain water flow switches electrically supervised by an approved supervising station, and shall sound an audible signal at a constantly attended location.

1008.1.2, Door Swing, delete the text of exception #4, and replace with the following:

4. Doors within or serving a single dwelling unit in Groups R-2 and R-3, as applicable in 101.2, and R-4.

**Reason:** The purpose of this amendment is to bring the provisions of the code into agreement with the licensing rules of the Arizona Department of Health Services. DHS license categories have a threshold of 10 residents to move from a residential home setting to an institutional setting. DHS rules (R9-10-701) state, "Assisted living home" or "home" means an assisted living facility that provides resident rooms to (10) or fewer residents, as distinct from an "assisted living center", which provides services to more than (10) persons. In addition, the license classifications to provide "personal care services" and "directed care services" to residents allow for residents to be bed-bound. The use of "Condition" distinctions is reflective of similar distinctions in I-occupancies.

Each state has unique agency programs for assisted living occupancies, which establish license categories based on numbers of residents and the familiar ambulatory/non-ambulatory distinction. Uniformity could be accomplished by either trusting health service agencies nationally to agree to uniform thresholds and other licensing characteristics, or by amending building codes to allow each state to adapt to that state's unique rules. If numerical thresholds are provided on a "fill in the blanks" basis, condition categories can be added or deleted, and definitions can be customized to match licensure definitions, the hazards associated with these facilities can be addressed comprehensively on a state-by-state basis.

The most hazardous scenario is a facility in an ordinary, un-rated residential structure, occupied by (10) bed-bound residents, supervised by a single caregiver. Provisions for exiting, smoke detectors, emergency

illumination, sprinklers, et al, can substantially increase the chances of survival in a fire or other emergency for these residents.

[Return to top of document](#)

**2012 INTERNATIONAL RESIDENTIAL CODE**

**IRC-01-04 (AZ only)**

**Revision to: TABLE R 301.5**

**Revise as follows:**

USE	LIVE LOAD
Attics with storage <sup>b,g</sup>	<del>20</del> <u>40</u>
Sleeping rooms	<del>30</del> <u>40</u>

(No other changes to Table)

**Reason:** Industry standards in Arizona indicate designers based their calculations on the 40 psf for all second floor areas. Although this does exceed the minimum requirements set forth by the code, the committee members representing the building industry indicated the homebuilders and designers preferred to continue with the 40 psf in bed room areas. The increased design would lessen deflection in floor systems, provide a uniform design for headers and lessen complaints from buyers.

**IRC-09-01 (AZ only)**

**Revision to: IRC 102.5**

**Revise as follows:**

**102.5 Appendices.** Provisions in the appendices shall not apply unless specifically adopted. The following appendices are adopted:

Appendix A SIZING AND CAPACITIES OF GAS PIPING

Appendix B SIZING OF VENTING SYSTEMS SERVING APPLIANCES EQUIPPED WITH DRAFT HOODS, CATEGORY I APPLIANCES, AND APPLIANCES LISTED FOR USE AND TYPE B VENTS

Appendix C EXIT TERMINALS OF MECHANICAL DRAFT AND DIRECT-VENT VENTING SYSTEMS

Appendix D RECOMMENDED PROCEDURE FOR SAFETY INSPECTION OF AN EXISTING APPLIANCE INSTALLATION

Appendix E MANUFACTURED HOUSING USED AS DWELLINGS

Appendix H PATIO COVERS

Appendix I PRIVATE SEWAGE DISPOSAL

Appendix J EXISTING BUILDINGS AND STRUCTURES

Appendix K SOUND TRANSMISSION

**Reason:** Comply with State and Federal laws.

**IRC-08-12**

**Revision to: Section N1102.1**

**Revise as follows:**

**RESNET Testing & Inspection Protocol.** The Residential Energy Services Network (RESNET) Mortgage Industry National Home Energy Rating System Standards Protocol for third party testing and inspections, shall be deemed to meet the requirements of sections N1102.4.1.1, N1102.4.1.2 and N1103.2.2, and shall meet the following conditions:

1. Third Party Testing and Inspections shall be completed by RESNET certified Raters or Rating Field Inspectors and shall be subject to RESNET Quality Assurance Field Review procedures.
2. Sampling in accordance with Chapter 6 of the RESNET Standards shall be performed by Raters or Rating Field Inspectors working under a RESNET Accredited Sampling Provider.
3. Third Party Testing is required for the following items:
  - a. 402.4.1.1 –Building Envelope – Thermal and Air Barrier Checklist
  - b. R402.4.1.2 –Testing – Air Leakage Rate
  - c. R403.2.2 – Sealing – Duct Tightness
4. The other requirements identified as “mandatory” in Chapter 4 shall be met.
5. Alternate testing and inspection programs and protocols shall be allowed when approved by the Code Official.

**Reason:** Maricopa Association of Governments Building Code Committee has reviewed the Third Party Testing and Inspection procedures of the Residential Energy Services Network (RESNET) with the intent to promote and present uniform guidelines for the acceptance of the RESNET Mortgage Industry National Home Energy Rating System Standards (Standards) as an “Above Code Program” for the jurisdictions within Maricopa County.

The inspection and testing required under the 2012 International Residential Code (IRC) and the 2012 International Energy Conservation Code (IECC) is currently being performed under the RESNET Standards for home builders participating in the Environmental Protection Agency’s ENERGY STAR for Homes Program.

The RESNET Standards (Chapters 3, 6, and 8) are in the process of being certified as ANSI Standards; and The utilization of the RESNET Standards would assure home builders of the ability to continue a testing and inspection process that has been proven to be successful in saving energy while protecting the health, safety and welfare of the public in the building code sections covered by the program.

The committee has researched and discussed this issue and determined that the intent of the code is being met by the acceptance of the testing and inspection protocols of the RESNET Standards.

The committee will hear the final form and draft requested of the Ad Hoc committee (as proposed above) at their meeting scheduled for January 16, 2013, and will be voting on this item (after full committee review) as a new MAG standard.

## **IRC-03-12**

### **Revision to: Section N1103.9.3**

#### **Revise as follows:**

~~N1103.9.3. Heated pools and in-ground permanently installed spas shall be provided with a vapor-resistant cover.~~

~~Exception: Pools deriving over 70% of the energy for heating from site recovered energy, such as a heat pump or solar energy source computed over an operating season.~~

(New) N1103.9.3 Motors-Motors with a total horsepower of one or more for pools and in-ground permanently installed spas shall have the capability of operating at two or more speeds with a low speed having a rotation rate that is no more than one-half of the motor's maximum rotation rate and shall be operated with a pump control with the capability of operating the pump at two or more speeds. Residential pool pump motor controls that are sold for use with a two or more speed motor shall have a default circulation speed setting no more than one-half of the motor's maximum rotation rate. Any high speed override capability shall be for a temporary period not to exceed one twenty-four hour cycle without resetting to the default setting.

**Reason:** Swimming pools are the second largest electrical load for most single-family residential buildings with pools, and multi-speed pumps can perform satisfactorily using 1/3 less energy than traditional single-speed pumps. These savings will be achieved continuously and require no effort by the homeowner. Pool covers can be shown to conserve water and energy, but may not be used consistently by homeowners, and are problematic for many pool designs.

[Return to top of document](#)

## IRC-02-12

**Revision to: Section 1503.1**

**Revise as follows:**

1503.1 **General.** Range hoods shall discharge to the outdoors through a single wall duct. The duct serving the hood shall have a smooth interior surface, shall be airtight, shall be equipped with a backdraft damper, and shall be independent of all other exhaust systems. Changes in size or direction shall be accomplished with an approved transition fitting. Ducts serving range hoods shall not terminate in an attic or crawl space or in areas inside the building.

**Reason:** The taped connections allowed by the code fail quickly in the event of a grease fire occurring when the exhaust is operating, and taped connections are recognized as non-durable. Without mechanical connections to keep the exhaust system intact, flame can be fan-forced into unprotected attics in the event of a fire. Under normal (non-emergency) circumstances, taped connections will fail, and allow exhaust directly into attics. This change clarifies the Code's intent, that these connections be made permanently, reliably intact.

## IRC-41-02 (AZ only)

**Revision to: Section G2415.12**

**Revise as follows:**

**G2415.12 (IFGC404.12) Minimum burial depth.** Underground piping systems shall be installed a minimum depth of 12 inches (305 mm) below grade ~~except as provided for in section G2415.12.1 for metal piping and 18 inches (457mm) for plastic piping.~~

~~**G2415.12.1 (IFGC 404.12.1) Individual outside appliances.** Individual lines to outside lights, grills or other appliances shall be installed a minimum of 8 inches (203 mm) below finished grade, provided that such installation is approved and is installed in locations not susceptible to physical damage.~~

**Reason:** The distinction between metal piping and plastic piping in regards to burial depth is because the plastic piping is more susceptible to damage and needs the increased depth for protection.

The elimination of the section addressing individual outside appliances is because the risks are the same whether the line serves multiple appliances or a single appliance. With similar risks, similar depths should be required.

[Return to top of document](#)

## IRC-05-12

**Revision to: Appendix E**

DELETE this portion in its entirety and REPLACE as follows:

See State office of Manufactured Housing Regulations.

**Reason:** Changes to coordinate with ARS

**IRC-06-12**

**Revision to: Appendix I A1101.1**

DELETE this portion in its entirety and REPLACE as follows:

See State Department of Environmental Quality Regulations.

**Reason:** Changes to coordinate with ARS

**2012 INTERNATIONAL PLUMBING CODE**

**IPC-01-12**

**Revision to: Section 405.3.1**

**Revise as follows:**

Exception. Side Clearances for accessible or ambulatory water closets shall comply with ICC/ANSI A117.1.

**Reason:** Side clearances for water closets range from 10” to 18” in ANSI A117.1 and in the 2010 ADA Standards. The IPC needs to acknowledge these requirements.

**2012 INTERNATIONAL FUEL GAS CODE**

**IFGC-41-02**

**Revision to: Section 404.12 and 404.12.1**

**Revise as follows:**

**404.12 Minimum burial depth.** Underground piping systems shall be installed a minimum depth of 12 inches (305 mm) below grade, ~~except as provided for in Section 404.12.1 for metal piping and 18 inches (457mm) for plastic piping.~~

~~**404.12.1 Individual outside appliances.** Individual lines to outside lights, grills or other *appliances* shall be installed a minimum of 8 inches (203 mm) below finished grade, provided that such installation is *approved* and is installed in locations not susceptible to physical damage.~~

**Reason:** The distinction between metal piping and plastic piping in regards to burial depth is because the plastic piping is more susceptible to damage and needs the increased depth for protection.

The elimination of the section addressing individual outside appliances is because the risks are the same whether the line serves multiple appliances or a single appliance. With similar risks, similar depths should be required.

**2012 INTERNATIONAL MECHANICAL CODE**

**IMC-02-12**

**Revision to: Section 505.1**

**Revise as follows:**

**505.1 Domestic Systems.** Where domestic range hoods and domestic appliances equipped with downdraft exhaust are located within dwelling units, such hoods and appliances shall discharge to the outdoors through sheet metal ducts constructed of galvanized steel, stainless steel, aluminum, or copper. Such ducts shall have smooth inner walls, shall be air tight, shall be equipped with a backdraft damper, and shall be independent of all other exhaust systems. Changes in size or direction shall be accomplished with an approved transition fitting.

**Reason:** The taped connections allowed by the code fail quickly in the event of a grease fire occurring when the exhaust is operating, and taped connections are recognized as non-durable. Without mechanical connections to keep the exhaust system intact, flame can be fan-forced into unprotected attics in the event of a fire. Under normal (non-emergency) circumstances, taped connections will fail, and allow exhaust directly into attics. This change clarifies the Code's intent, that these connections be made permanently, reliably intact.

[Return to top of document](#)

#### IMC-07-12

**Revision to: Section 1004.1**

**Revise as follows:**

**1004.1 Standards.** Oil-fired boilers and their control systems shall be listed and labeled in accordance with UL 726. Electric boilers and their control systems shall be listed and labeled in accordance with UL 834. ~~Solid fuel fired boilers shall be listed and labeled in accordance with UL 2523. Boilers shall be designed and constructed in accordance with the requirements of ASME CSD 1 and as applicable, the ASME Boiler and Pressure Vessel Code, Section I or IV; NFPA 8501; NFPA 8502 or NFPA 8504.~~ Boilers shall be designed and constructed in accordance with the ASME Boiler and Pressure Vessel Code, and Arizona Boiler Rules, Title 20 Chapter 5.

**Reason:** Changes to coordinate with ARS.

### 2012 INTERNATIONAL ENERGY CONSERVATION CODE

#### IECC-08-12

**Revision to: Section R102.1**

**Revise as follows:**

**RESNET Testing & Inspection Protocol.** The Residential Energy Services Network (RESNET) Mortgage Industry National Home Energy Rating System Standards Protocol for third party testing and inspections, shall be deemed to meet the requirements of sections R402.4.1.1, R402.4.1.2 and R403.2.2. and shall meet the following conditions:

1. Third Party Testing and Inspections shall be completed by RESNET certified Raters or Rating Field Inspectors and shall be subject to RESNET Quality Assurance Field Review procedures.
2. Sampling in accordance with Chapter 6 of the RESNET Standards shall be performed by Raters or Rating Field Inspectors working under a RESNET Accredited Sampling Provider.
3. Third Party Testing is required for the following items:
  - d. 402.4.1.1 –Building Envelope – Thermal and Air Barrier Checklist
  - e. R402.4.1.2 –Testing – Air Leakage Rate
  - f. R403.2.2 – Sealing – Duct Tightness
4. The other requirements identified as “mandatory” in Chapter 4 shall be met.
5. Alternate testing and inspection programs and protocols shall be allowed when approved by the Code Official.

#### IECC-03-12

**Revision to: Section R403.9.3**

**Revise as follows:**

~~R403.9.3. Heated pools and in-ground permanently installed spas shall be provided with a vapor-resistant cover.~~

~~Exception: Pools deriving over 70% of the energy for heating from site recovered energy, such as a heat pump or solar energy source computed over an operating season.~~

(New) R403.9.3. Motors with a total horsepower of one or more for pools and in-ground permanently installed spas shall have the capability of operating at two or more speeds with a low speed having a rotation rate that is no more than one-half of the motor's maximum rotation rate and shall be operated with a pump control with the capability of operating the pump at two or more speeds. Residential pool pump motor controls that are sold for use with a two or more speed motor shall have a default circulation speed setting no more than one-half of the motor's maximum rotation rate. Any high speed override capability shall be for a temporary period not to exceed one twenty-four hour cycle without resetting to the default setting.

**Reason:**

Swimming pools are the second largest electrical load for most single-family residential buildings with pools, and multi-speed pumps can perform satisfactorily using 1/3 less energy than traditional single-speed pumps. These savings will be achieved continuously and require no effort by the homeowner. Pool covers can be shown to conserve water and energy, but may not be used consistently by homeowners, and are problematic for many pool designs.

[Return to top of document](#)

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program

**SUMMARY:**

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2015 is required to be submitted to the ADOA by December 15, 2013.

The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax is currently 20 cents per month, which is the lowest monthly 9-1-1 collection in the United States. The State 9-1-1 Office has determined that sufficient revenue will be collected to allow for continued network and equipment maintenance services, but no capital expenditures to replace aging 9-1-1 will be funded until near the end of the fiscal year when budget overages are determined. The State 9-1-1 Office has indicated the 9-1-1 funds will not cover reimbursements for logging recorders, additional 9-1-1 call taking positions, and funding new PSAPs.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: The five-year equipment program assists the MAG 9-1-1 Oversight Team to forecast future equipment needs of the region and will enable MAG to provide estimates regarding future funding needs to ADOA.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: The process for approval of the PSAP funding request and five-year equipment program, which includes recommendations from the MAG 9-1-1 Oversight Team and Management Committee and approval by the Regional Council, demonstrates greater participation by management.

**ACTION NEEDED:**

Recommend approval of the MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program.

**PRIOR COMMITTEE ACTIONS:**

MAG 9-1-1 Oversight Team: On October 2, 2013, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program.

MEMBERS ATTENDING

- Brenda Buren, Tempe Police Department, Chair
- Jay Strebeck, Phoenix Fire Department Vice Chair
- # Chuck Jenkins for Mark Burdick, Glendale Fire Department
- \* Vacant, Maricopa County Sheriff's Office

- Bruce McGregor for Harry Beck, Mesa Fire Department
- \* Rocky Smith, Peoria Police Department
- # Jesse Cooper for Phoenix Police Department
- Burl Haenel for John Cocca, Scottsdale Police Department
- Lawrence Rodriguez, Tolleson Police Department

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

MAG 9-1-1 PSAP Managers Group: On July 11, 2013, the MAG 9-1-1 PSAP Managers Group recommended approval of the MAG FY 2015 PSAP Annual Element/Funding Request and FY 2015-2019 Equipment Program.

MEMBERS ATTENDING

- Toni Rogers, Tolleson, Chair
- Laurie Russo for Cari Zanella, Mesa
- \* Lisa Eminhizer, Apache Junction
- Mirela Borsan, Avondale
- Jim Tortora, Buckeye
- Michelle Potts, Chandler
- \* Stephanie Beebe, Ft. McDowell Yavapai Nation
- \* Janet Laird, Gilbert
- Loretta Hadlock, Glendale
- Chris Nadeau, Goodyear
- Paul Ellis, Maricopa County Sheriff's Office
- Michael Cole for John Bennett, Paradise Valley
- # Patricia Williams, Peoria

- # Dan McNemee for Jesse Cooper, Phoenix Police
- Rachel Harris for Curtis Thomas, Salt River Pima-Maricopa Indian Community
- Karen Sutherland, Scottsdale
- Domela Finnessey, Surprise
- Patrick Cutts, Tempe
- \* Ken Lutkiewicz, Wickenburg
- + Lonny Foster, ASU
- + Barbara Jaeger, ADOA
- #+Patty Simpson, DPS
- \*+ David Demers, Luke AFB
- + Kasey Beal, Mesa Fire & Medical
- + Martha Johnson for Dori Beck, Phoenix Fire
- + Ellen Anderson, Rural Metro/Southwest Ambulance

\* Those members neither present nor represented by proxy.  
 + Ex-Officio member  
 # Attended by Teleconference

**CONTACT PERSON:**

Liz Graeber, Phoenix Fire Department, 602-534-9775, or Nathan Pryor, MAG, 602-254-6300.

## MAG FY 2014 PSAP ANNUAL ELEMENT/FUNDING REQUEST

SYSTEM IDENTIFICATION: Maricopa Region 9-1-1  
 AGENCY SUBMITTING: Phoenix Fire Department  
 ADDRESS: 150 S. 12th St., Phoenix, AZ 85034

CONTACT: Liz Graeber  
 TELEPHONE #: (602) 534-9775  
 DATE: 24-Jun-13

Fiscal Year	2014						2015					
TOTAL	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June

<b>Wireline</b>												
Maintenance:												
\$1,340,100	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675

911 Monthly Service:												
\$3,180,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000	\$265,000

Customer Premise Equipment												
\$5,000,000	\$50,000	\$50,000	\$50,000	\$4,000,000	\$50,000	\$800,000						

Special Projects/Misc maintenance												
\$201,666	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415	\$65,415

<b>Wireless</b>												
Maintenance:												
\$0												

911 Monthly Service:												
\$2,419,992	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666	\$201,666

Addressing/Mapping/GIS												
\$44,000	\$11,000			\$11,000			\$11,000			\$11,000		

Customer Premise Equipment												
\$0												

Special Projects												
\$3,000,000	\$2,000,000											

<b>FY TOTALS</b>												
\$15,185,758	\$2,704,756	\$693,756	\$693,756	\$4,654,756	\$693,756	\$1,443,756	\$654,756	\$643,756	\$643,756	\$654,756	\$643,756	\$643,756

<b>Equipment:</b>												
Upgrade Peripherals							50,000					
DPS	Logging recorder						50,000					
Mesa Fire	2 positions, logging recorder						\$50,000					
Phoenix PD	911 System Upgrade						\$4,000,000					
Scottsdale	Logging recorder						\$50,000					
Tempe	911 System Upgrade						\$800,000					

Equipment figures are only estimates - will have preliminary quotes before submitting to ADOA

\$5,000,000 Total

## MAG FY2015-2019 PSAP Equipment Program

	FY2015	FY2016	FY2017	FY2018	FY2019
Apache Junction PD	*****	*****	*****	*****	*****
ASU PD	*****	*****	*****	*****	*****
Avondale PD	*****	*****	*****	*****	*****
Buckeye PD	*****	*****	*****	*****	*****
Chandler PD	*****	*****	*****	*****	*****
DPS	Logging recorder	No pending projects	No pending projects	No pending projects	No pending projects
Ft. McDowell	*****	*****	*****	*****	*****
Gilbert PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Glendale PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Goodyear PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Luke AFB	No pending projects	PSAP move	No pending projects	No pending projects	No pending projects
MCSO	No pending projects	No pending projects	4 additional positions	No pending projects	No pending projects
Mesa Fire	Logging recorder, 2 additional positions	No pending projects	No pending projects	No pending projects	No pending projects
Mesa PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Paradise Valley PD	*****	*****	*****	*****	*****
Peoria PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Phoenix Fire	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Phoenix PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Rural Metro PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Salt River PD	PSAP move	No pending projects	No pending projects	No pending projects	No pending projects
Scottsdale PD	Logging recorder	No pending projects	No pending projects	No pending projects	No pending projects
Surprise PD	No pending projects	1 additional position	No pending projects	No pending projects	No pending projects
Tempe PD	*****	*****	*****	*****	*****
Tolleson PD	No pending projects	Logging recorder, 1 additional position	No pending projects	No pending projects	No pending projects
Wickenburg PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

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

**DATE:**

October 29, 2013

**SUBJECT:**

Aging Services Planning Consultant Selection

**SUMMARY:**

On November 18, 2013, the MAG Regional Council Executive Committee meeting agenda will include an item to accept funding and amend the FY 2014 MAG Unified Planning and Work Program budget to accept \$40,000 in cash match from Virginia G. Piper Charitable Trust to support aging services planning through the region's participation in the national pilot project, Community AGEnda. Confirmation of the grant award from the Piper Trust is expected on November 11, 2013. The goal of aging services planning is to implement pilot projects such as villages that assist people to live independently in their homes. The grant funding includes up to \$20,000 for a consultant to assist two local villages in Phoenix and Tempe to launch villages in 2014 and to build capacity to launch additional villages in the future.

NCB Capital Impact is the parent organization of the Village to Village Network. The Village to Village Network is the only national association for villages. In addition, NCB Capital Impact offers a range of other community development services. MAG contracted with NCB Capital Impact to analyze community outreach data and develop business plans for the two local villages and an additional pilot project in the Northwest Valley. Given this experience, NCB Capital Impact is uniquely able to provide the detailed technical assistance and support to assist in the launch of the region's first villages. Staff is recommending that NCB Capital Impact be selected as a sole source to provide technical assistance in an amount not to exceed \$20,000.

**PUBLIC INPUT:**

The region's leadership team for aging services planning comprises representatives from local governments, nonprofit agencies, faith-based groups, Arizona State University, state agencies, and Virginia G. Piper Charitable Trust. The team has expressed support for continuing to contract with NCB Capital Impact.

**PROS & CONS:**

**PROS:** Working with a nationally recognized entity with expertise in developing villages and other interventions to assist people to live independently in their homes will provide significant value to the project. Plans to launch the two villages in Phoenix and Tempe were developed with NCB Capital Impact and they know the projects very well. NCB Capital Impact is uniquely situated to provide the kind of expertise needed to make the villages successful.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Recommend approval of the selection of NCB Capital Impact for aging services planning technical assistance for an amount not to exceed \$20,000.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

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



## Applications Now Open for Tallwave National Healthcare IT High Tide Startup Program

*Leading venture development group in Arizona kicks off nationwide search for the most promising healthcare IT startups*

**Scottsdale, AZ -- (Marketwired – September 10, 2013)** – As entrepreneurs from across the country begin vying for spots in Tallwave’s Healthcare IT focused “[High Tide](#)” startup competition, Arizona industry leaders are praising the initiative as a potential economic development tool and a deal vetting and validation resource for the investment community. A self-described “commercializer,” Tallwave is known for its ability to build value for startups and help them grow rapidly, while minimizing risk for entrepreneurs and their investors.

With its first vertical High Tide, Tallwave is searching for the best healthcare IT companies to showcase Arizona’s emergence as a global leader in health and wellness innovation. The program will drive more healthcare IT startup development in the region, and provide funding opportunities and market access to the most promising entrepreneurs from across the country.

Photos and videos of Tallwave’s High Tide startup competition are available at <http://www.tallwavehightide.com/>.

The High Tide program delivers \$500,000 in services and cash to select participants who advance through the six month program with [Sopris Capital](#) acting as an advisor to its fund. These entrepreneurs and their startups proceed through rigorous validation, acceleration and commercialization bootcamps, move-the-needle competitions and local, regional and national investor pitches in “pass/fail” scenarios.

“Entrepreneurs make our economy stronger by creating jobs, and early-stage venture capital is the lifeblood for their growth,” said [Andrew Paul](#), managing member, [Sopris Capital](#). “In addition to capital, entrepreneurs need a favorable environment to launch and develop their dynamic businesses. Tallwave is providing the education and ecosystem necessary to increase the likelihood of success and commercialization of companies in start-up and growth stages.”

Arizona is fast becoming a hub for healthcare innovation with top research institutions like TGen, world-class healthcare brands such as Blue Cross Blue Shield AZ, Cancer Treatment Centers of America and [Mayo Clinic](#), and well-funded startups like [WebPT](#), [GlobalMed](#) and others. Tallwave’s High Tide for Healthcare IT program is set to fuel that innovation with its hands-on approach for identifying, validating

and commercializing the country's up-and-coming healthcare IT entrepreneurs who have the potential to transform the industry.

"The energy around this High Tide is exhilarating," said Donna Kent, senior vice president, Venture Development for Tallwave. "Pre-registration opened early last month and we already have nearly 156 healthcare IT startups from 31 states and one province in Canada. Program sponsors and partners from the previous High Tide are already onboard for this second program, and local healthcare industry leaders and several major national partners are bringing significant support to this effort."

The application process will be open to the public from September 10 – September 30, 2013. Applications can be completed online at [www.tallwavehightide.com](http://www.tallwavehightide.com). There is no fee to enter.

### **About Tallwave:**

Tallwave is a commercializer.

Headquartered in Scottsdale, AZ, with offices in San Francisco and Los Angeles, the company creates and maximizes commercial success and shareholder value for entrepreneurs and investors by validating, scaling and managing early-stage and growth ventures with a hands-on approach.

The combination of Tallwave's proprietary lean Business Blueprint™ system for product and company validation, and go to market strategy; its unique Operator Model™ for resource development and management, and the access to pre-seed through series A capital Tallwave makes available, sets the company apart from incubators, accelerators and venture capital firms whose business models limit the range of resources they provide.

For more information about Tallwave, visit [www.tallwave.com](http://www.tallwave.com).

Media Contact: Linda Capcara, TechTHiNQ, [linda.capcara@techthinq.com](mailto:linda.capcara@techthinq.com), 480-229-7090

# # #

# MOMENTUM: ACCELERATED

VENTURE ACCELERATION + VENTURE MANAGEMENT

Tallwave is a **venture development** firm that helps startups and growth companies **accelerate** their momentum and **mitigate** risk.

Every venture faces similar obstacles and hurdles that lead to delays, expense, and increased risk.

Whether you are starting a new venture, launching a new product or service, or entering a new market, you are faced with clear challenges:

- Limited time and resources
- Constant change
- Increasing market complexity
- Mission-critical business objectives

Tallwave's **lean methodology** and **design thinking** approach prevent the most problematic symptoms you will face, getting you to market faster and with less risk.

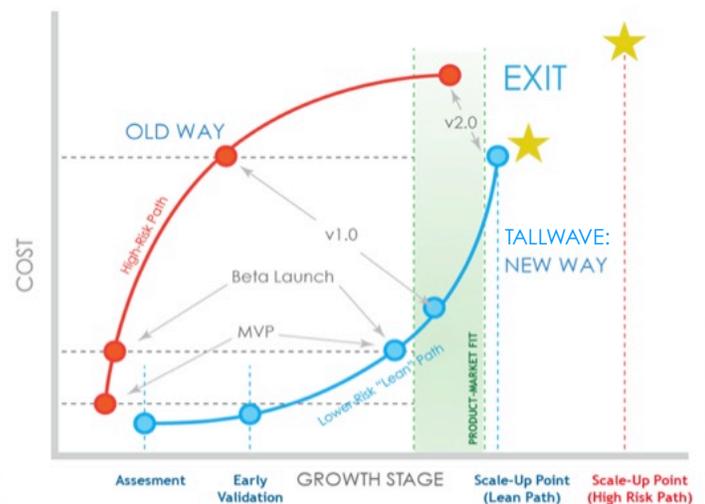
How are we different from our competitors? Our team has over five decades of entrepreneurial experience, successfully driving ideas from concept to market at Google, Yahoo!, Microsoft, and iCrossing. We help you identify problems before you encounter them, then help you plan and implement the solutions.

Others give you a pep talk; we deliver **actionable plans** and **tangible results**.

## Practice Areas

- Emerging Technologies
- Product Management
- Strategic Marketing
- Business Development
- Financial Forecasting & Modeling

## TALLWAVE WAY



# Tallwave

MOMENTUM: ACCELERATED

P: 602.840.0400  
[info@tallwave.com](mailto:info@tallwave.com)

6263 N. Scottsdale Rd. Suite 180  
Scottsdale, AZ 85250

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

October 29, 2013

**SUBJECT:**

2013 Annual Report on the Status of the Implementation of Proposition 400

**SUMMARY:**

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2013 Annual Report is the ninth report in this series, covering progress through the fiscal year ending June 30, 2013, and reviewing the program outlook through June 30, 2026. State law also requires that MAG hold a public hearing on the report after it is issued. A public hearing on the Draft 2013 Annual Report will be conducted on November 25, 2013.

The Draft 2013 Annual Report on the Status of the Implementation of Proposition 400 addresses project 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. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs. A Summary of Findings and Issues from the 2013 Annual Report is enclosed and the full document is available on the MAG website.

**PUBLIC INPUT:**

A public hearing on the Draft 2013 Annual Report will be held on November 25, 2013, at the MAG office.

**PROS & CONS:**

PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The information in the Annual Report represents a "snapshot" of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the report.

POLICY: The annual report process represents a valuable tool to monitor the MAG Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Roger Herzog, MAG, (602) 254-6300

## **DRAFT Summary of Findings and Issues**

### **2013 Annual Report on the Status of the Implementation of Proposition 400**

The *2013 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 2013 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.

- The MAG Metropolitan Planning Area was expanded to include new areas in Pinal County.

On May 9, 2013, the Governor of Arizona approved an expanded metropolitan planning area (MPA) boundary for MAG. The MAG MPA boundary now extends significantly into Pinal County. The new MPA boundary is in accordance with Federal regulations (§450.312 - Metropolitan Planning Area Boundaries), which require that metropolitan planning areas encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast. The new MAG MPA boundary was determined using the 2010 Census and the latest long-range population forecasts for the Maricopa and Pinal County areas.

In addition to Maricopa County, the MPA now also includes the entire Gila River Indian Community, the Town of Florence, the City of Maricopa, all of the City of Apache Junction, and certain unincorporated areas of Pinal County. The new areas in the MAG MPA will not participate in the Life Cycle Programs.

- MAG, ADOT, RPTA, and METRO Rail continued to follow up on the recommendations of the *Performance Audit of the Maricopa County Regional*

Transportation Plan, which was released on December 21, 2011 by the State Auditor General.

On June 21, 2013, the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA), and METRO Rail provided a combined, detailed written assessment of the efforts made to date in implementing the audit recommendations. In this transmittal, each agency reviewed accomplishments and described ongoing efforts to address issues identified in the audit. MAG in collaboration with its RTP partners has continued to implement Proposition 400 projects, assessing and monitoring performance metrics linked to RTP's goals and objectives.

## **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 2013 receipts from the Proposition 400 half-cent sales tax were 5.4 percent higher than receipts in FY 2012.

The receipts from the Proposition 400 half-cent sales tax in FY 2013 totaled approximately \$342 million, corresponding to a 5.4 percent increase over the total of \$324 million FY 2012. This represents the third consecutive year of higher revenues. However, the collections for FY 2013 remain 12.6 percent lower than those in FY 2007.

- Forecasts of Proposition 400 half-cent revenues are 0.7 percent lower for the period FY 2014 through FY 2026, compared to the 2012 Annual Report estimate.

Future half-cent revenues for the period FY 2014 through FY 2026 are currently forecasted to total \$6.1 billion. This amount is \$44 million, or 0.7 percent, lower than the forecast for the same period presented in the 2012 Annual Report. The Proposition 400 half-cent revenue forecasts will be updated again in the fall of 2013.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2014 through FY 2026 are 23.3 percent lower than the 2012 Annual Report estimate.

The forecast for ADOT Funds for FY 2014 through FY 2026 totals \$3.3 billion, which is 23.3 percent lower than the 2012 Annual Report forecast of \$4.2

billion for the same period. This decrease reflects lower levels of Federal aid anticipated to be available for ADOT Discretionary Funds in the future. The new Federal funds forecasts reflect the new Federal transportation legislation (MAP-21) signed into law by President Obama on July 6, 2012.

- Forecasts of total MAG Federal Transportation Funds for FY 2014 through FY 2026 are 13 percent lower than the 2012 Annual Report estimate.

Total Federal funding for the period FY 2014 through FY 2026 is forecasted to total \$2.8 billion. This is about a 13 percent decrease from the \$3.2 billion forecasted for the same period in the 2012 Annual Report. The new Federal funds forecasts reflect the new Federal transportation legislation (MAP-21) signed into law by President Obama on July 6, 2012. These forecasts are only for those sources that are utilized in the Life Cycle Programs. Additional Federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report.

- Although new Federal transportation funding legislation has been approved, the long-term outlook for Federal funding remains uncertain.

On July 6, 2012, President Obama signed legislation known as the 'Moving Ahead for Progress in the 21st Century Act', or 'MAP-21'. This two-year transportation reauthorization bill provides federal funding of transportation programs through September 2014. Total annual funding provided by MAP-21 is generally comparable to that in the previous Federal legislation (SAFETEA-LU). However, since MAP-21 covers only a two-year period, future Federal funding levels will be subject to change within a relatively short time.

## **FREEWAY/HIGHWAY LIFE CYCLE PROGRAM**

The Freeway/Highway Life Cycle Program (FLCP) 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 2013.

### Completed

- US 60 (Loop 101 to 71<sup>st</sup> Ave.): Roadway improvements.
- SR 85 (at B-8/Maricopa Rd.): Reconstruct intersection.

### Advertised for Bids or Under Construction

- I-10/Perryville Rd.: Construct new interchange.
  - SR 24 (Loop 101 to Ellsworth Rd.): Construct interim freeway.
  - US 60 (71<sup>st</sup> Ave. to Van Buren St.): Roadway improvements.
  - Loop 101/Maryland Ave.: Construct HOV ramps.
  - Loop 303/I-10: Construct new system interchange.
  - Loop 303 (Thomas Rd. to Camelback Rd.): Construct new freeway.
  - Loop 303 (Camelback Rd. to Glendale Ave.): Construct new freeway.
  - Loop 303 (Glendale Ave. to Peoria Ave.): Construct new freeway.
  - Loop 303 (Peoria Ave. to Mountain View Blvd.): Construct new freeway.
- Projects were advanced on Loop 202 (Red Mountain Freeway) and Loop 303 (Estrella Freeway).

On June 19, 2013, the MAG Regional Council approved an amendment to the MAG FY 2015–FY 2018 Transportation Improvement Program to advance projects on the Loop 202 and Loop 303. This action was approved to take full advantage of available Federal highway funding. Design-build projects were programmed in FY 2013 for HOV lanes on Loop 202 from Gilbert Road to Broadway Road and general purpose lanes from SR-101L to Gilbert Road. Also, a design-build project to widen Loop 303 to six lanes from Grand Avenue to Happy Valley Road was programmed in FY 2013.

- The Draft Environmental Impact Statement (EIS) for the South Mountain Freeway corridor was completed in April 2013.

The DCR/EIS is currently progressing for the South Mountain Freeway corridor. A Draft EIS was completed in April 2013. The public hearing for the project was held on May 21, 2013 at the Phoenix Convention Center, followed by several community meetings in Ahwatukee, Chandler, and Laveen, and on the Gila River Indian Community. Completion and approval of a final EIS and Design Concept Report, as well as a U.S. Department of Transportation “Record-of-Decision” on the recommended alternative for the corridor, are anticipated sometime during calendar year 2014.

- Environmental Impact Statement study processes being conducted on I-10 and I-17 were cancelled.

During September 2013, the Federal Highway Administration and the Arizona Department of Transportation made the decision to cancel EISs that were being conducted on I-10 and I-17. Changes in funding availability and potential conflicts with flight paths at Sky Harbor Airport called for a different approach to improvements in these corridors. The EISs will be replaced by

the study of a single, continuous corridor extending from the “North Stack” (I-17/SR-101L) to the “Pecos Stack” (I-10/SR 202L).

- Cash flow analysis indicates that there is a deficit of approximately \$444 million for the Regional Freeway/Highway Life Cycle Program through FY 2026.

During FY 2013, cash flow modeling based on new revenue forecasts was conducted. The analysis indicated that program totals show positive ending balances for FY 2014 to FY 2018, but there is a deficit of approximately \$444 million for the Regional Freeway and Highway Program through FY 2026. This is due primarily to reduced forecasts for Federal aid. The deficit represents approximately eight percent of the future estimated costs for the program during for FY 2014 to FY 2026. MAG and ADOT will be working continuously together to review and update estimated costs and revenues to keep costs and revenues in balance.

## **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.

- During FY 2013, a total of \$52 million in ALCP project expenses were reimbursed to the implementing agencies.

During FY 2013, a total of \$52 million in ALCP project expenses were reimbursed to implementing agencies. This included reimbursements to eight individual agencies, as well as funding for projects in the MAG ITS program. Since the beginning of the program, \$374 million has been disbursed and 41 projects have been completed.

- Continuing progress on projects in the Arterial Street Life Cycle Program has been maintained.

During FY 2013, project overview reports were prepared by the lead agencies for 9 projects in the ALCP. Since the inception of the program, 75 project overviews have been submitted to MAG. A total of 12 project agreements were executed in FY 2013. In all, 67 project agreements have been executed to date. Lead agencies deferred approximately \$10.5 million in Federal and

regional reimbursements from FY 2013 to later years due to project implementation and local funding issues.

- Projected Arterial Life Cycle Program (ALCP) reimbursements are slightly above (\$29 million or 2.4 percent) estimated future revenues for the period FY 2014 - FY 2026.

The Regional Area Road Fund (RARF) forecast, released by the Arizona Department of Transportation in the fall of 2012, indicated a decline of half-cent revenues. The projection of Federal funds into the ALCP also decreased under the new Federal surface transportation funding and authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). As a result, projected Arterial Life Cycle Program reimbursements are slightly above (\$29 million or 2.4 percent) estimated future revenues. This difference is considered to be within the variance of revenue projections and specific remedial action is not anticipated at this time.

On June 19, 2013, the MAG Regional Council approved the FY 2014 Arterial Life Cycle Program (ALCP). In the ALCP, the temporary elimination of program bonding and project inflation remained in place. With the elimination of program bonding and project inflation, combined with adjustments to program assumptions, no involuntary funding deferrals were needed.

## **TRANSIT LIFE CYCLE PROGRAM**

The Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA) and implements Proposition 400 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.

- Four bus routes were implemented in FY 2013 and several additional routes will be funded during the next five years.

Routes Implemented During FY 2013:

- Grand Avenue Limited (T13).
- South Central Avenue Express (T26).
- Baseline Road (T45).
- McDowell/McKellips Roads (T61).

Routes Planned for Implementation During FY 2014 through FY 2018:

- Elliot Road (T53); Service start: FY 2014.
- Thomas Road (T68); Service start: FY 2014.
- Waddell/Thunderbird (T71); Service start: FY 2015.
- Scottsdale/Rural BRT (T25); Service start: FY 2015.
- Van Buren Street (T70); Service start: FY 2016.
- Alma School Road (T43); Service start: FY 2018.

- A locally preferred alternative for the Phoenix West Light Rail Transit Extension was accepted by the MAG Regional Council.

On July 25, 2012, the MAG Regional Council accepted the locally preferred alternative for the Phoenix West Light Rail Transit Extension. The alignment for this alternative is along I-10 from 79<sup>th</sup> Avenue to I-17; southbound along the I-17 southbound frontage road; east along Van Buren Street to 18<sup>th</sup> Avenue; southbound along 18<sup>th</sup> Avenue to Jefferson Street and the east to downtown Phoenix along Jefferson Street.

- A major amendment to the RTP was approved for the Light Rail Transit Extension (LRT) from Mesa Drive to Gilbert Road.

On January 30, 2013, the MAG Regional Council approved a major amendment to the MAG Regional Transportation Plan to add a 1.9-mile segment to the LRT system, extending from Mesa Drive to Gilbert Road on Main Street in Mesa. This action was taken after the required agency consultation was conducted. On March 27, 2013, after the completion of air quality conformity analysis, the Regional Council approved \$153 million in funding for the project through the transfer of Federal STP funds from sixteen arterial Life Cycle Program projects.

- Estimated future costs for the Transit Life Cycle Program are in balance with project future funds for the period of FY 2014 through FY 2026.

Estimated future costs for the period of FY 2014 through FY 2026 are in balance with project future funds available with a remainder of approximately \$60 million (2013 \$'s). In FY 2012, TLCP balance was achieved by delaying the implementation of numerous projects and reducing the scope of many other projects, particularly bus routing and frequencies adjustments. Additionally, operating efficiencies were achieved by consolidating contracts. The life cycle process continually requires a balance to be maintained through effective financing and cash flow management, value engineering of projects, and Plan and Program adjustments as necessary.

- Federal discretionary funding for transit continues to be an important issue.

A large part of the funding for the LRT/HCT 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.

The recently approved Federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), makes significant changes to the federal transit funding programs. MAP-21 eliminates many of the discretionary programs in favor of formula based programs. This allows a more predictable stream of federal revenues for planning purposes. RPTA, METRO and MAG will need to monitor the implementation of MAP-21 and evaluate its impact on the RTP.

## **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.

- Freeway vehicle miles of travel (VMT) per capita has remained relatively steady the last several years.

Per Capita Freeway Vehicle-Miles of Travel (VMT) is defined as the average number of freeway miles a vehicle in the Phoenix-Mesa urbanized area travels per day per person. This measure tracks overall vehicle travel trends for the region. For the period 2009-2012, this rate has remained in the range of 8.8 to 8.6 VMT/capita.

- Two new web-based interactive products -- a Performance Measurement Dashboard and a set of Regional Transportation Program (RTP) Project Cards – have been made available.

A set of performance measures within a multi-modal framework a has been refined and enhanced with two new web-based interactive products – a Performance Measurement Dashboard and a set of Regional Transportation Program (RTP) Project Cards. The Dashboard product includes interactive maps linking instrumented freeway and major arterial corridors with charts, tables and graphs depicting multimodal performance results. The Project Cards document descriptions, status, schedules and expenditures of various completed projects. Both are being used to communicate with various audiences regarding regional transportation system performance.



# CENTRAL MESA

## LIGHT RAIL EXTENSION

valleymetro.org/centralmesa

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 3.1-mile Central Mesa project extends light rail east from the current end-of-line through downtown Mesa to Mesa Drive by late 2016. It consists of three stations and a park-and-ride on the northeast corner of Main Street and Mesa Drive. The extension will add approximately 5,000 new riders and attract additional development to downtown Mesa.

### BENEFITS

The Central Mesa extension will serve the growing transit demand in the East Valley. It will connect residents to the downtown Mesa business district, new educational institutions, Mesa Arts Center, Mesa City Hall, special events and activities in adjacent downtown centers in Tempe and Phoenix.



### UPDATE

#### Construction

- Construction work has been prioritized to complete sidewalk ramps, electrical and traffic signal systems in downtown area prior to September 30.
- Final relocation of the water mains has been completed.
- Continuing work on paver installation and hardscaping along corridor.

#### Community Relations

- Community Advisory Board gave 90% rating to contractor for the months of July and August.
- Partnered with Motorcycles on Main and Downtown Mesa Association for a fundraiser dedicated to the families of the Yarnell firemen.
- Continue to respond to stakeholder questions and concerns.

#### Right of Way

- 120 out of 122 parcels have been acquired.

#### Utilities

- Private utility work completed at Hobson, Edgemont and Longmore.
- In the process of acquiring CenturyLink Public Facility Utility Easement.
- Received permits for third party utility work.
- SRP began irrigation work at northeast corner of Main St./Alma School Rd.
- All SRP pipe replacement and paving has been completed.
- Currently working on sewer, gas, waterline and storm drainage.

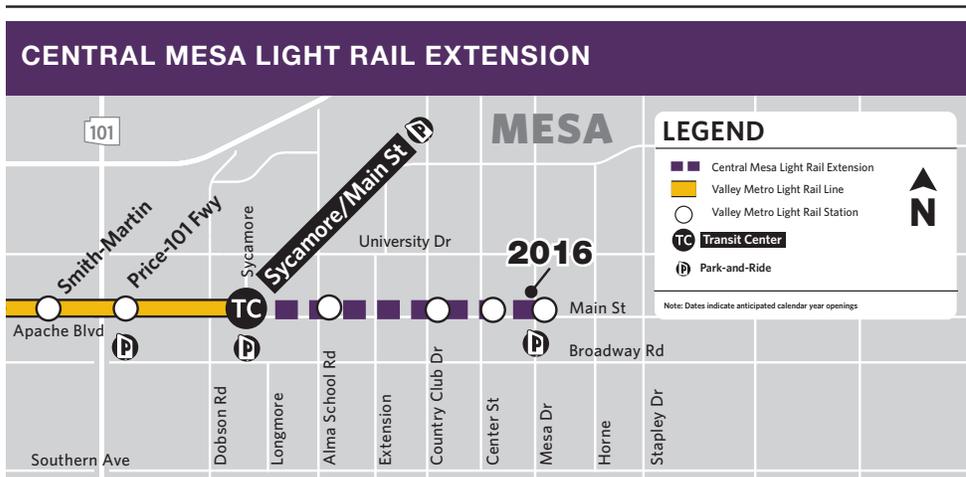
### BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$94,100,000	\$34,714,695	31.3%	\$94,100,000
Utilities	\$16,900,000	\$224,160	3.2%	\$16,900,000
Right of Way	\$16,800,000	\$13,967,877	93.7%	\$16,800,000
Public Art	\$1,200,000	\$149,000	12.7%	\$1,200,000
Design/Management	\$70,000,000	\$19,657,409	30.2%	\$70,000,000
<b>TOTAL</b>	<b>\$199,000,000</b>	<b>\$68,713,140</b>	<b>34.5%</b>	<b>\$199,000,000</b>

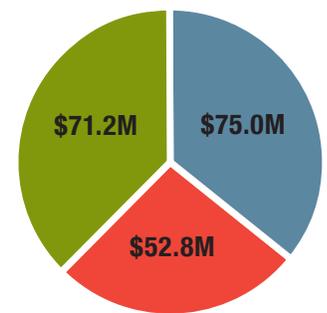
### SCHEDULE

Description	Baseline	Current	% Complete
Construction	08-01-2015	03-04-2015	32.0%
Utilities	04-08-2015	04-08-2015	55.0%
Right of Way	07-15-2013	10-23-2013	95.0%
Public Art	04-30-2015	04-30-2015	12.7%
Design/Management	05-29-2015	05-29-2015	31.0%

### ROUTE MAP



### FUNDING (\$M) – TOTAL \$199M



Federal 5309 Small Starts	38%
Regional Funds - PTF	36%
Federal (other) CMAQ	27%

# CAPITOL / I-10 WEST



valleymetro.org/capitolwest

## LIGHT RAIL EXTENSION

### REPORT CARD

SEPTEMBER 2013

#### PROJECT DESCRIPTION

The 11-mile Capitol/I-10 West project will extend light rail from downtown Phoenix through the State Capitol area to approximately 79th Avenue and the I-10 West freeway by 2023. It will consist of several freeway and neighborhood stations and enhancements to the existing 79th Ave./I-10 park-and-ride facility.

#### BENEFITS

The Capitol/I-10 West extension will provide enhanced transit service to the growing West Valley, giving residents greater access to jobs, school and their community. It will also connect to major employment centers such as the State Capitol and help ease congestion on the I-10 West freeway.



#### UPDATE

- Completed analysis of existing traffic conditions (i.e. lanes and traffic volumes).
- Assessed the buildings along the alignment to determine if they are eligible to be included on the National Register of Historic Places.
- Completed a draft design of the alternative access area at McDowell Road and I-17.
- Identified potential locations of traction power substations along the alignment.
- Prepared a memo identifying the number of parking spaces that are required at each park-and-ride lot.

#### BUDGET

	Programmed*	Expended**
Project Development	\$39,500,000	\$6,624,387
Final Design	\$56,200,000	\$0
Construction	\$1,020,100,000	\$0
<b>TOTAL</b>	<b>\$1,115,800,000</b>	<b>\$6,624,387</b>

\*Does not include financing cost.

\*\*Estimated as of September 30, 2013.

#### ROUTE MAP

### CAPITOL/I-10 WEST LIGHT RAIL EXTENSION

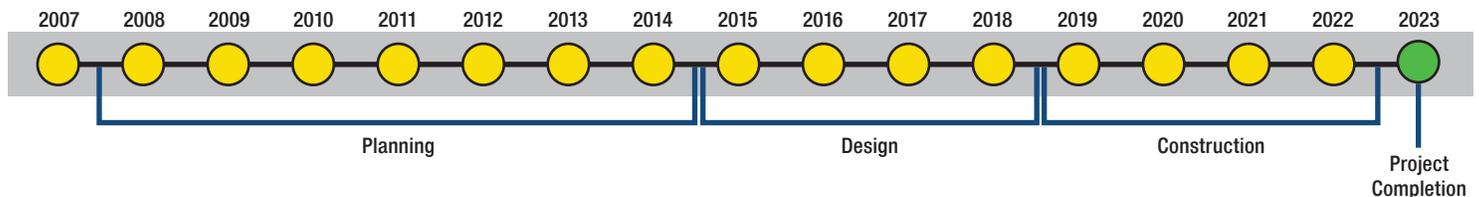
#### LEGEND

- Capitol/I-10 West Light Rail Extension
- Valley Metro Light Rail Line
- Valley Metro Light Rail Station
- TC Transit Center
- P Park-and-Ride

Note: Dates indicate anticipated calendar year openings



#### SCHEDULE



# GILBERT ROAD

## LIGHT RAIL EXTENSION



valleymetro.org/gilbertroad

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 1.9-mile Gilbert Road project will extend light rail beyond the Central Mesa extension on Main Street to Gilbert Road in Mesa by 2018. It consists of two stations and a park-and-ride on the west side of Gilbert Road. At Gilbert Road, there are significant transit connections and the ability to draw more riders from the East Valley.

### BENEFITS

The Gilbert Road extension will serve the growing transit demand in the East Valley. It will attract new riders and increase development opportunities in central Mesa.



### UPDATE

- Public comments and documentation were submitted to FTA with the revised Environmental Assessment report.
- Began preliminary engineering which includes the following activities:
  - > Acquiring detailed records of local utilities
  - > Establishing design criteria and standards
  - > Preliminarily identifying property boundaries along the corridor
  - > Determining stakeholder requirements and expectations
  - > Collecting geographical data with a design survey
  - > Designing the proposed track and associated street improvements

### BUDGET

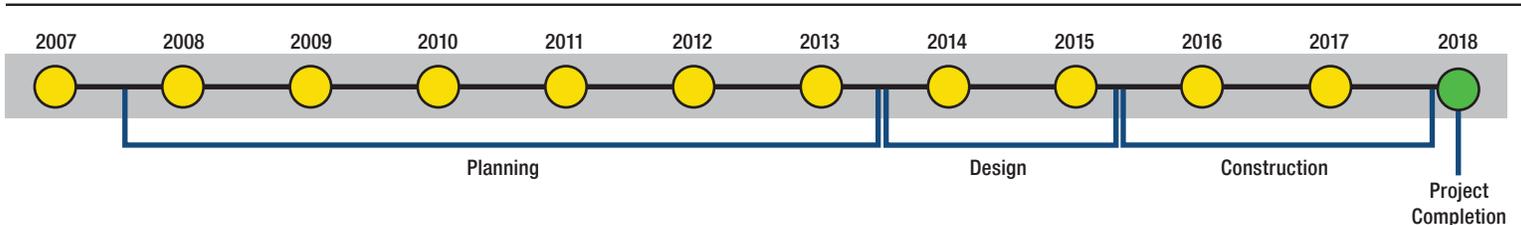
	Programmed*	Expended**
Project Development	\$11,100,000	\$1,177,879
Final Design	\$20,400,000	\$0
Construction	\$112,800,000	\$0
<b>TOTAL</b>	<b>\$144,300,000</b>	<b>\$1,177,879</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### ROUTE MAP



### SCHEDULE



# NORTHEAST

## TRANSIT CORRIDOR STUDY



valleymetro.org/northeast

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 12-mile Northeast corridor will provide enhanced transit service generally along State Route 51 north to the Paradise Valley Mall area by 2034. A study will be completed to understand the precise route and transit mode.

### BENEFITS

The Northeast project will provide enhanced transit service to the growing Northeast Phoenix Valley community and help ease congestion on the SR 51 freeway. It will also connect residential communities with regional employment and entertainment centers.



### UPDATE

- Planning study will begin in fiscal year 2015.

### STUDY MAP

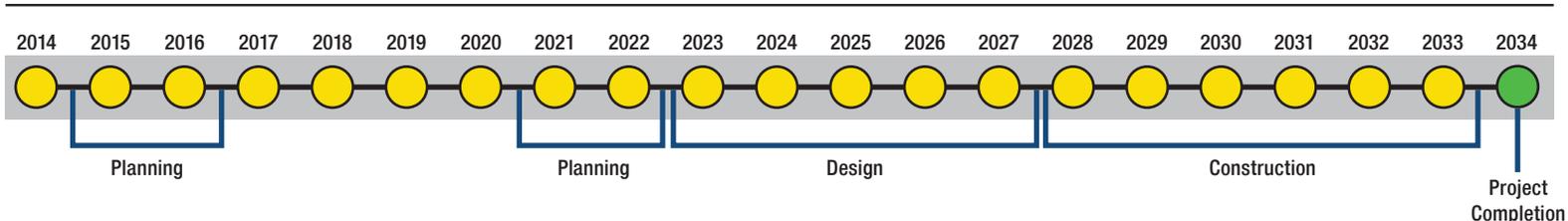


### BUDGET

	Programmed*	Expended**
Project Development	\$36,800,000	\$0
Final Design	\$0	\$0
Construction	\$0	\$0
<b>TOTAL</b>	<b>\$36,800,000</b>	<b>\$0</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### SCHEDULE



# NORTHWEST PHASE I

## LIGHT RAIL EXTENSION TO DUNLAP AVENUE



valleymetro.org/northwest

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 3.2-mile Northwest Phase I project extends light rail north from the current end-of-line to Dunlap Avenue by late 2015/early 2016. It consists of three stations and a park-and-ride on the southwest corner of 19th Avenue and Dunlap. The extension will add approximately 5,000 new riders and attract additional development to north central Phoenix.

### BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help 20,000 employees get to work. It will also bolster community revitalization.



### UPDATE

#### Construction

- Contractor recently completed the water transmission main and is currently working on the water distribution main.
- Contractor is continuing to work on the installation of advanced utilities along the corridor.

#### Community Relations

- Community Advisory Board gave 100% rating to contractor for the months of July and August.
- Continue to respond to stakeholder questions and concerns.
- Ongoing efforts to promote METRO Max program with local community groups.

#### Right of Way

- 168 out of 174 parcels have been acquired.

#### Utilities

- Southwest Gas has completed installation and testing of new gas main between Glendale Ave./Bethany Home Rd.
- Third party utility relocation work is currently underway.

### ROUTE MAP

#### NORTHWEST LIGHT RAIL EXTENSION PHASE 1



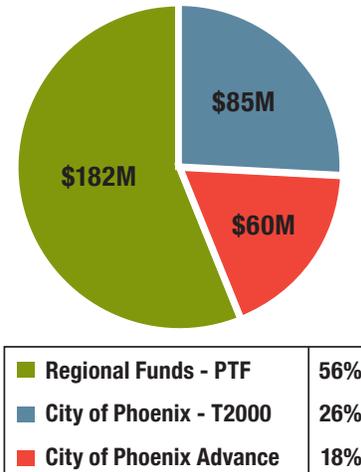
### BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$150,725,627	\$36,492,009	24.2%	\$150,725,627
Utilities	\$31,791,360	\$9,609,074	30.2%	\$31,791,360
Right of Way	\$76,374,576	\$66,854,938	87.5%	\$76,374,576
Public Art	\$951,239	\$243,500	25.6%	\$951,239
Design/Management	\$66,749,098	\$32,364,714	48.5%	\$66,749,098
<b>TOTAL</b>	<b>\$326,591,900</b>	<b>\$145,564,234</b>	<b>44.6%</b>	<b>\$326,591,900</b>

### SCHEDULE

Description	Baseline	Current	% Complete
Construction	07-25-2016	07-25-2016	28.1%
Utilities	06-30-2014	06-30-2014	33.3%
Right of Way	10-30-2013	10-30-2013	90.8%
Public Art	11-30-2015	11-30-2015	25.6%
Design/Management	07-30-2014	07-30-2014	49.7%

### FUNDING (\$M)—TOTAL \$327M



# NORTHWEST PHASE II



valleymetro.org/northwest

LIGHT RAIL EXTENSION TO METROCENTER

REPORT CARD

SEPTEMBER 2013

## PROJECT DESCRIPTION

The 2-mile Northwest Phase II project will extend light rail from 19th Avenue and Dunlap Avenue west towards I-17. It is currently slated for opening in 2026 and consists of two stations and a park-and-ride at 25th Avenue and Mountain View Road.

## BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and provide connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help up to 20,000 employees get to work. It will also bolster community revitalization.



## UPDATE

- Discussed potential light rail alignment alternatives with the city of Phoenix Street Transportation Department.
- Facilitated a project workshop with the city of Phoenix to discuss land use and light rail alignment alternatives.
- Reviewed the locally preferred alternative and a proposed Metrocenter connection which will cross I-17.
- Working with city of Phoenix to outline Valley Metro's community relations responsibilities.
- Conducting outreach to project stakeholders.

## BUDGET

	Programmed*	Expended**
Project Development	\$5,900,000	\$0
Final Design	\$7,100,000	\$0
Construction	\$136,600,000	\$0
<b>TOTAL</b>	<b>\$149,600,000</b>	<b>\$0</b>

\*Does not include financing cost.

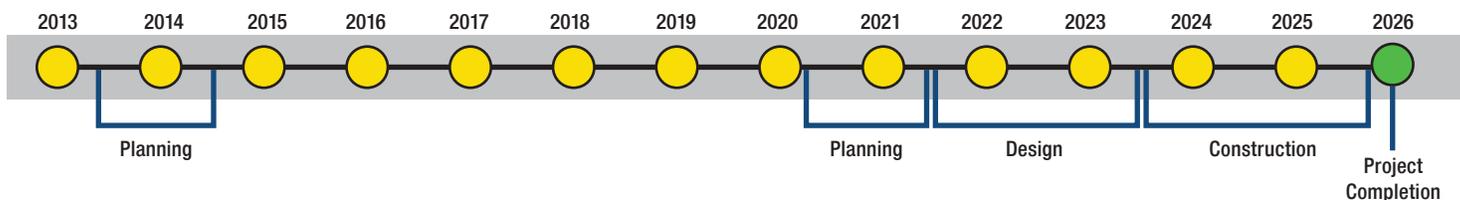
\*\*Estimated as of September 30, 2013.

## ROUTE MAP

### NORTHWEST LIGHT RAIL EXTENSION PHASE II



## SCHEDULE



# SCOTTSDALE/RURAL ROADS



valleymetro.org/scottsdalelink

LINK BUS SERVICE

REPORT CARD

SEPTEMBER 2013

## PROJECT DESCRIPTION

The 14-mile Scottsdale/Rural Roads LINK project will extend limited-stop bus service from downtown Tempe to north Scottsdale by 2016. Precise route and stop locations are being defined. Stops will include enhanced shelters and amenities and be spaced approximately one mile apart.

## BENEFITS

The Scottsdale/Rural Roads LINK will add service to an area with high transit demand. It will serve a densely populated residential and commercial corridor, connecting regional destinations including Arizona State University and retail and employment bases in downtown and north Scottsdale.



## UPDATE

- Studied operating plan scenarios including:
  - > Increasing frequency to 12 minutes all day between University Drive and Camelback Road to match light rail schedules.
  - > Extending trips to Thompson Peak Parkway during peak hours.
- Prepared design drawings for each station site. The drawings are being used to determine potential right-of-way needs, engineering constraints and materials estimates.
- Completed an inventory of traffic signal locations and fiber optic access availability.

## ROUTE MAP

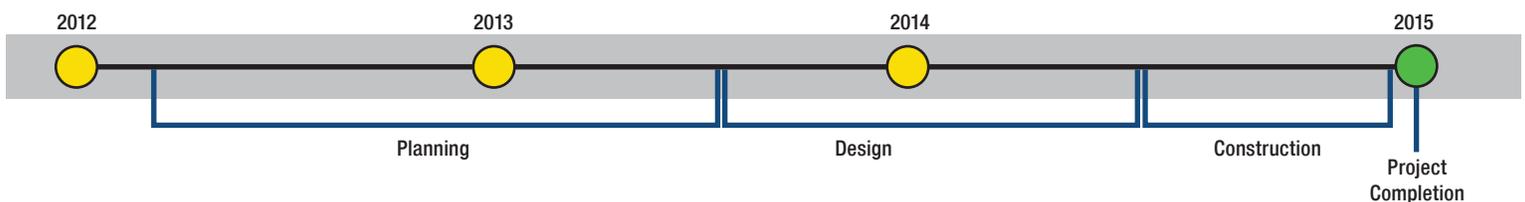


## BUDGET

	Programmed	Expended**
Planning	\$86,976	\$53,876
Capital	\$14,471,700	\$0
Fleet	\$5,175,000	\$0
<b>TOTAL</b>	<b>\$19,733,676</b>	<b>\$53,876</b>

\*\*Estimated as of September 30, 2013.

## SCHEDULE



# SOUTH CENTRAL

## TRANSIT CORRIDOR STUDY



valleymetro.org/southcentral

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The South Central Alternatives Analysis (AA) is a two-year transit corridor study of alternatives that will enhance connectivity for South Central Phoenix residents. The study was initiated in 2011. Modes being considered are light rail, bus rapid transit and modern streetcar. Route options include Central/1st Avenue, 7th Street and 7th Avenue to approximately Baseline Road.

### BENEFITS

The South Central study could result in a transit investment that would provide enhanced service to a community with high transit ridership. It would also support neighborhood revitalization and connectivity between downtown Phoenix and South Mountain.



### UPDATE

- Held community working group meetings and developed a consensus on the roadway configuration, station locations, station area development and park-and-ride facility.
  - The roadway configuration will be four lanes north of the river and two lanes south of the river.
  - Stations will be located at Baseline Rd., Southern Ave., Broadway Rd., Buckeye Rd., Lincoln Dr., Watkins St. and Roeser Rd.
- Began developing the future travel forecast for the no-build option.
- Began preparing the locally preferred alternative report.

### ROUTE MAP

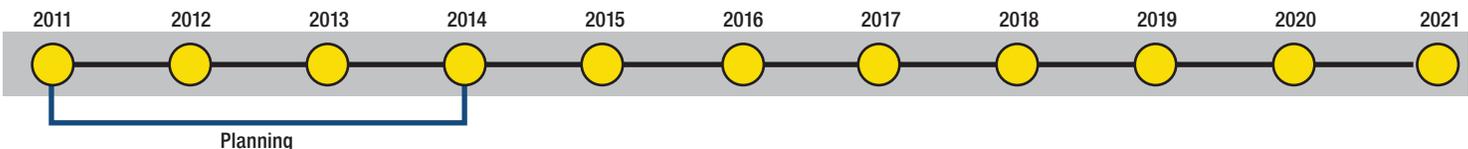


### BUDGET

	Programmed*	Expended**
Project Development	\$1,500,000	\$1,086,041
Final Design	TBD	\$0
Construction	TBD	\$0
<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$1,086,041</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### SCHEDULE



# TEMPE STREETCAR



valleymetro.org/tempestreetcar

## REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 2.6-mile Tempe Streetcar project provides enhanced mobility within central Tempe along the Mill Avenue corridor and on Rio Salado Parkway and/or Apache Boulevard. Route modifications are being reviewed. It will consist of several stop locations and will complement existing bus, light rail and neighborhood circulator service by 2017.

### BENEFITS

Tempe Streetcar will increase transit ridership in central Tempe, connect neighborhoods to downtown activities and provide greater mobility to a growing number of students, employees and visitors. It will also support the revitalization of neighborhoods and attract development.



### UPDATE

- Evaluating route options in terms of cost, ridership, land use and economic development potential.
- Held stakeholder meetings to solicit input from the community on the route options.
- Project is being used to test a national transit forecasting model (STOPS) by FTA. This project was selected by FTA as one of four in the country to test the new model before release.

### BUDGET

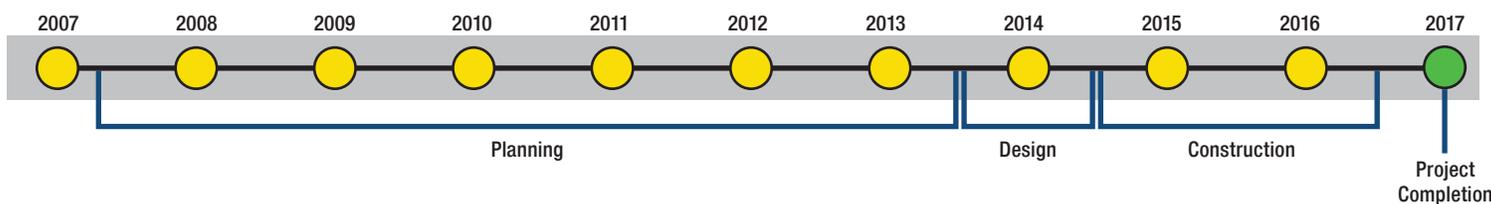
	Programmed*	Expended**
Project Development	\$9,900,000	\$6,724,343
Final Design	\$7,700,000	\$0
Construction	\$116,800,000	\$0
<b>TOTAL</b>	<b>\$134,400,000</b>	<b>\$6,724,343</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### ROUTE MAP



### SCHEDULE



# WEST PHOENIX/CENTRAL GLENDALE



valleymetro.org/glendale

## TRANSIT CORRIDOR STUDY

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The West Phoenix/Central Glendale Alternatives Analysis is a two-year transit corridor study of alternatives that will enhance mobility in northwest Phoenix and Glendale by 2026. The study was initiated in 2012. The study area extends from 19th Avenue to the Loop 101, Northern Avenue to Camelback Road. The corridor would continue towards the city of Glendale from the Northwest extension currently under construction along 19th Avenue in Phoenix.

### BENEFITS

The West Phoenix/Central Glendale study could result in a transit investment that would provide enhanced service to a growing West Valley community. It would also create connectivity with regional destinations such as Grand Canyon University and downtown Glendale.



### UPDATE

- Met with various stakeholder groups to present project information and solicit initial comments.
- Identified and evaluated multiple transit alignments within the study area in coordination with the city of Phoenix, city of Glendale and Maricopa Association of Governments.
- Completed level 1 alternatives evaluation process.
- Public meetings are scheduled for October 28, 2013 in Glendale and October 29, 2013 in Phoenix.

### BUDGET

	Programmed*	Expended**
Project Development	\$16,100,000	\$1,089,615
Final Design	\$20,800,000	\$0
Construction	\$478,800,000	\$0
<b>TOTAL</b>	<b>\$515,700,000</b>	<b>\$1,089,615</b>

### STUDY MAP

#### WEST PHOENIX/CENTRAL GLENDALE TRANSIT CORRIDOR STUDY



\*Does not include financing cost.

\*\*Estimated as of September 30, 2013.

### SCHEDULE

