

April 3, 2012

TO: Members of the MAG Management Committee

FROM: Charlie Meyer, City of Tempe, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting

Wednesday, April 11, 2012 - 12:00 noon

MAG Office, Suite 200 - Saguaro Room

302 North 1st Avenue, Phoenix

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

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

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

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
April 11, 2012**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of March 14, 2012, Meeting Minutes

5A. Review and approval of the March 14, 2012, meeting minutes.

TRANSPORTATION ITEMS***5B. Arterial Life Cycle Program Status Report**

The Arterial Life Cycle Program (ALCP) Status Report provides an update on ALCP projects scheduled for work and/or reimbursement in the current fiscal year, program deadlines, revenues, and finances for the period between October 2011 and March 2012. Please refer to the enclosed material.

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

The Fiscal Year (FY) 2011-2015 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 thirteen times with the last modification approved by the MAG Regional Council on March 28, 2012. Since then, there is a need to modify projects in the programs. Please refer to the enclosed material.

***5D. FY 2012 Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants**

The Federal Transit Administration (FTA) provides Section 5310, Elderly Individuals and Individuals with Disabilities Transportation Program funding, to the Arizona Department of Transportation (ADOT). These capital assistance awards support agencies and public bodies that provide transportation services for older adults and persons with a disability. The councils of governments, including MAG, prepare priority listings of applications for ADOT to be used when determining awards. Approximately \$3.9 million is available statewide for this year's projects. On March 21, 2012, the MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee recommended forwarding the priority listing of applicants for FY 2012 Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program to ADOT. Please refer to the enclosed material.

5B. Information.

5C. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the FY 2012 Arterial Life Cycle Program and to the Regional Transportation Plan 2010 Update, as appropriate.

5D. Recommend forwarding the priority listing of applicants for the FY 2012 FTA Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation.

- *5E. Amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget to Accept \$250,000 of FHWA State Planning and Research Funds From the Pima Association of Governments for the Activity-Based Model Development Project and Amendment of the Corresponding Contract With Parsons Brinckerhoff, Inc.

The FY 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes the Activity-Based Model (ABM) Development Project - Phases 2 and 3. The ABM is a next generation regional travel demand forecasting model that will allow addressing of emerging planning needs. MAG and the Pima Association of Governments (PAG) have established a mutual agreement for Phases 2 and 3 of the ABM. This collaboration will allow MAG to increase dramatically the quality of travel demand forecasts along the I-10 corridor. The corresponding Memorandum of Agreement between MAG and PAG was executed by MAG on June 21, 2011. MAG and PAG resolved to collaborate on the development and implementation of the ABM and ensure that the work is completed in accordance with and subject to all provisions of the MAG contract with PB Americas, Inc. (currently Parsons Brinckerhoff, Inc.) and subsequent amendments. In accordance with the agreement, PAG has transferred \$250,000 of its Federal Highway Administration (FHWA) State Planning and Research (SPR) funds to MAG and proceeded with collaborative work on the project. An amendment to the contract was prepared in order to reflect additional scope and budget designated for the PAG portion of the model development and related improvements to the model. Please refer to the enclosed material.

- 5E. Recommend approval of an amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget to accept \$250,000 of FHWA State Planning and Research Funds from the Pima Association of Governments for the Activity-Based Model Development Project and amendment of the corresponding MAG contract with Parsons Brinckerhoff, Inc., to reflect additional scope and budget designated for the PAG portion of the model development and related improvements to the model.

AIR QUALITY ITEMS

- *5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and

- 5F. Consultation.

Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including modifications to Maricopa County Northern Parkway projects in the Arterial Life Cycle Program, and revisions to several Arizona Department of Transportation projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by April 20, 2012. Please refer to the enclosed material.

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To 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. Please refer to the enclosed material.

5G. Information and discussion.

GENERAL ITEMS

*5H. Financial Auditor Selection for the Maricopa Association of Governments

The Maricopa Association of Governments requested proposals from qualified firms of certified public accountants to audit MAG's financial statements for five consecutive years beginning in fiscal year 2012. In response to the Request for Proposals released in February 2012, MAG received six proposals from qualified certified public accountant firms. A multi-agency proposal evaluation team reviewed the proposals and met on March 22, 2012. The proposal evaluation team recommended to MAG that CliftonLarsonAllen, LLP be selected to perform the financial audit at MAG for the period beginning FY 2012 with four

5H. Recommend selecting CliftonLarsonAllen, LLP to perform the MAG annual financial audit for fiscal year 2012 with four one-year options to renew through 2016.

one-year options to renew through FY 2016.
Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. SR-202L/South Mountain Freeway Corridor Design Review

The Arizona Department of Transportation (ADOT) has been planning the SR-202L/South Mountain Freeway corridor through the Environmental Impact Statement (EIS) and Location/Design Concept Report (L/DCR) process since 2001. As part of this process, ADOT has developed cost opinions of approximately \$2.4 billion for constructing the 22-mile freeway corridor. The current Regional Freeway and Highway Program estimate for the corridor is \$1.9 billion as approved by the Regional Council through the October 2009 rebalancing effort. In a task assignment from the On-Call Transportation Planning Services contract, MAG engaged Burgess and Niple, Inc. to do an independent cost review of the SR-202L/South Mountain corridor to determine if the ADOT cost opinions were reasonable and whether savings could be realized through alternative designs to bring the estimate closer to the program amounts. This independent review took place in September 2011 and its recommendations were provided in October 2011. A presentation will be provided summarizing the findings of the cost review and illustrating a potential for saving \$650 million to deliver the SR-202L/South Mountain Freeway corridor.

7. Regional Freeway and Highway Life Cycle Program Update

The Regional Freeway and Highway Program Life Cycle Program is under review. In 2009, the Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. Based upon MAG and ADOT estimates, the Program is projected to have an additional shortfall of approximately \$300 million due to even lower revenue projections in the Proposition 400 Regional Area Roadway Fund.

6. Information, discussion, and input.

7. Information, discussion, and input.

MAG and ADOT are presently evaluating five scenarios to balance the program and incorporate the reduced revenue estimates. These scenarios include options for repositioning projects to improve cash flow and an alternative for the SR-303L/Estrella Freeway corridor to meet travel demand needs in the Southwest Valley. Major freeway corridors will be reviewed, including those in the Southeast Corridor Major Investment Study. A presentation of the scenarios that are presently under study will be made to the Committee.

8. Update on the 3-1-1 Business Plan Committee

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

9. Development of the Draft FY 2013 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2013 MAG Unified Planning Work Program and Annual Budget represents the budget document development to date. The

8. Information, discussion, and input.

9. Information and input on the development of the Draft fiscal year (FY) 2013 MAG Unified Planning Work Program and Annual Budget.

elements of the budget document are about 90 percent complete. Staff will report on the comments from our federal transportation partners (Federal Highway Administration and the Federal Transit Administration) who attended the Intermodal Planning Group meeting that was held on March 27, 2012. Final approval of the Draft MAG Unified Planning Work Program and Annual Budget is scheduled for the May meetings of the Management Committee, Executive Committee and Regional Council. Please refer to the enclosed material.

10. Request for Future Agenda Items

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

11. 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

10. Information and discussion.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 14, 2012
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie Meyer, Tempe, Chair | John Fischbach, Goodyear |
| David Cavazos, Phoenix, Vice Chair | * Bill Hernandez, Guadalupe |
| # Matt Busby for George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale | Kari Kent for Christopher Brady, Mesa |
| # Stephen Cleveland, Buckeye | Jim Bacon, Paradise Valley |
| * Gary Neiss, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama Abujbarah, Cave Creek | # Patrick Flynn for John Kross, Queen Creek |
| Rich Dlugas, Chandler | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Dr. Spencer Isom, El Mirage | David Richert, Scottsdale |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | Chris Hillman, Surprise |
| # Ken Buchanan, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | * Lloyce Robinson, Youngtown |
| Patrick Banger, Gilbert | Floyd Roehrich for John Halikowski, ADOT |
| Horatio Skeete for Ed Beasley, Glendale | David Smith, Maricopa County |
| | Carol Ketcherside for Steve Banta, Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

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

1. Call to Order

The meeting was called to order by Chair Charlie Meyer at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Meyer welcomed a new member to the Management Committee: Ken Buchanan, the new Fountain Hills Town Manager, who was participating by teleconference. Chair Meyer added that Stephen Cleveland, Chris Hagen, Matt Busby, and Patrick Flynn also were participating in the meeting by teleconference.

Chair Meyer noted that the previously transmitted revised agenda and materials for agenda items 5B, 5C, 5F, 5G, 5H, 5J, 8 and 9 were at each place. He noted that a legislative summary for agenda item 11 was at each place. Dennis Smith, MAG Executive Director, expressed his apologies for the numerous revisions, and he said that efforts were being made to improve.

Chair Meyer announced that public comment cards were available to members of the public who wish to comment. Chair Meyer noted that parking validation was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair Meyer 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. Chair Meyer noted that 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 Meyer noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith reported on items of interest in the MAG region. He stated that the deadline for submitting entries for the 2013 Desert Peaks awards is March 16, 2012. Mr. Smith also mentioned that additional judges are needed and names could be submitted to MAG Communications Manager Kelly Taft.

Mr. Smith stated that an event to help establish relationships between local elected officials and the Canada Arizona Business Council will take place on March 30. He noted that local jurisdiction's economic development person also is invited to attend. Mr. Smith stated that so far, eight member agencies have indicated they will attend. He stated that at the April 3, 2012, MAG Economic Development Committee meeting, a report will be provided by the Thunderbird School of Global Management on Mexico and Canada.

Mr. Smith noted upcoming meetings being held at MAG: the Federal Railroad Administration Multistate Rail Planning workshop and the Western High Speed Rail Alliance Board meeting on March 15, 2012, and the Intermountain MPO/TMA meeting on March 16, 2012.

Mr. Smith reported that a study on Grand Avenue will be launched shortly. He noted that the elected officials from the participating agencies along Grand Avenue recently gathered for a photo session and agreement signing. Mr. Smith stated that the agreement will be framed in recognition of the study agreement signing. He commented that this study is preparing a corridor vision and land use.

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

5. Approval of Consent Agenda

Chair Meyer stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda. No requests for public comment were received.

Mr. McClendon moved to recommend approval of #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mr. Bacon seconded. Chair Meyer asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of February 8, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the February 8, 2012, meeting minutes.

5B. 2012 Federal Discretionary Grants

The MAG Management Committee, by consent, recommended approval of moving forward with the grant application process with the eight (8) projects that were identified by transit operators as MAG regional projects. The Federal Transit Administration (FTA) released three Notices of Funding Availability (NOFAs) for bus and bus facility related projects on February 7, 2012. They have short due dates with the first of the three required to be submitted to FTA by March 22. This agenda item was discussed at the MAG Transit Committee on February 9, 2012, and the members suggested that the Transit Operators Working Group meet to discuss project ideas and recommend moving forward with those that: 1) Provide the most benefit to the most individuals in the region - either directly or indirectly, 2) Have the attributes that most closely fit with FTA's funding objectives as stated in the NOFAs. The Transit Operators Working Group met on February 15, 2012, and reviewed 21 project concepts. The group identified eight projects with total project costs approximating \$53 million that best fit the criteria stated above. On March 8, 2012, the MAG Transit Committee voted to recommend approval with moving forward with the grant application process with the eight (8) projects that were identified by transit operators as MAG regional projects.

5C. 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 FY 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update. The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twelve times with the last modification approved February 22, 2012. Since then, there is a need to modify projects in the programs. Tables A and B contain a list of proposed administrative corrections and project changes in the Arterial Life Cycle Program. These modifications are mainly clerical and minor adjustments to financial information. Table C contains project modifications that include redistribution of American Recovery and Reinvestment Act (ARRA) and Transportation Enhancement funding, and project deferrals. Transit projects include minor budget adjustments and deferrals to the future.

5D. Consultant Selection for the US-60/Grand Avenue Corridor Optimization and Access Management Plan System Study

The MAG Management Committee, by consent, recommended that Burgess and Niple, Inc., be selected to conduct the US-60/Grand Avenue Corridor Optimization and Access Management Plan System Study for an amount not to exceed \$850,000. The FY 2012 MAG Unified Planning Work Program and Annual Budget, as amended by the MAG Regional Council Executive Committee in October 2011, includes \$850,000 to conduct the US-60/Grand Avenue Corridor Optimization and Access Management Plan System Study. The study would identify a long-term solution for accommodating travel demand and adjacent property access in this corridor. The study will consist of two distinct phases: (1) Corridor Optimization to establish operating principles to improve the effectiveness of traffic operations along US-60/Grand Avenue and (2) an Access Management Plan that will provide a detailed milepost-by-milepost description of adjacent property access to US-60/Grand Avenue. In addition, a corridor-wide vision, goals, and priorities (e.g., economic development, safety, and mobility) will be developed as part of the study. A request for proposals was issued on November 21, 2011, and five proposals were received by the due date of December 19, 2011. A multi-agency review team evaluated the proposals and interviewed three consultant teams. On February 29, 2012, the proposal review team recommended to MAG the selection of Burgess and Niple, Inc., to conduct the study.

5E. 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 and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including changes to Arterial Life Cycle Program projects, transit projects, and increased federal funding for several projects from the redistribution of unobligated American Recovery and Reinvestment Act (ARRA) program 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. Comments were requested by March 23, 2012.

5F. Social Services Block Grant Reductions

The MAG Management Committee, by consent, recommended approval of forwarding the revised FY 2013 Social Services Block Grant Allocation Recommendations to the Arizona Department of Economic Security. On February 22, 2012, the MAG Regional Council approved that the FY 2013 Social Services Block Grant (SSBG) Allocation Recommendations be forwarded to the Arizona Department of Economic Security. Following the action of the Regional Council, the Arizona Department of Economic Security requested that the allocations be revised to reflect a 3.6 percent decrease or approximately \$139,635. The funding reduction is being implemented by the federal government as a result of a shift in the national population. On March 7, 2012, the MAG Human Services Technical Committee voted to apply the 3.6 percent reduction evenly to all the services funded by SSBG and recommended approval of forwarding the revised FY 2013 Social Service Block Grant allocation recommendations to the Arizona Department of Economic Security.

5G. Resolution of Support for Integration of FAA-Unmanned Aircraft Systems into the National Airspace System

The National Defense Authorization Act of 2012 and the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 contain specific direction to the Department of Transportation and the FAA to safely integrate unmanned and manned flight, including establishing six national test ranges. The Arizona Commerce Authority (ACA) is coordinating an effort to formally present Arizona's case to meet the FAA requirements for Unmanned Aircraft Systems (UAS) national test ranges. Three primary range locations and eight secondary options have been identified for FAA's consideration. The Association for Unmanned Vehicle Systems International (AUVSI) estimates that over the next 15 years, more than 23,000 jobs could be created in the United States as a result of UAS integration into the National Airspace System, and more than \$1.6 billion in wages. A draft resolution to support range locations in Arizona for the FAA-UAS National Test Ranges was developed and presented to the MAG Economic Development Committee (EDC). On March 6, 2012, the EDC recommended adopting a resolution to support Arizona being selected by the Federal Aviation Administration as one of the six national test ranges to Integrate Unmanned Aircraft Systems (UAS) into the National Airspace System. It is envisioned that the MAG Regional Council and Economic Development Committee members would be requested to sign the resolution if adopted.

5H. Resolution of Support for Arizona's Ports of Entry with Mexico

In December 2011, elected officials, business leaders and staff from Maricopa, Pinal and Pima counties visited the Arizona ports of entry in Nogales and San Luis. The purpose of the trips was to better understand the challenges facing freight movement to and from Mexico and Arizona. As a result of these trips, a resolution of support for our borders was developed and reviewed by each organization. The resolution also was discussed at the February 27, 2012 Joint Planning Advisory Council (JPAC) meeting. Comments from this meeting were incorporated into the resolution. The draft resolution was presented to the MAG Economic Development Committee (EDC). On March 6, 2012, the EDC recommended adoption of a resolution of support for Arizona's Ports of Entry with Mexico.

5I. Arizona Aerospace and Defense Website Project

The MAG Management Committee, by consent, recommended approval of providing the Arizona Commerce Authority up to \$16,000 as MAG's share of the Aerospace and Defense (A&D) Website enhancement project to improve the Arizona aerospace supply chain, to foster economic development and optimize the flow of freight supporting the A&D industry throughout Arizona. On June 7, 2011, the Economic Development Committee was provided a report on the A&D industry. It was noted that through better coordination of the supply chain, it would be possible to foster economic development and optimize the flow of freight supporting the A&D industry throughout Arizona. Since that time, the Arizona Commerce Authority (ACA), the Arizona Department of Transportation (ADOT), MAG and the Pima Association of Governments (PAG) have been working on enhancing the supply chain and mapping portion of the ACA Aerospace and Defense website. The website will include a portal where companies are able to update their own profiles. It will also include a built-in function that notifies companies when their profiles

need updating. Using the State Contract, a Request for Quotes was developed and two responses were received. The contract for this project is not to exceed \$60,000, with ACA contributing one-third (\$20,000), ADOT contributing one-third (\$20,000), and MAG and PAG sharing one-third according to population percentages (MAG \$16,000 and PAG \$4,000). On March 6, 2012, the MAG Economic Development Committee recommended approval of providing the Arizona Commerce Authority up to \$16,000 as MAG's share of the Aerospace and Defense Website enhancement project to improve the Arizona aerospace supply chain, to foster economic development and optimize the flow of freight supporting the A&D industry throughout Arizona.

5J. Consultant Selection for the Northwest Valley Local Transit System Study

The MAG Management Committee, by consent, recommended that Moore & Associates be selected to conduct the Northwest Valley Local Transit System Study at a cost not to exceed \$238,000. The fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, as amended by the MAG Regional Council Executive Committee in September 2011, includes \$78,000 for the Northwest Valley Local Transit System Study (to be matched with \$160,000 from the Arizona Department of Transportation). The study purpose is to identify opportunities and strategies for improving the existing transit service in the northwest valley and to develop a short, mid, and long range local transit plan that effectively provides local transit and para-transit circulation options within the northwest valley and also connects to the regional transit system. The project will be completed in a maximum of twelve (12) months from the date of the notice to proceed at a cost not to exceed \$238,000. On January 27, 2012, MAG issued a Request for Proposals to conduct the study. On March 8, 2012, a multi-agency evaluation team interviewed five consultant teams and recommended to MAG the selection of Moore & Associates to conduct the study.

6. Development of the Draft FY 2013 MAG Unified Planning Work Program and Annual Budget

Rebecca Kimbrough, MAG Fiscal Services Manager, provided a report on the development of the draft FY 2013 MAG Unified Planning Work Program and Annual Budget being presented for input. Ms. Kimbrough stated that the draft work program is presented in January each year beginning with the proposed dues and assessments. She noted that MAG staff is proposing that the dues and assessments be maintained for FY 2013 at the 50 percent level.

Ms. Kimbrough stated that the draft proposed projects were presented in February and the program narratives and the estimated budget amounts by project and funding source including carry forward funding amounts are being presented in March.

Ms. Kimbrough stated that the MAG capital budget typically includes equipment additions and replacements, mostly for staff computer equipment, and software purchases. She explained that the capital budget for FY 2013 includes accounting software and the purchase of two vehicles. Ms. Kimbrough stated that one of the vehicles is currently being leased by MAG with the lease expiring at the end of this fiscal year.

Ms. Kimbrough stated that the indirect rate for FY 2013 is used to project cost amounts for the first draft of the budget each year; the cost detail of the budget is being prepared and will be

presented later. She stated that this first draft of the budget includes the regional transportation planning projects for the MAG region and she said that significant revisions are not anticipated.

Ms. Kimbrough stated that this first draft of the FY 2013 budget also will be the document used for the Intermodal Planning Group meeting on March 27, 2012. She explained that this meeting provides an opportunity for a review of the budget by the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, as well as MAG's partners: the City of Phoenix, Maricopa County, RPTA, METRO, and the Arizona Department of Environmental Quality. Ms. Kimbrough noted that input from this meeting will be brought forth at the April Management Committee meeting.

Chair Meyer thanked Ms. Kimbrough for her report and asked members if they had questions.

Dennis Smith noted that additional information on the draft budget would be presented in April and then the draft budget is submitted for approval in May. Ms. Kimbrough stated that the budget is presented incrementally to allow sufficient time for review of the budget.

Mr. Bacon expressed his appreciation for the excellent graphics.

Mr. Cleveland asked about the Don't Trash Arizona anti-litter campaign. He asked if there would be a process where the amount of litter at the outset and at the conclusion of the campaign would be documented.

Kelly Taft, MAG Communications Manager, explained that through an evaluation survey, littering behaviors are measured, but the visible or amount of litter is not one of the metrics. She stated that it is difficult to document the amount of litter picked up in a certain area because it is subject to the number and cycles of the pickup crews dispatched by ADOT.

Dennis Smith stated that ADOT contracts for litter pickup and he was not sure if data on the amount of trash collected could be captured or not. Ms. Taft noted that crews pick up approximately 500 bags of trash per weekday from freeways in Maricopa County.

Mr Cleveland asked for clarification that one of the metrics measured was the citizens' perceptions of the amounts of trash. Ms. Taft replied that was correct. She said that the survey asks respondents not only about their perceptions of the amount of trash, but also their habits, such as if they have littered.

Mr. Cleveland asked if the contracts for the Transportation Planning Services On-call program and the Traffic Signal Optimization On-call program were designed so that member agencies could move forward without conducting their own individual bidding process. Ms. Kimbrough replied that MAG joined S.A.V.E. Through that cooperative purchasing agreement, MAG and its member agencies can piggyback on each other's contracts. She said that she could provide the contact information for the program.

Mr. Cleveland stated that he looked forward to the Freight Transportation Study and he expressed his appreciation that member agencies were given access to aerial GIS data.

7. Possible Exploration of a Multi-Agency Enterprise Agreement for ESRI Software

Audrey Skidmore, MAG Information Technology Manager, stated that MAG has been exploring an Enterprise Licensing Agreement (ELA) with ESRI for GIS software. She noted that the agreement would be a three year commitment with unlimited usage of most ESRI software.

Ms. Skidmore explained the two types of ELA. A term agreement includes unlimited software use for term of agreement, but not ownership of the licenses. In contrast, a perpetual agreement is for unlimited software use for the term of the agreement and the licensee retains ownership of all licenses installed at the termination of the agreement. Ms. Skidmore stated that usually, only the term agreement is available to smaller agencies, so participating in an ELA with MAG would provide the opportunity for smaller agencies to take advantage of a perpetual agreement.

Ms. Skidmore stated that MAG has pursued some initial pricing and determined that this could be of significant benefit to smaller agencies. She noted that ESRI indicated preference for agencies under 10,000 in population, but would be willing to accept agencies under 15,000. Ms. Skidmore stated that MAG would act as the single point of contact for technical issues and license keys. It is anticipated that participating agencies would pick up the incremental costs of a larger agreement.

Ms. Skidmore stated that MAG's current maintenance contract expires at the beginning of May, so negotiations would need to be completed by May 1, 2012. She requested direction on whether to include interested smaller agencies in negotiations. Ms. Skidmore stated that if the direction is to proceed, she would need interested agencies to contact her by March 28, 2012.

Chair Meyer thanked Ms. Skidmore for her report and asked members if they had questions.

Dennis Smith requested Ms. Skidmore provide examples of cost savings and how the support would work because it passes through MAG.

Ms. Skidmore emphasized that the numbers provided were preliminary because it would be a negotiated agreement with final pricing dependent on the number and type of participants. She then provided the following example: Adding eight agencies with individual populations under 10,000 would add \$35,000 to the annual cost of the MAG agreement, or roughly \$4,500 per agency for a perpetual agreement. She said that the normal cost would be \$25,000 annually to each agency for a term agreement (no ownership of licenses). Ms. Skidmore noted that the incremental cost for adding Paradise Valley would be \$15,000 per year, as opposed to the usual \$35,000 per year for a term agreement. Ms. Skidmore stated that the requests to add El Mirage and Peoria were initially declined by ESRI.

Ms. Skidmore then addressed the technical support. She said that ESRI typically limits the number of contacts for an ELA and that under this agreement a trouble ticket would need to be opened by MAG, who would relay the information.

Chair Meyer asked for clarification of the ramifications for larger agencies. Ms. Skidmore replied that ESRI would not allow larger agencies to be a part of this agreement. She added that a number of larger agencies already have agreements and it might make sense for larger agencies to evaluate an ELA depending on their usage patterns.

Chair Meyer stated that he would like to hear from those who would be interested in participating.

Mr. Busby stated that Apache Junction has a population of 35,000, but is interested in seeing if ESRI would allow them to participate. He remarked that ESRI software is great and they currently use it.

Mr. Bacon stated that Paradise Valley would be interested in participating.

Mr. Buss stated that Gila Bend is interested in participating and its Planning Director is already working with MAG staff.

Mr. Wright stated that Wickenburg would be interested in participating.

Mr. Crossman stated that Litchfield Park staff is already working with MAG staff on this.

Ms. Skidmore noted that the costs are preliminary negotiated prices.

Chair Meyer summarized that there appears to be interest among the smaller agencies and also among the larger agencies to pursue participation.

8. MAG Municipal Aging Services Project Report

Jami Garrison, MAG staff, began the presentation on the Municipal Aging Services Project, which is how to meet the needs and tap into the talents of people aged 65 years and older in this region. Ms. Garrison expressed appreciation to the Virginia G. Piper Charitable Trust for the grant to support the project.

Ms. Garrison gave a summary of the demographics of this region. She said that 12 percent of Maricopa County's 3.8 million residents are aged 65 and older and 31.5 percent of those who are non-institutionalized reported having a disability. For 2010, almost seven percent of the population aged 65 and older reported income below the federal poverty level. Growth of the 65 and older population from 2000 to 2010 was 103,662, or almost 30 percent.

Ms. Garrison displayed a slide of the Population Pyramid; the blue represented males and the pink represented females by age groups and percentage of population. In 1940 Maricopa County had a fairly balanced pyramid, but around 1946 the country experienced the post-war "Baby Boom" and by the 1950 decennial Census the emergence of the "Baby Boomers" is noticed. Ms. Garrison then played a progression of the Population Pyramid by decade and noted how the Baby Boomer generation moves through the distribution of the population. She also called attention to how the older population groups grow, especially the top two groups of ages 80-84 and 85 and older.

Ms. Garrison noted that by 2020 the 65 and older population is projected to grow by 237,000, a 51 percent increase. She remarked that this growth will lead to increased needs for services for the 65 and older population.

Amy St. Peter, MAG Human Services and Special Projects Manager, continued the presentation with a report on the results of interviews and focus groups conducted on behalf of the project. She said that the interviews focused on transportation and social participation, and to gain deeper insights about these areas, 19 focus groups with more than 200 people were conducted.

Ms. St. Peter stated that more than 1,000 respondents throughout the region were surveyed by mail and phone and indicated a desire to age in place and live independently.

Ms. St. Peter displayed a graph that showed people are generally satisfied with the services of parks and trails, volunteer opportunities, recreation, and arts and culture. She said when asked about senior centers, some people are generally satisfied and some are dissatisfied, but the majority are neutral on the topic. Ms. St. Peter said that this may be reflective of the relatively low number of people who frequent senior centers. Ms. St. Peter stated that not all respondents were satisfied with the services for employment, rent/utility assistance, affordable housing, and public transportation.

Ms. St. Peter noted that with approximately one-third of people not being satisfied with the public transportation system, many are concerned with losing their ability to drive. While 94 percent report driving, just under 90 percent report they drive as their primary mode of transportation. Ms. St. Peter stated that two thirds of the survey respondents see themselves driving in ten years, as opposed to nearly 90 percent currently. She noted that transit usage increases from 11 percent now and nearly triples to 30 percent in the future. Ms. St. Peter stated that this projected increase in transit usage translates into support for increased, more effective service throughout the region. If projections are correct, this means the number of seniors potentially using transit by 2020 will double.

Ms. St. Peter then addressed responses to the use of public and nonprofit indoor facilities. She said that many never access the programs currently being offered at indoor facilities. Nearly three quarters of respondents (73 percent) report never using facilities operated by local governments or nonprofit agencies, and within this number, 43 percent indicate lack of awareness as being the main reason. Ms. St. Peter stated that almost one-third reported they do not have time to visit these facilities, and 16 percent report getting support from other sources.

Ms. St. Peter reported on priorities for the future. She said that respondents indicated their desire for improvements in healthcare, transit, the supply of affordable housing, and additional services to care for those living alone. Ms. St. Peter stated that people expressed a strong fear of becoming prisoners in their own homes and being forgotten. Ms. St. Peter stated that these priorities present real implications for services like transit and dial a ride, the mental health system, rental assistance and public safety.

Ms. St. Peter stated that more than 200 people attended the Planning for the Next 100 Years event on February 15, 2012. Attendees at the workshops were asked how to start planning for these

impacts. Ms. St. Peter stated that a toolkit is being developed for local governments to use in meeting the needs of seniors. She said that the MAG region was chosen as one of five in the country to participate in the MetLife Foundation City Leaders Institute pilot project. Ms. St. Peter noted that people will be engaged through this project.

Chair Meyer thanked Ms. Garrison and Ms. St. Peter for their report. He noted that he was able to pass along information from the Municipal Aging Services Project to the City's Community Services Department and they were very interested. Chair Meyer stated that Dennis Smith had informed him that MAG staff would come out to cities and towns and give their presentation.

9. Update on the MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, provided an update on the MAG Five Percent Plan for PM-10. She noted that the Arizona Department of Environmental Quality (ADEQ) has submitted the remaining information for the Draft MAG 2012 Five Percent Plan for PM-10 regarding their commitment to assess the effectiveness of the voluntary and emerging control measure (Dust Action General Permit) and information for the Agricultural Best Management Practices Program. Ms. Bauer stated that the draft plan document has now been completed and a public hearing is scheduled for April 12, 2012.

Ms. Bauer stated that during the 30 day public comment period, discussions will continue between the ADEQ and the Environmental Protection Agency (EPA) regarding the Agricultural Best Management Practices Program. Following the consideration of public comments, it is anticipated that action on the plan would be taken by the MAG Management Committee on May 9, 2012, and the MAG Regional Council on May 23, 2012. Ms. Bauer welcomed people to view both the full document and the executive summary that are posted on the MAG website.

Ms. Bauer stated that the region needs three years of clean data and it is anticipated that EPA will take action on the Plan in February 2013. She remarked that MAG member agencies maintaining their aggressive efforts to prevent exceedances at the monitors and throughout the region is critical. Ms. Bauer noted that to-date in 2012, there have been three PM-10 exceptional event exceedances due to frontal system high winds and residual dust. She also noted that there was concern for the recent fire that occurred in Buckeye that coincided with high winds, however, the region did not exceed the standard.

Ms. Bauer held up a copy of the 200-page report prepared by ADEQ with the technical assistance from Maricopa County, consultants, and MAG staff, to document the exceptional events that occurred from July 2 to 8, 2011. She noted that the report for five days took six months to prepare and she added that the documentation for the remaining 12 packages of exceptional events for 2011 still needs to be prepared.

Ms. Bauer stated that on March 2, 2012, EPA sent a letter to MAG indicating that EPA would consider the MAG comments on the draft exceptional events guidance and the conceptual approach for streamlining the process by enabling states and tribes to make the exceptional events determinations, after consultation with EPA.

Ms. Bauer stated that State Representative Reeve's bill, HB 2798," has cleared the House. She explained that the bill would require cities, towns, the county, and state agencies to report to ADEQ by March 30 annually how they are implementing measures.

Ms. Bauer stated that the My Turn article written by MAG Regional Council Chair Hugh Hallman was published by The Arizona Republic. She noted that its publication was delayed because The Arizona Republic inadvertently misplaced it. Ms. Bauer expressed appreciation that the facts were presented on the region's efforts to control PM-10.

Chair Hallman thanked Ms. Bauer for her report. No questions from the Committee were noted.

10. APS Peak Solutions Program

Matt Pool from Comverge provided a report on the Peak Solutions Program for APS. Mr. Pool introduced Joel Fisher, also from Comverge. He began his report by saying that Comverge administers the program for APS and explained that it is a demand response program in which APS customers are paid \$31.50 per committed kilowatt to shed electrical consumption in the event of an emergency. Mr. Pool advised that APS has not yet called an emergency.

Mr. Pool stated that the APS Peak Solutions Program is a no cost, no penalty program to APS commercial and industrial customers. He noted that Comverge currently is enrolling participants for the third program season. Mr. Pool said that there is no penalty for partial participation if an event is called.

Mr. Pool stated that the program period runs for four months: from June 1 through September 30, seven days per week from 12 noon to 8:00 p.m. He stated that there is a one-hour self test before the season starts and an in-season test that last four to six hours. Mr. Pool stated that agencies can specify their notification time: from 10 minutes to two hours. He said that Comverge installs digital control units at no charge to the customer, and during an event, the units power on and power off cooling units. He noted that events will not be called for less than one hour or for more than six hours. Mr. Pool indicated that this program was developed to help alleviate rolling brownouts or blackouts. He stated that they have a bank of about 100 megawatts, where large companies have agreed to shed 100 megawatts in case of an emergency. Mr. Pool stated that customers are requested to participate for a minimum of 36 months.

Chair Meyer asked the scale of customer expected to participate. Mr. Pool replied that they call the typical client a large commercial industrial client, and he added that entities in metro Phoenix and Yuma are eligible to participate. He stated that their customers range from 80 kilowatts and up.

Chair Meyer asked if a customer could reduce a portion of its usage or would have to go to zero usage. Mr. Pool replied that the decision is totally up to the customer. He said that typically he introduces the program and then checks to see if it is a good fit. If it is not, the customer is not obligated to participate. Mr. Pool stated that Comverge staff will sit down with an entity's staff, such as the director of engineering or facility engineer, to review the list of a facility's equipment and get an idea if a piece of equipment can be turned off or not or whether the temperature can

be raised a couple of degrees. Mr. Pool noted that a manufacturing facility that participates in the program uses the shutdown period to do its maintenance, which essentially means that they are being paid to do the maintenance that they would do anyway.

Chair Meyer stated that a city could shut down treatment for awhile at a water treatment plant, but still keep the equipment operating at the idling level.

Dennis Smith asked if any agencies were participating in the program and how it works for them.

Mr. Crossman stated that this the first year of participation for Litchfield Park, but it has worked well and saved the city about \$2,500.

11. Legislative Update

Nathan Pryor, MAG Intergovernmental Policy Coordinator, provided an update on legislative issues of interest. He reported that MAG staff continues to work with the Congressional Delegation on issues related to PM-10, and he noted that Congressman Flake has been especially helpful. Mr. Pryor reported how Congressman Flake attended an EPA budget hearing recently and called attention to the dust storms in the region.

Mr. Pryor stated that this Friday is the Congressional Western Caucus, a GOP-led body, and they will discuss issues relative to EPA and public lands. He said that MAG has been contacted to provide testimony at the hearing and that MAG has been working with Mesa Mayor Scott Smith to provide testimony.

Mr. Pryor then addressed federal surface transportation reauthorization. He said that the U. S. Senate passed its surface transportation reauthorization bill that morning. Mr. Pryor stated that it is a two-year bill with a slight funding increase that consolidates a number of programs, but there are concerns about what it means for metro areas. He noted an amendment by Senator Bagich assured distributions to regions did not make it into the bill. Mr. Pryor stated that efforts will continue through the National Association of Regional Councils, National League of Cities, and the U. S. Conference of Mayors to ensure that the amendment is included in a bill.

Mr. Pryor stated that on the House side there is disarray and there might be a change in leadership. He said that they do not have the votes and effectively have no bill. This is important because the Senate has to hold its bill until they get a House version due to financial implications. Mr. Pryor stated that all of this is leading to the March 31 expiration of reauthorization legislation, however, there might be an extension to Memorial Day. He also noted that reauthorization might be done in 2013 due to the primaries and the presidential election seasons this year.

Mr. Pryor pointed out that a legislative summary was at each place. He stated that HB 2469, revenue allocation districts, continues to move forward. Mr. Pryor explained that this is related to the financial tools that enable localities to undertake economic development projects, similar to the financial tools that were used by the Utah Transit Authority and explained on the tour there last year.

Mr. Pryor stated that HB 2586 is a bill to warn of dangerous conditions within the Arizona/Mexico border area. He explained that it would create a 62-mile zone in the area of the border for posting warnings about illegal drug use and human trafficking. Mr. Pryor stated that there were concerns for the perceptions of the state and impacts to tourism and commerce were identified. He stated that the tourism industry, chambers of commerce, the Nogales Port Authority, agriculture industry, opposed the bill and its sponsor has now stopped the bill hearing.

Chair Meyer thanked Mr. Pryor for his report. No questions from the Committee were noted.

12. Request for Future Agenda Items

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.

Chair Meyer asked for a presentation on I-10, which is the primary east/west corridor in the region. He stated that the Transportation Policy Committee is looking at the project, specifically as it travels through the Broadway Curve. Chair Meyer stated that this area has the most congestion in the system and it might be useful to receive an update on the project's status. No objections to a presentation were noted.

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.

Vice Chair Cavazos introduced high school students representing the "Be A Leader Foundation." He said that the organization is very much supported by the Mayor and Council of the City of Phoenix. The group was applauded.

Chair Meyer stated that this is one of the last Management Committee meetings for David Smith. He recognized Mr. Smith for his outstanding service, not only to the people of Maricopa County, but to the nation. Chair Meyer illustrated Mr. Smith's service: three years in Vietnam as a Marine and in numerous jurisdictional positions throughout the State of New York. He noted that among Mr. Smith's awards, he had been named 2001 Government Public Official of the Year by *Governing* magazine and received the 2008 American Society of Public Administrators National Public Service Award. He has served on the Valley of the Sun United Way Board since 1996. Chair Meyer stated that Mr. Smith's career represents a public service career to envy and appreciate and he said Mr. Smith had given his entire adult life to public service.

David Smith thanked Chair Meyer for his kind words, and he said that after 17 years it was time for him to do something else. Mr. Smith remarked that an internal mechanism tells you it is time. He added that it was nice to have the municipal aging services item on the agenda because he

turns 66 the following day. Mr. Smith stated that if he could impart words of wisdom to future retirees it would be to find a new sense of opportunity. He stated that turning over the job to a successor is part of the process. Mr. Smith noted that the establishment of a council/manager form of government at Maricopa County has had positive effects and will live on. He remarked that in downturns jurisdictions with this form of government fare better by having a professional way of doing business. Mr. Smith expressed that being associated with professionals such as the members of the Management Committee has been personally rewarding and he expressed appreciation for what MAG has accomplished in enhancing life in the community. Mr. Smith stated that he would probably be replaced by a long-time department director, but the Board of Supervisors would make that announcement at the appropriate time. He stated that he might pursue some opportunities with a government relations firm after retirement and he offered his assistance to members on projects if they needed him.

The Management Committee gave a standing ovation to Mr. Smith.

Adjournment

There being no further business, Mr. Crossman moved, Mr. McClendon seconded, and the meeting was adjourned at 1:10 p.m.

Chair

Secretary

Arterial Life Cycle Program



Status Report



CONTENTS





ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%) The Arterial Life Cycle Program (ALCP) receives dedicated sales tax revenues from Proposition 400 allocated for transportation improvements to the arterial road network in Maricopa County.

The Regional Transportation Plan (RTP) adopted in 2003 allocates three revenue sources to fund projects in the ALCP. The revenue sources include the half-cent sales tax; Surface Transportation Program – MAG Funds (STP-MAG); and, Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ). Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) account on a monthly basis.

**TABLE 1. FY 2012 PROPOSITION 400 COLLECTIONS
(July 2011 - February 2012)**

| | Freeways | Arterial Streets | Transit | TOTAL |
|--------------|----------------------|---------------------|---------------------|----------------------|
| July | \$15,032,996 | \$2,808,656 | \$8,907,452 | \$26,749,104 |
| August | \$13,985,947 | \$2,613,033 | \$8,287,047 | \$24,886,026 |
| September | \$14,873,959 | \$2,778,942 | \$8,813,218 | \$26,466,119 |
| October | \$14,982,882 | \$2,799,293 | \$8,877,758 | \$26,659,933 |
| November | \$14,163,259 | \$2,646,160 | \$8,392,109 | \$25,201,527 |
| December | \$14,638,099 | \$2,734,876 | \$8,673,464 | \$26,046,439 |
| January | \$17,699,979 | \$3,306,936 | \$10,487,710 | \$31,494,624 |
| February | \$14,646,909 | \$2,736,522 | \$8,678,684 | \$26,062,115 |
| TOTAL | \$120,024,029 | \$22,424,418 | \$71,117,441 | \$213,565,887 |

*Amount excludes debt service from Prop 300

**TABLE 2. TOTAL RARF COLLECTIONS
Estimate v. Actual FY2012 (July 2011 - February 2012)**

| | Estimated Total RARF | Actual Total RARF* | Percentage Difference |
|--------------|----------------------|----------------------|-----------------------|
| July | \$26,810,000 | \$26,749,104 | -0.2% |
| August | \$25,029,000 | \$24,886,026 | -0.6% |
| September | \$25,750,000 | \$26,466,119 | 2.8% |
| October | \$25,954,000 | \$26,659,933 | 2.7% |
| November | \$25,680,000 | \$25,201,527 | -1.9% |
| December | \$26,207,000 | \$26,046,439 | -0.6% |
| January | \$31,476,000 | \$31,494,624 | 0.1% |
| February | \$25,157,000 | \$26,062,115 | 3.6% |
| TOTAL | \$212,063,000 | \$213,565,887 | 0.7% |

*Amount excludes debt service from Prop 300

Table 1 provides a breakdown of Proposition 400 revenues collected between July 2011 and February 2012 by mode.

Fiscal Year 2012 started on July 1, 2011. Since then, \$22.4 million in additional RARF revenues have been deposited into the arterial account. To date,

more than \$217.5 million Regional Area Road Funds have been collected for the arterial improvements in the region. As of March 2012, the RARF account balance was \$49 million.

During the first eight months of FY2012, \$213.5 million in total RARF revenues have been collected. The amount collected is slightly higher than forecasted for that period. Estimated and actual RARF revenue collections from July 2011 to February 2012 are summarized in Table 2.

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the Arizona Department of Transportation (ADOT) RARF Revenue Forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$7.5 million in RARF revenues have been deposited into the RARF Studies account.

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>

ALCP PROJECT HIGHLIGHT: PHASE 1 OF NORTHERN PARKWAY



A ground breaking ceremony commemorating Phase 1 construction activities for Northern Parkway was held on February 29, 2012. The ceremony was attended by, Mayor Lana Mook (City of El Mirage), Mayor Elaine Scruggs (City of Glendale), and Mayor Bob Barrett (City of Peoria), and Chairman Max Wilson (Maricopa County).

The 12.5 mile project extends between Loop 303 and US 60/Grand Avenue will traverse along the current Butler Road

alignment between Loop 303 and Litchfield Road north of Luke Air Force Base and then shift southeastward along the current alignment of Northern Avenue through the cities of El Mirage, Glendale, Peoria and Maricopa County.

The first phase of Northern Parkway includes the interim construction of a four-lane facility between Sarival Avenue to Dysart Road. The ultimate configuration of Northern Parkway will consist of six travel lanes and a center median. Northern Parkway is intended to serve as reliever for Bell Road and as a major east-west route in the West Valley.

FY 2012 ARTERIAL LIFE CYCLE PROGRAM

On February 22, 2012, the MAG Regional Council approved an update to the FY 2012 Arterial Life Cycle Program, the MAG FY 2011-2015 Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP) 2010 Update. An electronic copy of the updated FY 2012 ALCP may be downloaded from the MAG website at:

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.

ALCP PROJECT STATUS

Detailed information about projects underway are provided in Tables 3 and 4. Table 3 lists projects programmed for work and/or reimbursement in FY2012, the amount programmed for reimbursement in FY2012, and ALCP project requirements submitted to-date. Table 4

Arterial Life Cycle Program (ALCP) – Status Report

details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2012.

This is the 15th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.



Transportation
Division



October 2011 – March 2012

TABLE 3. FY 2012 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY12

| RTP Project | Programmed in the FY12 ALCP | Programmed Reimb. in FY12 (millions) | Reimb. in FY 2012 (millions) | ALCP Project Requirements | | |
|--|-----------------------------|--------------------------------------|------------------------------|---------------------------|-------------------|----------------|
| | | | | Overview (PO) | Agreement (PA) | Needed in FY12 |
| CHANDLER | | | | | | |
| Chandler Blvd/Alma School: Intersection Improvements | Work and Reimbursement | \$ 2.872 | \$ - | Completed 3/2008 | Completed 7/2008 | PRR |
| Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd | Reimbursement Only | \$ 0.674 | \$ 0.674 | Completed 7/2006 | Completed 9/2006 | PRR |
| Gilbert Rd: Queen Creek Rd to Hunt Hwy | Work and Reimbursement | \$ 1.826 | \$ - | --- | --- | PO, PA, PRR |
| Gilbert Rd: Queen Creek Rd to Ocotillo Rd | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| Ocotillo Rd: Arizona Ave to McQueen Rd | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| Price Rd: Santan Fwy to Germann Rd | Reimbursement Only | \$ 3.053 | \$ - | Completed 7/2010 | Completed 8/2011 | PRR |
| Ray Rd at Alma School Rd: Intersection Improvements | Work Only | \$ - | \$ - | Completed 3/2006 | Completed 7/2006 | PRR* |
| CHANDLER/GILBERT | | | | | | |
| Queen Creek Rd: Val Vista Dr to Higley Rd | Work and Reimbursement | \$ 1.294 | \$ - | --- | --- | PO, PA, PRR |
| EL MIRAGE | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand | Work Only | | \$ - | --- | --- | None |
| FOUNTAIN HILLS | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | Work and Reimbursement | \$ 0.148 | \$ 0.027 | Completed 8/2008 | Completed 10/2008 | PRR |
| GILBERT | | | | | | |
| Guadalupe Rd/Cooper Rd: Intersection Improvements | Work and Reimbursement | \$ 1.443 | \$ - | Completed 5/2010 | Completed 10/2010 | PRR |
| Ray Rd: Val Vista Dr to Power Rd | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| GILBERT/MARICOPA COUNTY/MESA | | | | | | |
| Power Rd: Santan Fwy to Pecos Rd | Work and Reimbursement | \$ 3.041 | \$ - | --- | --- | PO, PA, PRR |
| MARICOPA COUNTY | | | | | | |
| El Mirage Rd: Bell Rd to Picerne Dr | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| El Mirage Rd: Northern to Cactus | Work Only | \$ - | \$ - | --- | --- | None |
| Gilbert Rd: Bridge over Salt River | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| Northern Pkwy: Sarival to Dysart | Work and Reimbursement | Funds Obligated in FFY 10/11 | \$ 0.596 | Completed 4/2010 | Completed 3/2011 | PRR |
| Northern Pkwy: ROW Protection | Work and Reimbursement | Funds Obligated in FFY 10/11 | \$ 0.597 | Completed 4/2010 | Completed 3/2011 | PRR |
| Northern Parkway: Dysart to 111th | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| Northern Parkway: Sarival Overpass | Work Only | \$ - | \$ - | --- | --- | PO, PA, PRR* |
| Northern Parkway: Reems Overpass | Work Only | \$ - | \$ - | --- | --- | None |

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY12

| MARICOPA COUNTY (Cont'd) | | | | | | |
|--|------------------------|-----------|----------|-------------------|-------------------|--------------|
| Northern Parkway: Litchfield Overpass | Work Only | \$ - | \$ - | -- | -- | None |
| Northern Parkway: Agua Fria Bridge | Work Only | \$ - | \$ - | -- | -- | None |
| MESA | | | | | | |
| Dobson/University: Intersection Improvements | Work Only | \$ - | \$ - | -- | -- | PQ, PA, PRR* |
| Mesa Dr: US60 to Southern Ave | Work and Reimbursement | \$ 7.591 | \$ 0.289 | Completed 3/2007 | Completed 1/2008 | PRR |
| Southern at Country Club Dr: Intersection Improvements | Work Only | \$ - | \$ - | Completed 2/2002 | In Process | PA, PRR* |
| Southern Ave/Stapley Dr Intersection Improvements | Work and Reimbursement | \$ 1.368 | \$ 0.038 | Completed 3/2007 | Completed 6/2007 | PRR |
| PEORIA | | | | | | |
| 83rd Avenue: Butler Rd to Mountain View | Work and Reimbursement | \$ 0.584 | \$ - | Completed 8/2010 | Completed 9/2010 | PRR |
| 75th Ave at Thunderbird Rd: Intersection Improvement | Work and Reimbursement | \$ 1.431 | \$ - | Completed 8/2010 | Completed 9/2010 | PRR |
| Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave | Work and Reimbursement | \$ 9.016 | \$ 9.016 | Completed 7/2009 | Completed 8/2010 | PRR |
| Lake Pleasant Pkwy: Dynamite Blvd to CAP | Work and Reimbursement | \$ 2.645 | \$ - | Completed 5/2006 | -- | PA, PRR |
| PHOENIX | | | | | | |
| Avenida Rio Salado: 51st Avenue to 7th Street | Work and Reimbursement | \$ 23.189 | \$ - | Completed 1/2012 | In Process | PQ, PA, PRR |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd | Work and Reimbursement | \$ 1.288 | \$ - | Completed 10/2007 | In Process | PA, PRR |
| Sonoran Blvd: 15th Avenue to Cave Creek | Work and Reimbursement | \$ 18.208 | \$ - | Completed 11/2010 | Completed 10/2011 | PA, PRR |
| SCOTTSDALE/CAREFREE | | | | | | |
| Pima Rd: Thompson Peak Parkway to Pinnacle Peak Parkway | Work and Reimbursement | \$ 8.477 | \$ 4.641 | Completed 6/2008 | Completed 7/2008 | PRR |
| SCOTTSDALE | | | | | | |
| Pima Rd: Via Linda to Via De Ventura | Work Only | \$ - | \$ - | Completed 4/2010 | -- | None |
| Pima Rd: Via De Ventura to Krail | Work and Reimbursement | \$ 4.057 | \$ - | Completed 4/2010 | -- | PA, PRR |
| Pima Rd: Thomas Rd to McDowell Rd | Work Only | \$ - | \$ - | Completed 4/2010 | -- | PA, PRR |
| Northsight Blvd: Hayden to Frank Lloyd Wright Blvd | Work and Reimbursement | \$ 2.465 | \$ - | -- | -- | PQ, PA, PRR |
| Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements | Work and Reimbursement | \$ 0.070 | \$ - | -- | -- | PQ, PA, PRR |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Parkway | Work and Reimbursement | \$ 3.944 | \$ 0.063 | Completed 5/2010 | Completed 7/2010 | PA, PRR |
| Shea Blvd at 120/124th St: Intersection Improvements | Work and Reimbursement | \$ 1.400 | \$ - | -- | -- | PQ, PA, PRR |
| Shea Blvd: SR-101L to 96th St: ITS Improvements | Work and Reimbursement | \$ 0.433 | \$ - | Completed 7/2011 | -- | PQ, PA, PRR |
| Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements | Work Only | \$ - | \$ - | -- | -- | PQ, PA, PRR* |
| Shea Blvd at 125th St: Intersection Improvements | Work Only | \$ - | \$ - | -- | -- | PQ, PA, PRR* |
| Shea Blvd at 136th St: Intersection Improvements | Work Only | \$ - | \$ - | -- | -- | PQ, PA, PRR* |

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING | | | | | TOTAL EXPENDITURES | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-----------------------------|--|--|--------------------|-----------------|---|
| | | Reimb through FY11 (YOE\$) | FY 2012 Est. Reimb. (2011\$) | Est. Reimb FY13-FY26 (2011\$) | Total Reimb FY06-FY26 (2011\$, YOE\$) | Unfunded Due to Deficit (2011\$) | Expend through FY11 (YOE\$) | Estimated Future Expend FY12-FY26 (2011\$) | Total Expend FY06-FY26 (2011\$, YOE\$) | | | |
| | FY 2012 | | | | | | | | | | | |
| CHANDLER | | | | | | | | | | | | |
| Chandler Blvd/Alma School: Intersection Improvements | W/R | 0.475 | 2.872 | 0.000 | 3.347 | 0.942 | 0.679 | 10.523 | 11.202 | 2012 | 0.25 | |
| Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd | R | 6.078 | 0.674 | 0.000 | 6.752 | 0.000 | 10.316 | 0.000 | 10.316 | 2010 | 1.30 | Project Completed |
| Gilbert Rd: Queen Creek Rd to Hunt Hwy | W/R | 0.000 | 1.826 | 1.418 | 3.244 | 0.000 | 1.763 | 2.808 | 4.571 | 2012 | 4.00 | Design & ROW Project Only |
| Gilbert Rd: Queen Creek Rd to Ocotillo Rd | W | 0.000 | 0.000 | 7.537 | 7.537 | 0.000 | 0.000 | 10.767 | 10.767 | 2012 | 1.00 | Construction Project Only |
| Ocotillo Rd: Arizona Ave to McQueen Rd | W | 0.000 | 0.000 | 5.295 | 5.295 | 1.408 | 1.712 | 12.317 | 14.028 | 2017 | 1.00 | |
| Price Rd: Santan Fwy to Germann Rd | R | 0.000 | 3.053 | 0.000 | 3.053 | 0.000 | 4.440 | 0.000 | 4.440 | 2008 | 1.25 | Project Completed |
| Ray Rd at Alma School Rd: Intersection Improvements | W | 2.217 | 0.000 | 0.000 | 2.217 | 0.000 | 7.878 | 4.122 | 12.001 | 2012 | 0.25 | |
| CHANDLER/GILBERT | | | | | | | | | | | | |
| Queen Creek Rd: Val Vista Dr to Higley Rd | W/R | 0.000 | 1.294 | 12.030 | 13.324 | 0.000 | 11.211 | 7.823 | 19.034 | 2012 | 2.00 | Project scope reduced by 1 mile due to developer contributions. |
| EL MIRAGE | | | | | | | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand | W | 0.000 | 0.000 | 1.788 | 1.788 | 0.000 | 0.000 | 2.554 | 2.554 | 2012 | NA | Design Project Only |
| FOUNTAIN HILLS | | | | | | | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | W/R | 0.153 | 0.148 | 2.285 | 2.586 | 0.000 | 0.218 | 4.239 | 4.457 | 2012 | 0.80 | |
| GILBERT | | | | | | | | | | | | |
| Guadalupe Rd/Cooper Rd: Intersection Improvements | W/R | 0.385 | 1.443 | 3.230 | 5.058 | 0.000 | 2.678 | 4.614 | 7.292 | 2012 | 0.50 | |
| Ray Rd: Val Vista Dr to Power Rd | W | 0.000 | 0.000 | 16.638 | 16.638 | 0.000 | 18.199 | 5.713 | 23.912 | 2012 | 4.00 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING | | | | | TOTAL EXPENDITURES | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-----------------------------|--|--|--------------------|-----------------|---|
| | | Reimb through FY11 (YOE\$) | FY 2012 Est. Reimb. (2011\$) | Est. Reimb FY13-FY26 (2011\$) | Total Reimb FY06-FY26 (2011\$, YOE\$) | Unfunded Due to Deficit (2011\$) | Expend through FY11 (YOE\$) | Estimated Future Expend FY12-FY26 (2011\$) | Total Expend FY06-FY26 (2011\$, YOE\$) | | | |
| | FY 2012 | | | | | | | | | | | |
| GILBERT/MARICOPA COUNTY/MESA | | | | | | | | | | | | |
| Pow er Rd: Santan Fw y to Pecos Rd | W/R | 0.000 | 3.041 | 12.407 | 15.448 | 0.000 | 10.026 | 18.700 | 28.726 | 2012 | 1.50 | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| El Mirage Rd: Bell Rd to Picerne Dr | W | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.964 | 5.072 | 6.036 | 2014 | 0.50 | |
| El Mirage Rd: Northern to Cactus | W | 0.000 | 0.000 | 1.140 | 1.140 | 0.000 | 0.000 | 1.629 | 1.629 | 2012 | NA | Design Project Only |
| MESA | | | | | | | | | | | | |
| Dobson/University: Intersection Improvements | W | 0.000 | 0.000 | 0.000 | 0.000 | 4.921 | 2.492 | 4.537 | 7.030 | 2012 | 0.50 | |
| Mesa Dr: US60 to Southern Ave | W/R | 1.086 | 7.591 | 6.403 | 15.080 | 0.000 | 1.552 | 19.991 | 21.543 | 2013 | 1.00 | |
| Southern at Country Club Dr: Intersection Improvements | W | 0.000 | 0.000 | 5.901 | 5.901 | 0.000 | 0.244 | 8.185 | 8.429 | 2013 | 0.50 | |
| Southern Ave/Stapley Dr Intersection Improvements | W/R | 0.219 | 1.490 | 10.413 | 12.122 | 0.000 | 2.455 | 14.888 | 17.343 | 2013 | 0.50 | |
| PEORIA | | | | | | | | | | | | |
| 83rd Avenue: Butler Rd to Mountain View | W/R | 0.000 | 0.584 | 3.570 | 4.154 | 0.000 | 0.456 | 6.355 | 6.811 | 2013 | 1.00 | |
| 75th Ave at Thunderbird Rd: Intersection Improvement | W/R | 0.462 | 1.431 | 0.000 | 1.893 | 0.000 | 0.681 | 5.549 | 6.230 | 2013 | 0.20 | |
| Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave | W/R | 11.618 | 9.016 | 0.000 | 20.634 | 0.000 | 50.277 | 0.000 | 50.277 | 2010 | 5.00 | Project Completed |
| Lake Pleasant Pkwy: Dynamite Blvd to CAP | W/R | 0.000 | 2.645 | 13.867 | 16.512 | 11.114 | 2.780 | 3.729 | 6.509 | 2014 | 2.50 | |
| Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy | W | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.544 | 3.544 | 2024 | 1.80 | Advance ROW acquisition to occur in FY 2012 |
| PHOENIX | | | | | | | | | | | | |
| Sonoran Blvd: 15th Avenue to Cave Creek | W/R | 0.000 | 18.208 | 14.364 | 32.572 | 0.000 | 30.993 | 30.838 | 61.831 | 2013 | 7.00 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING | | | | | TOTAL EXPENDITURES | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-----------------------------|--|--|--------------------|-----------------|---------------------------|
| | | Reimb through FY11 (YOE\$) | FY 2012 Est. Reimb. (2011\$) | Est. Reimb FY13-FY26 (2011\$) | Total Reimb FY06-FY26 (2011\$, YOE\$) | Unfunded Due to Deficit (2011\$) | Expend through FY11 (YOE\$) | Estimated Future Expend FY12-FY26 (2011\$) | Total Expend FY06-FY26 (2011\$, YOE\$) | | | |
| | FY 2012 | | | | | | | | | | | |
| SCOTTSDALE/CAREFREE | | | | | | | | | | | | |
| Pima Rd: Thompson Peak Parkway to Pinnacle Peak Parkway | W/R | 10.911 | 8.477 | 4.560 | 23.948 | 0.000 | 25.511 | 8.701 | 34.212 | 2012 | 1.50 | |
| SCOTTSDALE | | | | | | | | | | | | |
| Pima Rd: Via Linda to Via De Ventura | W | 0.000 | 0.000 | 1.339 | 1.339 | 0.000 | 0.000 | 2.354 | 2.354 | 2013 | 1.30 | |
| Pima Rd: Via De Ventura to Krail | W/R | 0.000 | 4.057 | 3.454 | 7.511 | 0.000 | 10.732 | 0.000 | 10.732 | 2012 | 1.30 | |
| Pima Rd: Thomas Rd to McDowell Rd | W | 0.000 | 0.000 | 6.080 | 6.080 | 0.000 | 0.350 | 8.342 | 8.692 | 2013 | 1.00 | |
| Northsight Blvd: Hayden to Frank Lloyd Wright Blvd | W/R | 0.000 | 2.465 | 6.689 | 9.154 | 0.000 | 1.006 | 12.071 | 13.077 | 2013 | 0.35 | |
| Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements | W/R | 0.000 | 0.070 | 0.775 | 0.845 | 0.000 | 0.000 | 12.071 | 12.071 | 2014 | 0.50 | |
| Scottsdale Rd: Thompson Peak Parkway to Pinnacle Peak Parkway | W/R | 0.694 | 1.229 | 9.672 | 11.595 | 0.000 | 2.059 | 29.213 | 31.273 | 2013 | 2.00 | |
| Shea Blvd at 120/124th St: Intersection Improvements | W/R | 0.000 | 1.400 | 0.000 | 1.400 | 0.000 | 1.089 | 0.910 | 2.000 | 2012 | 0.40 | |
| Shea Blvd: SR-101L to 96th St: ITS Improvements | W/R | 0.000 | 0.433 | 0.000 | 0.433 | 0.000 | 0.619 | 0.000 | 0.619 | 2010 | 1.00 | |
| Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements | W | 0.000 | 0.000 | 0.664 | 0.664 | 0.000 | 0.685 | 0.263 | 0.948 | 2012 | 0.25 | |
| Shea Blvd at 125th St: Intersection Improvements | W | 0.000 | 0.000 | 0.880 | 0.880 | 0.000 | 0.126 | 1.132 | 1.257 | 2012 | 0.25 | |
| Shea Blvd at 136th St: Intersection Improvements | W | 0.000 | 0.000 | 0.376 | 0.376 | 0.000 | 0.000 | 0.537 | 0.537 | 2012 | 0.25 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | OBLIGATIONS | | | | | TOTAL EXPENDITURES | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|---|---|-------------------------|------------------------|------------------------------|---------------------------------------|----------------------------------|-----------------------------|--|---------------------------------------|--------------------|-----------------|-----------------------------------|
| | | Obligated through FFY11 | Est. Obligations FFY12 | Est. Obligations FFY13-FFY26 | Total Federal Funding FFY2006-FFY2026 | Unfunded Due to Deficit (2011\$) | Expend through FY11 (YOE\$) | Estimated Future Expend FY12-FY26 (2011\$) | Total Expend FY06-FY26 (2011\$,YOE\$) | | | |
| | FY 2012 | | | | | | | | | | | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| Northern Pkw y: Sarival to Dysart | W/R | 57.618 | 0.000 | 0.000 | 57.618 | 0.000 | 21.085 | 61.226 | 82.311 | 2013 | 4.10 | |
| Northern Pkw y: ROW Protection | W/R | 2.601 | 0.000 | 0.000 | 2.601 | 0.000 | 3.716 | 0.000 | 3.716 | 2011 | 12.50 | |
| Northern Parkw ay: Dysart to 111th | W | 0.000 | 0.000 | 16.568 | 16.568 | 0.000 | 0.000 | 23.669 | 23.669 | 2014 | 2.50 | |
| Northern Parkw ay: Sarival Overpass | W | 0.000 | 0.000 | 3.180 | 3.180 | 0.000 | 0.000 | 4.543 | 4.543 | 2013 | 0.10 | Construction Project Only |
| Northern Parkw ay: Reems Overpass | W | 0.000 | 0.000 | 7.315 | 7.315 | 0.000 | 0.000 | 3.135 | 3.135 | 2014 | 0.10 | |
| Northern Parkw ay: Litchfield Overpass | W | 0.000 | 0.000 | 8.199 | 8.199 | 0.000 | 0.000 | 11.713 | 11.713 | 2015 | 0.10 | |
| Northern Parkw ay: Agua Fria Bridge | W | 0.000 | 0.000 | 5.804 | 5.804 | 0.000 | 0.000 | 8.291 | 8.291 | 2015 | 0.10 | |
| PHOENIX | | | | | | | | | | | | |
| Avendia Rio Salado: 51st Avenue to 7th Street | W/R | 0.000 | 23.189 | 21.505 | 44.693 | 0.000 | 18.298 | 53.524 | 71.822 | 2015 | 6.00 | Work and funds advanced to FY12 |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fw y to Deer Valley Rd | W/R | 1.300 | 1.288 | 19.942 | 22.530 | 0.000 | 3.737 | 28.489 | 32.226 | 2014 | 2.00 | Work and funds deferred from FY12 |

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review and action

DATE:

April 3, 2012

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2011-2015 MAG Transportation Improvement Program, and the FY 2011 Arterial Life Cycle Program.

SUMMARY:

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update, were approved by the MAG Regional Council on July 28, 2010 and have been modified 13 times with the last amendment approved by the Regional Council on March 28, 2012. Since then, there have been requests from Arizona Department of Transportation (ADOT), cities, and Maricopa County to modify projects in the program.

The attachment listings in Table A (modifications to the TIP) and Table B (non-TIP) are for the FY 2012 Arterial Life Cycle Program (ALCP) that includes changes to the Northern Parkway project which Maricopa County is requesting to advance construct Phase II. All changes to Northern Parkway relate to an updated cost and work schedule. The fiscal balance for funds programmed for this project per year are maintained. These adjustments are necessary for the project to move forward.

Table C in the attachment are project change requests from ADOT, Mesa, Phoenix, and Scottsdale which contain clerical and minor adjustments to financial information on several projects, one project deletion, one project split, one new design project, and two pavement preservation projects.

Table D in the attachment are project change requests from ADOT that meet the MAG Regional Freeway Program definition of Material Cost Changes. The Material Change Policy is attached for your reference.

All of the projects to be added and modified may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

PRIOR ACTIONS:

MAG Transportation Review Committee: On March 29, 2012 this item was recommended for approval. Changes to the tables since the Transportation Review Committee handout have tinted backgrounds.

MEMBERS ATTENDING

- | | |
|--|---|
| Scottsdale: David Meinhart, Chair | Litchfield Park: Paul Ward for Woody Scoutten |
| Avondale: David Fitzhugh, Vice-Chair | Maricopa County: John Hauskins |
| ADOT: Robert Samour for Floyd Roehrich | Mesa: Jeff Martin for Scott Butler |
| Buckeye: Jose Heredia for Scott Lowe | Paradise Valley: Bill Mead |
| Chandler: Dan Cook for Patrice Kraus | Peoria: Andrew Granger |
| El Mirage: Lance Calvert | Phoenix: Ray Dovalina for Rick Naimark |
| Fountain Hills: Randy Harrel | Queen Creek: Tom Condit |
| * Gila Bend: Eric Fitzer | RPTA: Bryan Jungwirth |
| * Gila River: Doug Torres | Surprise: Bob Beckley |
| Gilbert: Kurt Sharp for Leah Hubbard | Tempe: Chad Heinrich |
| Glendale: Terry Johnson | Valley Metro Rail: John Farry |
| Goodyear: Cato Esquivel | * Wickenburg: Rick Austin |
| Guadalupe: Gino Turrubiarres | Youngtown: Grant Anderson for Lloyce Robinson |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|--|
| * Street Committee: Charles Andrews, Avondale | * ITS Committee: Debbie Albert, Glendale |
| Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix | * Transportation Safety Committee: Julian Dresang, City of Tempe |

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the FY 2012 Arterial Life Cycle Program and to the Regional Transportation Plan 2010 Update, as appropriate.

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

TABLE A. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2012 ALCP

Maricopa County has requested to advance construct Phase II of Northern Parkway, which includes the projects listed in Tables A and B below. The Arizona Department of Transportation (ADOT) and the Federal Highway Administration require advanced work to be reflected in the Transportation Improvement Program (TIP) if the work is programmed to occur during the current TIP window (Fiscal Years 2011 – 2015). Reimbursements also must be programmed in the TIP if (1) the reimbursement is programmed to occur in the current TIP window and (2) the reimbursement will occur in a different fiscal year than work occurred. Maricopa County also has requested to reallocate existing programmed ALCP federal funds allocated to Northern Parkway to different segments of the corridor based on the anticipated program schedule. The total amount of federal funding in the ALCP allocated to the program has not changed, and federal funds were not advanced in the requested programming.

Table A includes all the requested project changes to be made to the FY 2011 – 2015 TIP and the FY 2012 Arterial Life Cycle Program (ALCP). Table B includes all requested project changes to be made to the FY 2012 ALCP only. The federal funds in the ALCP were not advanced in the requested programming.

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note |
|-----------------|-----------|-------------|---------------|-------------------------------------|--|-------|--------------|-------------|---------|-------------------------|---------------|-----------------------|-------------------------|-----------------|---------------|--|
| Maricopa County | 2012 | 2013 | MMA12-106RZ | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 7,030,207 | \$ | \$ | \$ 7,030,207 | STP-MAG | \$ 7,030,207 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. Clerical error on TRC version, miles was incorrectly listed as 2 miles, no project change. |
| Maricopa County | 2012 | 2014 | MMA12-106RZ2 | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 5,000,000 | \$ | \$ | \$ 5,000,000 | STP-MAG | \$ 5,000,000 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. Clerical error on TRC version, miles was incorrectly listed as 2 miles, no project change. |
| Maricopa County | 2012 | 2015 | MMA12-106RZ3 | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 4,030,207 | \$ | \$ | \$ 4,030,207 | STP-MAG | \$ 4,030,207 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. Clerical error on TRC version, miles was incorrectly listed as 2 miles, no project change. |
| Maricopa County | 2013 | 2013 | MMA13-106CLZ | Northern Parkway: Sarival to Dysart | Construct and landscape roadway widening | 4 | 4 | 6 | HURF | \$ 495,970 | \$ - | \$ 27,758 | \$ 523,728 | STP-MAG | \$ 495,970 | Amend. Add line item to the TIP. Work continued from previous FFYs. Clerical error on TRC version, miles was incorrectly listed as 2 miles, no project change. |
| Maricopa County | 2014 | 2014 | MMA14-106CLZ | Northern Parkway: Sarival to Dysart | Construct and landscape roadway widening | 4 | 4 | 6 | HURF | \$ 2,409,973 | \$ - | \$ 134,877 | \$ 2,544,850 | STP-MAG | \$ 2,409,973 | Amend. Add line item to the TIP. Work continued from previous FFYs. Clerical error on TRC version, miles was incorrectly listed as 2 miles, no project change. |
| Maricopa County | 2012 | 2013 | MMA11-923 | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 242,000 | \$ 242,000 | STP-MAG | \$ 169,400 | Amend. Change in project scope to include bridge. Total work phase cost increased. |
| Maricopa County | 2013 | 2013 | MMA11-923RZ | Northern Parkway: Dysart to 111th | Reimbursement for design of bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 169,400 | \$ - | \$ - | \$ 169,400 | STP-MAG | \$ 169,400 | Amend. Add line item in the TIP. Reimbursement for work in FFY12. Received reallocated ALCP funds. |
| Maricopa County | 2013 | 2013 | MMA13-118DZ | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 1,600,967 | \$ - | \$ 686,129 | \$ 2,287,095 | STP-MAG | \$ 1,600,967 | Amend. Add new line item to the TIP. Total work phase cost increased. Received reallocated ALCP funds. |
| Maricopa County | 2014 | 2014 | MMA14-118DZ | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 651,204 | \$ - | \$ 279,087 | \$ 930,291 | STP-MAG | \$ 651,204 | Amend. Add new line item to the TIP. Total work phase cost increased. Received reallocated ALCP funds. |
| Maricopa County | 2012 | 2013 | MMA11-922 | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 1,630,134 | \$ 1,630,134 | STP-MAG | \$ 1,141,094 | Amend. Changed project scope to include bridge. Increased work phase total cost. Received reallocated ALCP funds. |
| Maricopa County | 2013 | 2013 | MMA11-922RZ | Northern Parkway: Dysart to 111th | Reimbursement for acquiring of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 1,141,094 | \$ - | \$ - | \$ 1,141,094 | STP-MAG | \$ 1,141,094 | Amend. Add new line item to the TIP. Reimbursement advanced from FFY16 to FFY12. Received reallocated ALCP funds. |
| Maricopa County | 2013 | 2013 | MMA13-118RWZ | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 865,197 | \$ - | \$ 370,799 | \$ 1,235,996 | STP-MAG | \$ 865,197 | Amend. Changed project scope to include bridge. Increased work phase total cost. Received reallocated ALCP funds. |
| Maricopa County | 2013 | 2013 | MMA13-118RWZ2 | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ 815,890 | \$ - | \$ 349,667 | \$ 1,165,557 | STP-MAG | \$ 815,890 | Amend. Add new line item in the TIP. Increased work phase total cost. Received reallocated ALCP funds. |
| Maricopa County | 2014 | 2014 | MMA14-113RWZ | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 3,205,268 | \$ - | \$ 1,373,686 | \$ 4,578,954 | STP-MAG | \$ 3,205,268 | Amend. Add new line item in the TIP. Increased work phase total cost. Received reallocated ALCP funds. Work to occur in FFY14. |
| Maricopa County | 2014 | 2014 | MMA14-113CX | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 327,638 | \$ - | \$ 140,416 | \$ 468,055 | STP-MAG | \$ 327,638 | Amend. Changed project scope to include bridge. Work deferred from FFY13 to FFY14. Increased total work phase cost. Received reallocated ALCP funds. |
| Maricopa County | 2014 | 2015 | MMA15-113CX | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 5,757,438 | \$ 5,757,438 | STP-MAG | \$ 4,030,207 | Amend. Changed project scope to include bridge. Increased total work phase cost. Received reallocated ALCP funds. |
| Maricopa County | 2015 | 2015 | MMA15-113RZ | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 4,030,207 | \$ - | \$ - | \$ 4,030,207 | STP-MAG | \$ 4,030,207 | Amend. Add new line item in the TIP. Received reallocated ALCP funds. |
| Maricopa County | 2014 | 2016 | MMA14-113CZ | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 5,370,353 | \$ 5,370,353 | STP-MAG | \$ 3,759,247 | Amend. Add new line item in the TIP. Increased total work phase cost. Received reallocated ALCP funds. |
| Maricopa County | 2015 | 2016 | MMA15-113CZ | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 14,543,914 | \$ 14,543,914 | STP-MAG | \$ 10,180,740 | Amend. Add new line item in the TIP. Increased total work phase cost. Received reallocated ALCP funds. |
| Maricopa County | 2012 | 2016 | MMA14-111DZ | Northern Parkway: Agua Fria Bridge | Advance Design roadway widening | 0.1 | 0 | 4 | HURF | \$ | \$ | \$ 614,143 | \$ 614,143 | STP-MAG | \$ 429,900 | Amend. Delete project from TIP. Work to be conducted as part of Northern Parkway: Dysart to 111th Avenue. ALCP funds reallocated to other projects. Clerical error on TRC version, listed in table B (s/b table A), no project change. |

| Table A Cont'd | | | | | | | | | | | | | | | | |
|-----------------|-----------|-------------|--------------|---|--|-------|--------------|-------------|---------|-----------------|-----------------|-------------------------|-------------------------|-----------------|---------------|--|
| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note |
| Maricopa County | 2015 | 2016 | MMA15-111CZ | Northern Parkway: Agua Fria Bridge | Advance Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 7,676,790 | \$ 7,676,790 | STP-MAG | \$ 5,373,753 | Amend. Delete project from TIP. Work to be conducted as part of Northern Parkway: Dysart to 111th Avenue. ALCP funds reallocated to other projects. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2012 | 2016 | MMA12-925 | Northern Parkway: Reems Overpass | Design roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 1,040,582 | \$ 1,040,582 | STP-MAG | \$ 728,407 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2013 | 2016 | MMA13-008CZ | Northern Parkway: Reems Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 4,704,730 | \$ 4,704,730 | STP-MAG | \$ 3,293,311 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2014 | 2017 | MMA14-008CZ | Northern Parkway: Reems Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 4,704,730 | \$ 4,704,730 | STP-MAG | \$ 3,293,311 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2012 | 2016 | MMA14-110DZ | Northern Parkway: Litchfield Overpass | Design roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 1,172,064 | \$ 1,172,064 | STP-MAG | \$ 820,445 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2014 | 2017 | MMA14-110CZ | Northern Parkway: Litchfield Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 5,270,631 | \$ 5,270,631 | STP-MAG | \$ 3,689,442 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2015 | 2017 | MMA15-110CZ | Northern Parkway: Litchfield Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 5,270,631 | \$ 5,270,631 | STP-MAG | \$ 3,689,442 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2012 | 2013 | MMA12-117DZ | Northern Parkway: Reems and Litchfield Overpasses | Design roadway widening and overpasses | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 331,053 | \$ 331,053 | None | \$ - | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2013 | 2013 | MMA13-117DZ | Northern Parkway: Reems and Litchfield Overpasses | Design roadway widening and overpasses | 0.2 | 0 | 4 | STP-MAG | \$ 347,606 | \$ - | \$ 148,974 | \$ 496,580 | STP-MAG | \$ 347,606 | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. Received reallocated ALCP funds. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2013 | 2013 | MMA13-117CZ | Northern Parkway: Reems and Litchfield Overpasses | Construct roadway widening and overpass | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 516,237 | \$ 516,237 | None | \$ - | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2014 | 2016 | MMA14-117CZ | Northern Parkway: Reems and Litchfield Overpasses | Construct roadway widening and overpass | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 9,808,503 | \$ 9,808,503 | STP-MAG | \$ 6,865,952 | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2014 | 2016 | MMA14-112DZ | Northern Parkway: Northern Avenue at Loop 101 | Design roadway widening and overpasses | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 1,072,371 | \$ 1,072,371 | STP-MAG | \$ 750,660 | Amend. Increased total work phase cost. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2015 | 2016 | MMA15-112DZ | Northern Parkway: Northern Avenue at Loop 101 | Design roadway widening and overpasses | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new line item to the TIP. Work to occur in FFY15. Increased total work phase cost. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2015 | 2016 | MMA14-112RWZ | Northern Parkway: Northern Avenue at Loop 101 | Acquire right-of-way for roadway widening and overpass | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 3,342,340 | \$ 3,342,340 | STP-MAG | \$ 2,339,638 | Amend. Deferred from FFY14 to FFY15. Clerical error on TRC version,listed in table B (s/b table A), no project change.. |
| Maricopa County | 2015 | 2016 | MMA15-112CZ | Northern Parkway: Northern Avenue at Loop 101 | Construct roadway widening and overpass | 0.5 | 4 | 6 | STP-MAG | \$ 1,123,232 | \$ - | \$ 481,385 | \$ 1,604,617 | STP-MAG | \$ 1,123,232 | Amend. Delete line item from the TIP. Worked deferred from FFY2015. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2015 | 2017 | MMA15-112CZ2 | Northern Parkway: Northern Avenue at Loop 101 | Construct roadway widening and overpass | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 5,549,846 | \$ 5,549,846 | STP-MAG | \$ 3,884,892 | Amend. Delete line item from the TIP. Worked deferred from FFY2015. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2014 | 2016 | MMA14-119DZ | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new project to the TIP. Work advanced from FFY16. Total work phase cost increased. Clerical error on TRC version,listed in table B (s/b table A), no project change. |
| Maricopa County | 2015 | 2016 | MMA15-119DZ | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new project to the TIP. Work advanced from FFY16. Total work phase cost increased. Clerical error on TRC version,listed in table B (s/b table A), no project change. |

TABLE B. Amendments and Administrative Modifications the FY2012 ALCP (Non-TIP Project Changes)

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note |
|-----------------|-----------------|-----------------|-------------|---|--|-------|--------------|-------------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------|---------------|---|
| Maricopa County | 2016 | 2016 | MMA14-113RZ | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 3,759,247 | \$ - | \$ - | \$ 3,759,247 | STP-MAG | \$ 3,759,247 | Amend. Add new line item. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$10,180,740 | \$ - | \$ - | \$10,180,740 | STP-MAG | \$10,180,740 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Reems and Litchfield Overpasses | Reimbursement for constructing roadway widening and overpass | 0.2 | 0 | 4 | STP-MAG | \$ 6,865,952 | \$ - | \$ - | \$ 6,865,952 | STP-MAG | \$ 6,865,952 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for design of roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 750,660 | \$ - | \$ - | \$ 750,660 | STP-MAG | \$ 750,660 | Amend. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for design of roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for acquiring right-of-way for roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 2,339,638 | \$ - | \$ - | \$ 2,339,638 | STP-MAG | \$ 2,339,638 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for constructing roadway widening and overpass | 0.5 | 4 | 6 | STP-MAG | \$ 3,884,892 | \$ - | \$ - | \$ 3,884,892 | STP-MAG | \$ 3,884,892 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2017 | NONE | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 2,784,856 | \$ 2,784,856 | STP-MAG | \$ 1,949,399 | Amend. Total work phase cost increased. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 1,949,399 | \$ - | \$ - | \$ 1,949,399 | STP-MAG | \$ 1,949,399 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Dysart Overpass | Construct roadway widening and overpass | 0.1 | 0 | 4 | STP-MAG | \$16,310,508 | \$ - | \$ 6,990,218 | \$23,300,726 | STP-MAG | \$16,310,508 | Amend ALCP. Total work phase cost increased. Received reallocated funds. |
| Maricopa County | 2017 | 2018 | NONE | Northern Parkway: Dysart Overpass | Construct roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 6,281,408 | \$ 6,281,408 | STP-MAG | \$ 4,396,986 | Amend ALCP. Total work phase cost increased. |
| Maricopa County | 2018 | 2018 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for constructing roadway widening and overpass | 0.1 | 0 | 4 | STP-MAG | \$ 4,396,986 | \$ - | \$ - | \$ 4,396,986 | STP-MAG | \$ 4,396,986 | Amend ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Corridor wide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 700,000 | \$ - | \$ 300,000 | \$ 1,000,000 | STP-MAG | \$ 700,000 | Amend ALCP. Total segment cost increased. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Corridor wide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 700,000 | \$ - | \$ 300,000 | \$ 1,000,000 | STP-MAG | \$ 700,000 | Amend ALCP. Total segment cost increased. |
| Maricopa County | 2018 | 2020 | NONE | Northern Parkway: Corridor wide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY18. |
| Maricopa County | 2019 | 2020 | NONE | Northern Parkway: Corridor wide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY19. |
| Maricopa County | 2020 | 2020 | NONE | Northern Parkway: Corridor wide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY20 |
| Maricopa County | 2018 | 2018 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 8,381,161 | \$ - | \$ - | \$ 8,381,161 | STP-MAG | \$ 8,381,161 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2019 | 2019 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 9,178,747 | \$ - | \$ - | \$ 9,178,747 | STP-MAG | \$ 9,178,747 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. |
| Maricopa County | 2020 | 2020 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 319,636 | \$ - | \$ - | \$ 319,636 | STP-MAG | \$ 319,636 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. |

change since Transportation Review Committee

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

4/4/2012

| HIGHWAY | | | | | | | | | | | | | |
|-----------|------------|--|---|-------------|--------------|--------------|-------------|-----------|------------|--------------|---------------|-------------|---|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
| DOT12-832 | ADOT | 10 - Perryville Rd TI | Design traffic interchange | 2012 | 0.2 | TI | TI | RARF | \$0 | \$0 | \$1,300,000 | \$1,300,000 | Delete design project from FY 2012. The scope and funds for this project will be added to the proposed design build project at the Perryville Rd TI in FY 2013. |
| DOT13-929 | ADOT | 101 (Pima Fwy): Shea Blvd to Chaparral Rd | Design general purpose lane | 2012 | 5 | 8 | 10 | RARF | \$0 | \$0 | \$3,400,000 | \$3,400,000 | Admin Mod: Decrease total budget by \$3,000,000 (Decrease of Regional funds \$3,000,000). Split project into two (see DOT12-139): Change name to Shea Blvd to Chaparral Rd from Shea Blvd to SR202L, Red Mtn Fwy. |
| DOT12-139 | ADOT | 101 (Pima Fwy): Chaparral Rd to SR202L (Red Mtn Fwy) | Design general purpose lane | 2012 | 5 | 8 | 10 | RARF | \$0 | \$0 | \$3,000,000 | \$3,000,000 | Amend: Original DOT13-929 split into two projects. Add a new roadway design project in FY 2012 for \$3,000,000. |
| DOT12-100 | ADOT | Mt. Ord - Slate Creek | Pavement Preservation | 2012 | 6.0 | 4 | 4 | NHS | \$199,500 | \$3,300,500 | \$0 | \$3,500,000 | Admin Mod: Change name to "Mt. Ord - Slate Creek" from "MP 218 - 224". |
| DOT12-140 | ADOT | 202 (Santan Fwy): Lindsay Rd to Gilbert Rd | Convert flat rate load centers to metered service for freeway lighting (pilot project). | 2012 | 1 | 6 | 6 | NHS | \$10,431 | \$172,569 | \$0 | \$183,000 | Amend: Add a new pilot project in FY 2012 for \$183,000. |
| DOT12-141 | ADOT | 74: Picacho Wash to Jct I-17 | Design pavement preservation | 2012 | 8.8 | 2 | 2 | STP-AZ | \$17,955 | \$297,045 | \$0 | \$315,000 | Amend: Add a new design pavement preservation project in FY 2012 for \$315,000. |
| DOT12-142 | ADOT | 87: Hunt Highway to Riggs Rd | Construct pavement preservation | 2012 | 1.14 | 4 | 4 | STP-AZ | \$39,900 | \$660,100 | \$0 | \$700,000 | Amend: Add a pavement preservation construction project in FY 2012 for \$700,000. |
| MES13-902 | Mesa | West Side Real Time Adaptive Project (initial deployment in Fiesta district), West city limits to Country Club drive, Broadway to Baseline | Upgrade central traffic control system software to accommodate a lite version of adaptive control | 2013 | 12 | 4 | 4 | CMAQ | \$150,000 | \$318,182 | \$0 | \$468,182 | Amend TIP: Update the location description to better specify the initial deployment area. (Per CIP FY 11-16, page 140 ITS 022) |
| MES13-906 | Mesa | Bluetooth sensor deployment at approximately 80 intersections to determine travel times along key Mesa E-W and N-S corridors | Construction | 2013 | 40 | 4 | 4 | CMAQ | \$200,750 | \$381,818 | \$0 | \$582,568 | Amend TIP: Update the location description, better specify technology, cost increase. Per CIP FY 11-16, page 132 ITS 023 |
| PHX12-104 | PHOENIX | Various Locations | Pontic/Virtis Software for bridge inspections | 2012 | | | | Bridge | \$5,299 | \$87,663 | \$0 | \$92,962 | Change local and fed Cost, and funding source. Total project decreased by \$1,018. Federal funding of \$87,663 utilized from Statewide funds. |
| PHX12-105 | PHOENIX | Various Locations | Equipment rental for bridge inspections | 2012 | | | | Bridge | \$11,030 | \$182,471 | \$0 | \$193,500 | Change local and fed Cost, and funding source. Total project increased by \$49,759. Federal funding of \$182,471 utilized from Statewide funds. |
| SCT13-102 | Scottsdale | Hayden Rd/Thomas Rd | Design Intersection improvement | 2012 | 0.5 | N/A | N/A | HSIP | \$8,550 | \$141,450 | \$0 | \$150,000 | Increase project cost \$2,222 local, \$36,747 Fed, total work phase cost increase \$38,969. The additional cost increase available from HSIP (statewide) funds. Work phase was originally programmed under award budget. |
| SCT12-102 | Scottsdale | Hayden Rd/Thomas Rd | Construct Intersection improvement | 2014 | 0.5 | N/A | N/A | HSIP | \$74,990 | \$1,240,631 | \$0 | \$1,315,621 | Increase project cost \$11,702 local, \$193,600 Fed, total work phase cost increase \$205,302. The additional cost increase available from HSIP (statewide) funds. Work phase was originally programmed under award budget. |
| MAG12-803 | MAG | Regionwide | Regionwide bicycle safety education program | 2012 | --- | --- | --- | CMAQ | \$73,000 | \$165,000 | \$0 | \$238,000 | Amend: Delete project form TIP; project is to be funded with PL funds in the UPWP. |

change since Transportation Review

Red denotes change to TIP

Table D. Material Changes To the Regional Freeway Program and to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

4/4/2012

| HIGHWAY | | | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
|------------|--------|--|--|-------------|--------------|--------------|-------------|-------------|------------|--------------|---------------|--------------|---|
| TIP # | Agency | Project Location | | | | | | | | | | | |
| DOT12-103 | ADOT | 10: Wintersburg Rd and Sun Valley Parkway | Pavement Preservation | 2012 | 0.5 | 4 | 4 | IM | \$119,700 | \$1,980,300 | \$0 | \$2,100,000 | Amend: Increase total project budget by \$1,669,000 (\$95,133 Local, \$1,573,867 Federal). Change name to Wintersburg Rd. TI and Sun Valley Parkway TI, from Sun Valley Parkway TI. This project will include milling and replacing pavement on ramps and cross roads with AC. The project originally included only the Sun Valley Parkway TI and is being expanded to also include the Wintersburg TI, which is also in need of pavement work. Funds for this project will be provided by ADOT statewide subprograms, which will not affect RTP cash flow. |
| DOT12-131 | ADOT | 51: Glendale Ave to SR101L (Pima) | Construct FMS | 2012 | 9 | 8 | 8 | CMAQ/STP-AZ | \$177,270 | \$2,932,730 | \$0 | \$3,110,000 | Amend: Increase total project budget by \$1,110,000 (Federal: CMAQ remains unchanged, increase to add STP-AZ \$1,046,730, and \$63,270 local). The cost increase is due to extending the original FMS project limits from "Bell Rd - SR101L" to "Glendale Ave - SR101L", in order to address additional FMS functions. The work between Glendale Ave. and Bell Rd. includes: (1) install ramp meters, (2) replace acoustic detectors with loop detectors, and (3) upgrade FMS in the corridor from analog to digital. Work between Bell Rd. and SR 101 on SR 51 involves installing ramp meters, CCTV cameras, loops, and DMS signs. Funding for the cost increase will be provided by ADOT statewide program contingency funds, which will not affect RTP cash flow. |
| DOT10-6C29 | ADOT | 60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1 | Roadway improvements and Pavement Preservation | 2012 | 10 | 6 | 6 | NHS | \$0 | \$18,199,900 | \$1,100,100 | \$19,300,000 | Amend: Increase total project budget by \$3,900,000 (\$222,300 Local, \$3,677,700 Federal) from \$15,400,000 to \$19,300,000. The cost increase is due to the addition of pavement preservation work to the scope of the project. It is more efficient to combine the pavement preservation work with this project than to develop a separate pavement preservation project. Funds for this project will be provided by ADOT district minor project funds, which will not affect RTP cash flow. |
| DOT12-106 | ADOT | 87: Jct SR202L to Gilbert Rd | Pavement Preservation | 2012 | 5.2 | 6 | 6 | NHS | \$199,500 | \$3,300,500 | \$0 | \$3,500,000 | Amend: Increase total project budget by \$1,400,000 (\$79,800 Local, \$1,320,200 Fed). The cost increase is due to a scope change from the original milling & replacing 1/2" friction course (only), to include milling & replacing 2" existing pavement, plus the 1/2" friction course. The additional milling & replacing are necessary because underlying cracks and rutting would propagate through a newly placed friction course and significantly shorten the life of the pavement preservation project. Funds for this project will be provided by ADOT statewide subprograms, which will not affect RTP cash flow. |

Material Change Policy for the MAG Regional Freeway Program

The 1991 Performance Audit for the MAG Regional Freeway Program recommended that:

Any significant program changes which have major priority or fiscal implications need to be resolved through the involvement of the MAG Regional Council. This body of elected officials can and should provide a valuable forum for assessing and guiding decisions regarding the scope, timing, and financing of the MAG Program at the program and corridor levels. (Recommendation 4.47 of the 1991 Performance Audit of the MAG Freeway Program.)

Since the 1991 Audit, MAG has processed all changes to budgets, project scope, or schedules requested by the Arizona Department of Transportation (ADOT) through the MAG Regional Council for approval. With seven years of project history and with the recommendation of the 1997 Performance Audit, MAG and ADOT are proposing to limit the requested changes that are processed through the Regional Council to those that are material. Under this proposal, all changes will be provided to MAG, however, only the changes that meet definition of “material change” will be forwarded to the Regional Council for action. Requested changes, including those that are below the material change threshold, will be provided to the MAG Transportation Review Committee (TRC) for information. If a requested change must be expedited to meet ADOT’s project schedule, a material change may go to the Management Committee and Regional Council without going to the TRC first.

Definition of Material Change

- A. Material Cost Change:** An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.

- B. Material Scope Change:** A change in a project scope that results in a material cost change and all scope changes that modify project limits by a mile or more, a horizontal alignment change outside of the adopted corridor limits that requires an updated environmental assessment, a vertical alignment or cross-section profile modification that causes the profile classification to change from depressed, at grade or elevated, changes to an interchange location of a 1/4 mile or more, adds design elements (including additional lanes), or adds a new project to the program. Any scope change that causes a material cost change to occur must be approved by the Regional Council.

If the material scope change is requested by a local jurisdiction and meets the definition of an enhancement, then the local jurisdiction must also provide the necessary funding to complete the enhancement. If the material scope change is requested by ADOT, the cost of the scope change, if approved, can be paid from Regional Freeway System funding with the concurrence of the Regional Council. (See A.R.S 28-6353)

According to A.R.S. 28-6351, enhancement means an addition that exceeds generally accepted engineering or design standards for the specific type of facility. ADOT should ensure that the design elements of each new segment meet generally accepted engineering or design standards adopted or accepted for general use by ADOT and are supported by traffic volumes and patterns, the need to serve major public facilities and the need to provide a balanced, multimodal transportation system for Maricopa County.

- C. Material Schedule Change:** A change in the approved schedule for the start of design, right of way, or construction that causes: (1) completion to be delayed by more than three months, or, (2) the completion of the construction phase of the segment to be delayed beyond the year shown on the latest Certified Regional Freeway System map. For the purposes of this policy, completion means that the segment is open to traffic.

Process to Review and Approve Changes

- A. ADOT will forward all requested changes to MAG.
- B. MAG will review each requested change with respect to the definition of material change. Each material change will be reviewed for the impact on the budget, schedule and scope of the MAG Freeway Program.
- C. All of the requested changes, except expedited changes that must be forwarded directly to the Management Committee, will be presented to the TRC as information. Those changes that represent material changes will be highlighted.
- D. Material changes will be forwarded to the MAG Management Committee with a recommendation by MAG staff for approval or disapproval.
- E. The material change and the recommendation of the MAG Management Committee will be forwarded to the MAG Regional Council for final action.
- F. MAG advises ADOT of approved changes.

Approved by the MAG Regional Council May 27, 1998

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

DATE:

April 3, 2012

SUBJECT:

FY 2012 Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program
Priority Listing of Applicants

SUMMARY:

The Federal Transit Administration (FTA) provides Section 5310, Elderly Individuals and Individuals with Disabilities Transportation Program funding, to the Arizona Department of Transportation (ADOT). These capital assistance awards support agencies and public bodies that provide transportation services for older adults and for people who have a disability. The councils of governments, including MAG, prepare priority listings of applications for ADOT to be used when determining awards.

On March 21, 2012, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee met to interview all applicants and develop a priority listing. This year, 19 agencies submitted applications, which include requests for 43 vans, four mobility management projects, and related software and hardware. All 19 applications were recommended to be awarded.

Approximately \$3.9 million is available statewide for funding this year's projects. This funding comprises traditional FTA 5310 formula funds and federal Surface Transportation Program (STP) Flexible Funds. Applicants within small and large urban planning regions are eligible for STP funding if they can substantiate predominately rural routes or service areas within these regions.

PUBLIC INPUT:

Public comment was solicited through a public notice in January 2012 and another notice in March 2012. No public comment has been received. An opportunity for input also was offered at the MAG Human Services Technical Committee, MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee, and the MAG Human Services Coordinating Committee meetings. No public input was given.

PROS & CONS:

PROS: MAG advises ADOT for the FTA Elderly Individuals and Persons with Disabilities Transportation Program awards. Forwarding this priority listing assists ADOT in awarding capital transportation equipment for special needs in the MAG region. Awards are made on a statewide competitive basis. Arizona chooses to include urban and rural area needs in this program.

CONS: The MAG region does not receive FTA Elderly Individuals and Individuals with Disabilities Transportation Program capital awards in relation to its population. Applicants continue to project growth in the number of people who will require special transportation including additional numbers due to a decrease in public transit services.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: ADOT procures accessible and non-accessible passenger vans, ancillary equipment and mobility management projects with these funds. The FTA provides 90 percent of the award cost, and the applicant provides a 10 percent match plus 1.5 percent to cover costs related to state program administration. All awards meet requirements and inspection standards of federal laws and regulations including the Americans with Disabilities Act (ADA). ADOT takes care of the technical specifications, procures the equipment, and satisfies all inspection requirements before delivery. ADOT holds liens on vehicles for four years or 100,000 miles, whichever comes first. ADOT will receive quarterly progress reports for the mobility management projects.

POLICY: The Arizona Department of Transportation receives Elderly Individuals and Individuals with Disabilities Transportation Program funds on a formula basis from the U.S. Department of Transportation, Federal Transit Administration.

ACTION NEEDED:

Recommend forwarding the priority listing of applicants for the FY 2012 FTA Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:

On March 21, 2012, the MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee developed the priority listing of applicants for the FTA Elderly Individuals and Individuals with Disabilities Transportation Program and recommended it be forwarded to the Arizona Department of Transportation.

MEMBERS ATTENDING:

Julie Howard, City of Mesa, Chair
Markus Coleman, City of Phoenix
Matt Dudley, City of Glendale, Vice Chair
Mark Hannah, Town of Youngtown
Becky Johnson, RPTA

Ken-Ichi Maruyama, Town of Gilbert
Christine McMurdy, City of Goodyear
* Ann Marie Riley, City of Chandler
* Kristen Taylor, City of Avondale

*Those members neither present nor represented by proxy.

CONTACT PERSON:

DeDe Gaisthea, MAG, (602) 254-6300

**FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES
TRANSPORTATION PROGRAM GRANT 37 (2012)
RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS**

| PRIORITY | APPLICANT & CAPITAL REQUEST(S) | POPULATION SERVICE |
|-----------------|---|---|
| 1 | CHANDLER/GILBERT ARC < (2) Minivan no Lift | Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events. |
| 2 | STAND TOGETHER AND RECOVER (STAR) < (2) Maxivan no lift < (7) Vehicle Step and Pole | Services adults with serious mental illness and potentially other forms of accompanied disabilities. Transportation from home, recovery center, community events, and advocacy activities. |
| 3 | TERROS, INC. < Mobility Management, GPS Equipment Updates, Vehicle Monitoring System | Terros serves adults who have serious mental illness and may have substance abuse issues. Most have disabilities and are dependent on public transportation. Coordination includes these agencies: Lifewell, Crisis Response Network, EMPACT, Partners in Recovery and CHEEERS. |
| 4 | FOOTHILLS CARING CORP < Mobility Management | Provides transportation for older adults and persons with disabilities to and from medical and nutrition appointments, grocery and other shopping errands, and social and recreational outings. |
| 5 | MARC CENTER < Mobility Management < (4) Cutaway with Lift, (1) Maxivan Lift Equipped | Provides transportation to educational, therapeutic, rehabilitation and social services to children and adults with developmental and/or physical disabilities and behavioral health challenges. |
| 6 | PPEP, INC. /ENCOMPASS < (1) Maxivan Lift Equipped | Provides services to adults with developmental and/or physical disabilities, and serious mental illnesses. Provides transportation services to activities related to job training, employment socialization, and medical care. |
| 7 | ARIZONA RECREATION CENTER FOR THE HANDICAPPED (ARCH) < (1) Maxivan no Lift, (1) Minivan no Lift | Provides services to persons with disabilities to enhance and maintain the quality of life by providing transportation services to recreation, wellness, education, and socialization programs. |
| 8 | HACIENDA HEALTHCARE, INC. < (2) Minivans with Ramp, (1) Cutaway with Lift | Provides transportation services to persons with developmental disabilities and ventilator dependent individuals who require respiratory therapists during transport. |
| 9 | VALLEYLIFE < (1) Minivan no Lift | Provides transportation services to persons with developmental disabilities for their medical, dental, dialysis, surgery appointments from their group homes, and day program areas to their respective destinations. |
| 10 | BENEVILLA < (1) Cutaway with Lift, (2) Maxivan with Lift | Benevilla provides community based volunteer services to older adults, person with disabilities and homebound adults. Services include transportation to adult day care centers and home delivered meals. |
| 11 | THE CENTERS FOR HABILITATION < (5) Cutaway with Lift | Provides services to a diverse population that includes children and adults with low-incomes with developmental and/or physical disabilities. Provides |

**FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES
TRANSPORTATION PROGRAM GRANT 37 (2012)
RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS**

| PRIORITY | APPLICANT & CAPITAL REQUEST(S) | POPULATION SERVICE |
|-----------------|---|---|
| | | transportation to and from various medical facilities and social activities. |
| 12 | UNITED CEREBRAL PALSY OF CENTRAL ARIZONA < (3) Cutaway with Lift | Provides comprehensive services to persons with disabilities and their families with therapy. Provides transportation services to life skills programs, independent living services, educational based programs, and social outlets. |
| 13 | CITY OF SURPRISE < (1) Cutaway with Lift | Provides services to older adults and persons with disabilities. Provides transportation services to the senior center for nutrition, socialization, and recreation activities. |
| 14 | ONE STEP BEYOND < (2) Minivan with Ramp < (6) GPS | Provides services to persons with developmental disabilities. Provides transportation services to job training, education, socialization and community independence programs. |
| 15 | CATHOLIC COMMUNITY SERVICES /VALLEY CENTER OF THE DEAF < (1) Minivan no Lift, (1) Maxivan with Lift | Provides independent living skills, education support, tutoring, orientation and mobility training, and transportation to programs. Provides a program of services for individuals who are deaf and blind, providing support service providers. |
| 16 | SCOTTSDALE TRAINING AND REHABILITATION SERVICES, INC. (STARS) < (1) Minivan no Lift, (1) Ford Transit Connect | Provides persons with severe disabilities a variety of programs, including day treatment and training, sheltered employment, job development and placement, on the job training, and transportation to programs. |
| 17 | ABOUT CARE < Mobility Management, Hardware and Software | Provides support services using trained volunteers for the elderly and physically challenged homebound residents of Chandler and Gilbert. Support services include transportation, respite care, and friendly visits. |
| 18 | LIFEWELL < (5) Minivan no Lift | Provides residential and rehabilitation services including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities for daily living. |
| 19 | FRIENDSHIP FOUNDATION < (1) Maxivan with Lift | Provides transportation for older adults living in their own homes and at assisted living facilities to medical appointments, shopping trips and social activities. |
| 20 | THE CENTERS FOR HABILITATION < (2) Cutaway with Lift | Clients are a diverse population that includes low-income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities. |
| 21 | LIFEWELL < (1) Maxivan no Lift | Provides residential and rehabilitation services including transportation to treatment sites, community resources, medical appointments, rehabilitation, public services, socialization activities, and retail activities for daily living. |

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 3, 2012

SUBJECT:

Amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget to Accept \$250,000 of FHWA State Planning and Research Funds From the Pima Association of Governments for the Activity-Based Model Development Project and Amendment of the Corresponding Contract With Parsons Brinckerhoff, Inc.

SUMMARY:

The fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$500,000 for the second 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 in a timely manner. MAG has completed successfully the first phase of the ABM development and is approaching completion of the second phase.

MAG and the Pima Association of Governments (PAG) have established a mutual agreement for Phases 2 and 3 of the ABM. This collaboration will allow MAG to dramatically increase the quality of travel demand forecasts along the I-10 corridor and improve overall regional forecast. The corresponding Memorandum of Agreement between MAG and PAG was executed by MAG on June 21, 2011. MAG and PAG resolved to collaborate on the development and implementation of the ABM and ensure that the work is completed in accordance with and subject to all provisions of MAG Contract #454 with PB Americas, Inc. (currently Parsons Brinckerhoff, Inc.) and subsequent amendments. In accordance with the agreement PAG has transferred \$250,000 of its FHWA State Planning and Research (SPR) funds to MAG and proceeded with collaborative work on the project. An amendment to the contract #454 was prepared in order to reflect additional scope and budget designated for the PAG portion of the model development and related improvements to the model.

The selected consultant - Parsons Brinckerhoff, Inc. - may, at MAG's discretion, also be retained to complete Phase 3 of the project at a cost not to exceed \$500,000. Main deliverables from the first phase are available on the MAG website.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: This project will enable MAG and MAG member agencies to ensure that emerging planning and travel forecasting needs are addressed in a timely manner, and proper transportation modeling tools are available to support future transportation policy decisions and transportation project evaluations. The amendment provides for improved quality of travel forecast along the I-10 corridor

and allows MAG and PAG to capitalize on the single modeling platform. The contract amendment will allow each of the agencies (MAG and PAG) to explicitly account for the travel demand changes in the neighboring region.

CONS: Delaying the amendment could compromise efficiency of the transportation modeling work required for ongoing and 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, timely processing of the contract amendment is important.

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. It constitutes development of a new generation travel forecasting model needed for required accuracy and consistency of the forecasts.

POLICY: The contract amendment will allow each of the agencies (MAG and PAG) to explicitly account for the travel demand changes in the neighboring region and capitalize on collaboration in developing and maintaining the same modeling platform. The amendment will also allow to streamline information exchange between the two regions required for travel forecasting purposes.

ACTION NEEDED:

Recommend approval of an amendment to the FY 2012 MAG Unified Planning Work Program and Annual Budget to accept \$250,000 of FHWA State Planning and Research Funds from the Pima Association of Governments for the Activity-Based Model Development Project and amendment of the corresponding MAG contract with Parsons Brinckerhoff, Inc., to reflect additional scope and budget designated for the PAG portion of the model development and related improvements to the model.

PRIOR COMMITTEE ACTIONS:

On December 10, 2010, MAG issued a Request for Proposals to complete development of the MAG ABM, and implementation of the ABM at MAG. On February 3, 2011, a multi-agency evaluation team recommended to MAG the selection of PB Americas, Inc., to complete development of the second phase of the ABM for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000. On February 9, 2011, MAG Management Committee recommended approval of the selection of PB Americas, Inc., to complete development of the second phase of the ABM for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000. On February 14, 2011, the MAG Regional Council Executive Committee approved consultant selection of PB Americas, Inc. to complete development of the second phase of the ABM for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000.

CONTACT PERSON:

Vladimir Livshits, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 3, 2012

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including modifications to Maricopa County Northern Parkway projects in the Arterial Life Cycle Program, and revisions to several Arizona Department of Transportation projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by April 20, 2012.

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, METRO/RPTA, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

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

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.

April 3, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, METRO/RPTA
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including modifications to Maricopa County Northern Parkway projects in the Arterial Life Cycle Program, and revisions to several Arizona Department of Transportation projects. Comments on the conformity assessment are requested by April 20, 2012.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on March 15, 2012 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

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

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on March 15, 2012 remains unchanged by this action.

Amendment and Administrative Modification to the FY2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|--------------|-------------------------------------|---|-------|--------------|-------------|---------|--------------|----------|------------|--------------|-----------------|---------------|--|--|
| Maricopa County | 2012 | 2013 | MMA12-106RZ | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 7,030,207 | \$ - | \$ - | \$ 7,030,207 | STP-MAG | \$ 7,030,207 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2014 | MMA12-106RZ2 | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 5,000,000 | \$ - | \$ - | \$ 5,000,000 | STP-MAG | \$ 5,000,000 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2015 | MMA12-106RZ3 | Northern Parkway: Sarival to Dysart | Reimbursement for roadway widening | 4 | 4 | 6 | STP-MAG | \$ 4,030,207 | \$ - | \$ - | \$ 4,030,207 | STP-MAG | \$ 4,030,207 | Amend. Delete line item from the TIP. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA13-106CLZ | Northern Parkway: Sarival to Dysart | Construct and landscape roadway widening | 4 | 4 | 6 | HURF | \$ 495,970 | \$ - | \$ 27,758 | \$ 523,728 | STP-MAG | \$ 495,970 | Amend. Add line item to the TIP. Work continued from previous FFYs. | A minor project revision is needed to continue project into FY 2013. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2014 | MMA14-106CLZ | Northern Parkway: Sarival to Dysart | Construct and landscape roadway widening | 4 | 4 | 6 | HURF | \$ 2,409,973 | \$ - | \$ 134,877 | \$ 2,544,850 | STP-MAG | \$ 2,409,973 | Amend. Add line item to the TIP. Work continued from previous FFYs. | A minor project revision is needed to continue project into FY 2014. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2013 | MMA11-923 | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 242,000 | \$ 242,000 | STP-MAG | \$ 169,400 | Amend. Change in project scope to include bridge. Total work phase cost increased. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|-------------|-----------------------------------|--|-------|--------------|-------------|---------|--------------|----------|--------------|--------------|-----------------|---------------|---|---|
| Maricopa County | 2013 | 2013 | MMA11-923RZ | Northern Parkway: Dysart to 111th | Reimbursement for design of bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 169,400 | \$ - | \$ - | \$ 169,400 | STP-MAG | \$ 169,400 | Amend. Add line item in the TIP. Reimbursement for work in FFY12. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project in TIP. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA13-118DZ | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 1,600,967 | \$ - | \$ 686,129 | \$ 2,287,095 | STP-MAG | \$ 1,600,967 | Amend. Add new line item to the TIP. Total work phase cost increased. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2014 | MMA14-118DZ | Northern Parkway: Dysart to 111th | Design bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 651,204 | \$ - | \$ 279,087 | \$ 930,291 | STP-MAG | \$ 651,204 | Amend. Add new line item to the TIP. Total work phase cost increased. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2013 | MMA11-922 | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 1,630,134 | \$ 1,630,134 | STP-MAG | \$ 1,141,094 | Amend. Changed project scope to include bridge. Increased work phase total cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA11-922RZ | Northern Parkway: Dysart to 111th | Reimbursement for acquiring of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 1,141,094 | \$ - | \$ - | \$ 1,141,094 | STP-MAG | \$ 1,141,094 | Amend. Add new line item to the TIP. Reimbursement advanced from FFY16 to FFY12. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project in TIP. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|---------------|-----------------------------------|--|-------|--------------|-------------|---------|--------------|----------|--------------|--------------|-----------------|---------------|--|--|
| Maricopa County | 2013 | 2013 | MMA13-118RWZ | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 865,197 | \$ - | \$ 370,799 | \$ 1,235,996 | STP-MAG | \$ 865,197 | Amend. Changed project scope to include bridge. Increased work phase total cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA13-118RWZ2 | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | HURF | \$ 815,890 | \$ - | \$ 349,667 | \$ 1,165,557 | STP-MAG | \$ 815,890 | Amend. Add new line item in the TIP. Increased work phase total cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2014 | MMA14-113RWZ | Northern Parkway: Dysart to 111th | Acquisition of right-of-way for bridge construction and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 3,205,268 | \$ - | \$ 1,373,686 | \$ 4,578,954 | STP-MAG | \$ 3,205,268 | Amend. Add new line item in the TIP. Increased work phase total cost. Received reallocated ALCP funds. Work to occur in FFY14. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2014 | MMA14-113CX | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 327,638 | \$ - | \$ 140,416 | \$ 468,055 | STP-MAG | \$ 327,638 | Amend. Changed project scope to include bridge. Work deferred from FFY13 to FFY14. Increased total work phase cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds and to defer project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2015 | MMA15-113CX | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 5,757,438 | \$ 5,757,438 | STP-MAG | \$ 4,030,207 | Amend. Changed project scope to include bridge. Increased total work phase cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|-------------|------------------------------------|--|-------|--------------|-------------|---------|--------------|----------|---------------|---------------|-----------------|---------------|---|---|
| Maricopa County | 2015 | 2015 | MMA15-113RZ | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 4,030,207 | \$ - | \$ - | \$ 4,030,207 | STP-MAG | \$ 4,030,207 | Amend. Add new line item in the TIP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project in TIP. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2016 | MMA14-113CZ | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 5,370,353 | \$ 5,370,353 | STP-MAG | \$ 3,759,247 | Amend. Add new line item in the TIP. Increased total work phase cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA15-113CZ | Northern Parkway: Dysart to 111th | Construct bridge and roadway widening | 2.5 | 2 | 4 | HURF | \$ - | \$ - | \$ 14,543,914 | \$ 14,543,914 | STP-MAG | \$ 10,180,740 | Amend. Add new line item in the TIP. Increased total work phase cost. Received reallocated ALCP funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2016 | MMA14-111DZ | Northern Parkway: Agua Fria Bridge | Advance Design roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 614,143 | \$ 614,143 | STP-MAG | \$ 429,900 | Amend. Delete project from TIP. Work to be conducted as part of Northern Parkway: Dysart to 111th Avenue. ALCP funds reallocated to other projects. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA15-111CZ | Northern Parkway: Agua Fria Bridge | Advance Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 7,676,790 | \$ 7,676,790 | STP-MAG | \$ 5,373,753 | Amend. Delete project from TIP. Work to be conducted as part of Northern Parkway: Dysart to 111th Avenue. ALCP funds reallocated to other projects. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|-------------|---------------------------------------|----------------------------|-------|--------------|-------------|---------|---------|----------|--------------|--------------|-----------------|---------------|--|---|
| Maricopa County | 2012 | 2016 | MMA12-925 | Northern Parkway: Reems Overpass | Design roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 1,040,582 | \$ 1,040,582 | STP-MAG | \$ 728,407 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2016 | MMA13-008CZ | Northern Parkway: Reems Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 4,704,730 | \$ 4,704,730 | STP-MAG | \$ 3,293,311 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2017 | MMA14-008CZ | Northern Parkway: Reems Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 4,704,730 | \$ 4,704,730 | STP-MAG | \$ 3,293,311 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Litchfield Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2016 | MMA14-110DZ | Northern Parkway: Litchfield Overpass | Design roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 1,172,064 | \$ 1,172,064 | STP-MAG | \$ 820,445 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|-------------|---|---|-------|--------------|-------------|---------|------------|----------|--------------|--------------|-----------------|---------------|---|---|
| Maricopa County | 2014 | 2017 | MMA14-110CZ | Northern Parkway: Litchfield Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 5,270,631 | \$ 5,270,631 | STP-MAG | \$ 3,689,442 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2017 | MMA15-110CZ | Northern Parkway: Litchfield Overpass | Construct roadway widening | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 5,270,631 | \$ 5,270,631 | STP-MAG | \$ 3,689,442 | Amend. Delete project from the TIP. Work to be conducted in a new Project combined with the Reems Overpass project. ALCP funds reallocated to other segments. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2012 | 2013 | MMA12-117DZ | Northern Parkway: Reems and Litchfield Overpasses | Design roadway widening and overpasses | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 331,053 | \$ 331,053 | None | \$ - | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. | A minor project revision is needed to combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA13-117DZ | Northern Parkway: Reems and Litchfield Overpasses | Design roadway widening and overpasses | 0.2 | 0 | 4 | STP-MAG | \$ 347,606 | \$ - | \$ 148,974 | \$ 496,580 | STP-MAG | \$ 347,606 | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. Received reallocated ALCP funds. | A minor project revision is needed to combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2013 | 2013 | MMA13-117CZ | Northern Parkway: Reems and Litchfield Overpasses | Construct roadway widening and overpass | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 516,237 | \$ 516,237 | None | \$ - | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. | A minor project revision is needed to combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2016 | MMA14-117CZ | Northern Parkway: Reems and Litchfield Overpasses | Construct roadway widening and overpass | 0.2 | 0 | 4 | HURF | \$ - | \$ - | \$ 9,808,503 | \$ 9,808,503 | STP-MAG | \$ 6,865,952 | Amend. Add new project to the TIP. Combined Reems and Litchfield overpass projects. | A minor project revision is needed to combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|--------------|---|--|-------|--------------|-------------|---------|--------------|----------|--------------|--------------|-----------------|---------------|---|--|
| Maricopa County | 2014 | 2016 | MMA14-112DZ | Northern Parkway: Northern Avenue at Loop 101 | Design roadway widening and overpasses | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 1,072,371 | \$ 1,072,371 | STP-MAG | \$ 750,660 | Amend. Increased total work phase cost. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA15-112DZ | Northern Parkway: Northern Avenue at Loop 101 | Design roadway widening and overpasses | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new line item to the TIP. Work to occur in FFY15. Increased total work phase cost. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA14-112RWZ | Northern Parkway: Northern Avenue at Loop 101 | Acquire right-of-way for roadway widening and overpass | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 3,342,340 | \$ 3,342,340 | STP-MAG | \$ 2,339,638 | Amend. Deferred from FFY14 to FFY15. | A minor project revision is needed to defer the project to FFY 2015. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA15-112CZ | Northern Parkway: Northern Avenue at Loop 101 | Construct roadway widening and overpass | 0.5 | 4 | 6 | STP-MAG | \$ 1,123,232 | \$ - | \$ 481,385 | \$ 1,604,617 | STP-MAG | \$ 1,123,232 | Amend. Delete line item from the TIP. Worked deferred from FFY2015. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2017 | MMA15-112CZ2 | Northern Parkway: Northern Avenue at Loop 101 | Construct roadway widening and overpass | 0.5 | 4 | 6 | HURF | \$ - | \$ - | \$ 5,549,846 | \$ 5,549,846 | STP-MAG | \$ 3,884,892 | Amend. Delete line item from the TIP. Worked deferred from FFY2015. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2014 | 2016 | MMA14-119DZ | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new project to the TIP. Work advanced from FFY16. Total work phase cost increased. | A minor project revision is needed to increase funds and to advance project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2015 | 2016 | MMA15-119DZ | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 500,000 | \$ 500,000 | STP-MAG | \$ 350,000 | Amend. Add new project to the TIP. Work advanced from FFY16. Total work phase cost increased. | A minor project revision is needed to increase funds and to advance project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|-------------|---|--|-------|--------------|-------------|---------|---------------|----------|-------|---------------|-----------------|---------------|--|--|
| Maricopa County | 2016 | 2016 | MMA14-113RZ | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 3,759,247 | \$ - | \$ - | \$ 3,759,247 | STP-MAG | \$ 3,759,247 | Amend. Add new line item. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart to 111th | Reimbursement for constructing bridge and roadway widening | 2.5 | 2 | 4 | STP-MAG | \$ 10,180,740 | \$ - | \$ - | \$ 10,180,740 | STP-MAG | \$ 10,180,740 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Reems and Litchfield Overpasses | Reimbursement for constructing roadway widening and overpass | 0.2 | 0 | 4 | STP-MAG | \$ 6,865,952 | \$ - | \$ - | \$ 6,865,952 | STP-MAG | \$ 6,865,952 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for design of roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 750,660 | \$ - | \$ - | \$ 750,660 | STP-MAG | \$ 750,660 | Amend. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for design of roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for acquiring right-of-way for roadway widening and overpasses | 0.5 | 4 | 6 | STP-MAG | \$ 2,339,638 | \$ - | \$ - | \$ 2,339,638 | STP-MAG | \$ 2,339,638 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|--------|---|--|-------|--------------|-------------|---------|---------------|----------|--------------|---------------|-----------------|---------------|--|--|
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Northern Avenue at Loop 101 | Reimbursement for constructing roadway widening and overpass | 0.5 | 4 | 6 | STP-MAG | \$ 3,884,892 | \$ - | \$ - | \$ 3,884,892 | STP-MAG | \$ 3,884,892 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 350,000 | \$ - | \$ - | \$ 350,000 | STP-MAG | \$ 350,000 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2017 | NONE | Northern Parkway: Dysart Overpass | Design roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 2,784,856 | \$ 2,784,856 | STP-MAG | \$ 1,949,399 | Amend. Total work phase cost increased. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for design of roadway widening and overpasses | 0.1 | 0 | 4 | STP-MAG | \$ 1,949,399 | \$ - | \$ - | \$ 1,949,399 | STP-MAG | \$ 1,949,399 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Dysart Overpass | Construct roadway widening and overpass | 0.1 | 0 | 4 | STP-MAG | \$ 16,310,508 | \$ - | \$ 6,990,218 | \$ 23,300,726 | STP-MAG | \$ 16,310,508 | Amend ALCP. Total work phase cost increased. Received reallocated funds. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2017 | 2018 | NONE | Northern Parkway: Dysart Overpass | Construct roadway widening and overpass | 0.1 | 0 | 4 | HURF | \$ - | \$ - | \$ 6,281,408 | \$ 6,281,408 | STP-MAG | \$ 4,396,986 | Amend ALCP. Total work phase cost increased. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|--------|---|--|-------|--------------|-------------|---------|--------------|----------|------------|--------------|-----------------|---------------|---|--|
| Maricopa County | 2018 | 2018 | NONE | Northern Parkway: Dysart Overpass | Reimbursement for constructing roadway widening and overpass | 0.1 | 0 | 4 | STP-MAG | \$ 4,396,986 | \$ - | \$ - | \$ 4,396,986 | STP-MAG | \$ 4,396,986 | Amend ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2016 | 2016 | NONE | Northern Parkway: Corridorwide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 700,000 | \$ - | \$ 300,000 | \$ 1,000,000 | STP-MAG | \$ 700,000 | Amend ALCP. Total segment cost increased. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2017 | 2017 | NONE | Northern Parkway: Corridorwide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 700,000 | \$ - | \$ 300,000 | \$ 1,000,000 | STP-MAG | \$ 700,000 | Amend ALCP. Total segment cost increased. | A minor project revision is needed to increase funds. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2018 | 2020 | NONE | Northern Parkway: Corridorwide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY18. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2019 | 2020 | NONE | Northern Parkway: Corridorwide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY19. | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2020 | 2020 | NONE | Northern Parkway: Corridorwide ROW Protection | Acquire right-of-way for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ - | \$ - | \$ 114,156 | \$ 114,156 | STP-MAG | \$ 79,909 | Amend ALCP. Delete line item from ALCP. Reallocated ALCP funds. Work will not occur in FFY20 | A minor project revision is needed to delete project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2018 | 2018 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 8,381,161 | \$ - | \$ - | \$ 8,381,161 | STP-MAG | \$ 8,381,161 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Note | Conformity Assessment |
|-----------------|-----------|-------------|--------|--|------------------------------------|-------|--------------|-------------|---------|--------------|----------|-------|--------------|-----------------|---------------|---|--|
| Maricopa County | 2019 | 2019 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 9,178,747 | \$ - | \$ - | \$ 9,178,747 | STP-MAG | \$ 9,178,747 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| Maricopa County | 2020 | 2020 | NONE | Northern Parkway: Interim construction | Reimbursement for roadway widening | 12.5 | 0 | 0 | STP-MAG | \$ 319,636 | \$ - | \$ - | \$ 319,636 | STP-MAG | \$ 319,636 | Amend ALCP. New segment in the ALCP. Received reallocated ALCP funds. | A minor project revision is needed to include new reimbursement project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change | Conformity Assessment |
|-----------|--------|--|---|-------------|--------------|--------------|-------------|-----------|------------|--------------|---------------|-------------|---|--|
| DOT12-832 | ADOT | 10 : Perryville Rd TI | Design traffic interchange | 2012 | 0.2 | TI | TI | RARF | \$0 | \$0 | \$1,300,000 | \$1,300,000 | Delete design project from FY 2012. The scope and funds for this project will be added to the proposed design build project at the Perryville Rd TI in FY 2013. | A minor project revision is needed to combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| DOT13-929 | ADOT | 101 (Pima Fwy): Shea Blvd to Chaparral Rd | Design general purpose lane | 2012 | 5 | 8 | 10 | RARF | \$0 | \$0 | \$3,400,000 | \$3,400,000 | Admin Mod: Decrease total budget by \$3,000,000 (Decrease of Regional funds \$3,000,000). Split project into two (see DOT12-139): Change name to Shea Blvd to Chaparral Rd from Shea Blvd to SR202L, Red Mtn Fwy. | A minor project revision is needed to split project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| DOT12-139 | ADOT | 101 (Pima Fwy): Chaparral Rd to SR202L (Red Mtn Fwy) | Design general purpose lane | 2012 | 5 | 8 | 10 | RARF | \$0 | \$0 | \$3,000,000 | \$3,000,000 | Amend: Original DOT13-929 split into two projects. Add a new roadway design project in FY 2012 for \$3,000,000. | A minor project revision is needed to split project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| DOT12-100 | ADOT | Mt. Ord - Slate Creek | Pavement Preservation | 2012 | 6.0 | 4 | 4 | NHS | \$199,500 | \$3,300,500 | \$0 | \$3,500,000 | Admin Mod: Change name to "Mt. Ord - Slate Creek" from "MP 218 - 224". | A minor project revision is needed to change project description. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| DOT12-140 | ADOT | 202 (Santan Fwy): Lindsay Rd to Gilbert Rd | Convert flat rate load centers to metered service for freeway lighting (pilot project). | 2012 | 1 | 6 | 6 | NHS | \$10,431 | \$172,569 | \$0 | \$183,000 | Amend: Add a new pilot project in FY 2012 for \$183,000. | The new project is considered exempt under the category "Lighting improvements." The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged. |

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change | Conformity Assessment |
|-----------|---------|--|---|-------------|--------------|--------------|-------------|-----------|------------|--------------|---------------|------------|---|---|
| DOT12-141 | ADOT | 74: Picacho Wash to Jct I-17 | Design pavement preservation | 2012 | 8.8 | 2 | 2 | STP-AZ | \$17,955 | \$297,045 | \$0 | \$315,000 | Amend: Add a new design pavement preservation project in FY 2012 for \$315,000. | The new 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. |
| DOT12-142 | ADOT | 87: Hunt Highway to Riggs Rd | Construct pavement preservation | 2012 | 1.14 | 4 | 4 | STP-AZ | \$39,900 | \$660,100 | \$0 | \$700,000 | Amend: Add a pavement preservation construction project in FY 2012 for \$700,000. | The new 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. |
| MES13-902 | Mesa | West Side Real Time Adaptive Project (initial deployment in Fiesta district), West city limits to Country Club drive, Broadway to Baseline | Upgrade central traffic control system software to accommodate a lite version of adaptive control | 2013 | 12 | 4 | 4 | CMAQ | \$150,000 | \$318,182 | \$0 | \$468,182 | Amend TIP: Update the location description to better specify the initial deployment area. (Per CIP FY 11-16, page 140 ITS 022) | A minor project revision is needed to change project description. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| MES13-906 | Mesa | Bluetooth sensor deployment at approximately 80 intersections to determine travel times along key Mesa E-W and N-S corridors | Construction | 2013 | 40 | 4 | 4 | CMAQ | \$200,750 | \$381,818 | \$0 | \$582,568 | Amend TIP: Update the location description, better specify technology, cost increase. Per CIP Fy 11-16, page 132 ITS 023 | A minor project revision is needed to change project description. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| PHX12-104 | Phoenix | Various Locations | Pontic/Virtis Software for bridge inspections | 2012 | | | | Bridge | \$5,299 | \$87,663 | \$0 | \$92,962 | Change local and fed Cost, and funding source. Total project decreased by \$1,018. Federal funding of \$87,663 utilized from Statewide funds. | A minor project revision is needed to decrease project funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change | Conformity Assessment |
|-----------|------------|---------------------|---|-------------|--------------|--------------|-------------|-----------|------------|--------------|---------------|-------------|---|---|
| PHX12-105 | Phoenix | Various Locations | Equipment rental for bridge inspections | 2012 | | | | Bridge | \$11,030 | \$182,471 | \$0 | \$193,500 | Change local and fed Cost, and funding source. Total project increased by \$49,759. Federal funding of \$182,471 utilized from Statewide funds. | A minor project revision is needed to increase project funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| SCT13-102 | Scottsdale | Hayden Rd/Thomas Rd | Design Intersection improvement | 2012 | 0.5 | N/A | N/A | HSIP | \$8,550 | \$141,450 | \$0 | \$150,000 | Increase project cost \$2,222 local, \$36,747 Fed, total work phase cost increase \$38,969. The additional cost increase available from HSIP (statewide) funds. Work phase was originally programmed under award budget. | A minor project revision is needed to increase project funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| SCT12-102 | Scottsdale | Hayden Rd/Thomas Rd | Construct Intersection improvement | 2014 | 0.5 | N/A | N/A | HSIP | \$74,990 | \$1,240,631 | \$0 | \$1,315,621 | Increase project cost \$11,702 local, \$193,600 Fed, total work phase cost increase \$205,302. The additional cost increase available from HSIP (statewide) funds. Work phase was originally programmed under award budget. | A minor project revision is needed to increase project funding amounts. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |

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

| TIP # | Agency | Project Location | Project Description | Fiscal Year | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change | Conformity Assessment |
|------------|--------|--|--|-------------|--------------|--------------|-------------|-------------|------------|--------------|---------------|--------------|---|--|
| DOT12-103 | ADOT | 10: Wintersburg Rd and Sun Valley Parkway | Pavement Preservation | 2012 | 0.5 | 4 | 4 | IM | \$119,700 | \$1,980,300 | \$0 | \$2,100,000 | Amend: Increase total project budget by \$1,669,000 (\$95,133 Local, \$1,573,867 Federal). Change name to Wintersburg Rd. TI and Sun Valley Parkway TI, from Sun Valley Parkway TI. This project will include milling and replacing pavement on ramps and cross roads with AC. The project originally included only the Sun Valley Parkway TI and is being expanded to also include the Wintersburg TI, which is also in need of pavement work. Funds for this project will be provided by ADOT statewide subprograms, which will not affect RTP cash flow. | The 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. |
| DOT12-131 | ADOT | 51: Glendale Ave to SR101L (Pima) | Construct FMS | 2012 | 9 | 8 | 8 | CMAQ/STP-AZ | \$177,270 | \$2,932,730 | \$0 | \$3,110,000 | Amend: Increase total project budget by \$1,110,000 (Federal: CMAQ remains unchanged, increase to add STP-AZ \$1,046,730, and \$63,270 local). The cost increase is due to extending the original FMS project limits from "Bell Rd - SR101L" to "Glendale Ave - SR101L", in order to address additional FMS functions. The work between Glendale Ave. and Bell Rd. includes: (1) install ramp meters, (2) replace acoustic detectors with loop detectors, and (3) upgrade FMS in the corridor from analog to digital. Work between Bell Rd. and SR 101 on SR 51 involves installing ramp meters, CCTV cameras, loops, and DMS signs. Funding for the cost increase will be provided by ADOT statewide program contingency funds, which will not affect RTP cash flow. | The project is considered a "Traffic signal synchronization project" and may be approved, funded, and implemented, and is subject to subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged. |
| DOT10-6C29 | ADOT | 60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1 | Roadway improvements and Pavement Preservation | 2012 | 10 | 6 | 6 | NHS | \$0 | \$18,199,900 | \$1,100,100 | \$19,300,000 | Amend: Increase total project budget by \$3,900,000 (\$222,300 Local, \$3,677,700 Federal) from \$15,400,000 to \$19,300,000. The cost increase is due to the addition of pavement preservation work to the scope of the project. It is more efficient to combine the pavement preservation work with this project than to develop a separate pavement preservation project. Funds for this project will be provided by ADOT district minor project funds, which will not affect RTP cash flow. | A minor project revision is needed to increase project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |
| DOT12-106 | ADOT | 87: Jct SR202L to Gilbert Rd | Pavement Preservation | 2012 | 5.2 | 6 | 6 | NHS | \$199,500 | \$3,300,500 | \$0 | \$3,500,000 | Amend: Increase total project budget by \$1,400,000 (\$79,800 Local, \$1,320,200 Fed). The cost increase is due to a scope change from the original milling & replacing 1/2" friction course (only), to include milling & replacing 2" existing pavement, plus the 1/2" friction course. The additional milling & replacing are necessary because underlying cracks and rutting would propagate through a newly placed friction course and significantly shorten the life of the pavement preservation project. Funds for this project will be provided by ADOT statewide subprograms, which will not affect RTP cash flow. | A minor project revision is needed to increase project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged. |



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

April 3, 2012

TO: Members of the MAG Management Committee

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: STATUS OF REMAINING MAG APPROVED PM-10 CERTIFIED STREET SWEEPER PROJECTS THAT HAVE NOT REQUESTED REIMBURSEMENT

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement (see attached table). 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.

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests.

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, while the MAG 2007 Five Percent Plan for PM-10 has been withdrawn, the measures in the plan including the measure "Sweep Street with PM-10 Certified Street Sweepers", continue to be implemented to reduce PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

**STATUS OF REMAINING PM-10 CERTIFIED STREET SWEEPER PROJECTS
THAT HAVE RECEIVED APPROVAL**

April 3, 2012

| | Remaining Projects | CMAQ Allocated | Status |
|---|--------------------|--------------------|--|
| FY 2011 CMAQ | | | |
| Approved January 2011 | | | |
| To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by March 5, 2012. | Phoenix (2) | \$406,864 | Delivery of the street sweepers is anticipated in May 2012. |
| | Mesa | \$218,915 | Delivery of the street sweeper is anticipated the second week of April 2012. |
| | | | |
| | | | |
| | | | |
| Total Remaining Project Costs | | \$625,779 | |
| FY 2012 CMAQ | | | |
| Approved December 2011 | | | |
| To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 18, 2012. | Tempe | \$216,305 | |
| | El Mirage | \$212,261 | |
| | Scottsdale | \$188,395 | |
| | Surprise (2) | \$374,030 | |
| | Phoenix | \$236,753 | |
| | Carefree | \$216,174 | |
| Approved February 2012 | | | |
| To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by April 8, 2013. | Tempe | \$216,305 | |
| | Chandler | \$246,602 | |
| | | | |
| | | | |
| Total Remaining Project Costs | | \$1,906,825 | |
| Grand Total Remaining Project Costs FY 2011 - FY 2012 | | \$2,532,604 | |

MAG staff contact: Lindy Bauer or Dean Giles, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 3, 2012

SUBJECT:

Financial Auditor Selection for the Maricopa Association of Governments

SUMMARY:

The Maricopa Association of Governments requested proposals from qualified firms of certified public accountants to audit the financial statements for five consecutive years beginning in fiscal year 2012. In response to the Request for Proposals released in February 2012, MAG received six proposals from qualified certified public accountant firms, including CliftonLarsonAllen, LLP; Grant Thornton, LLP; Heinfeld, Meech & Co., PC; Hinton Burdick Hall and Spilker, PLLC; Mayer Hoffman McCann, PC; and Miller, Allen and Company, PC. A multi-agency proposal evaluation team reviewed the proposals and met to do a final evaluation of the proposals on March 22, 2012. The multi-agency proposal evaluation team recommended to MAG that CliftonLarsonAllen, LLP be selected to perform the financial audit at MAG for the period beginning FY 2012 with four one-year options to renew through FY 2016.

The all-inclusive price summary for the financial audit by CliftonLarsonAllen, LLP for each of the fiscal years 2012 through 2016 is listed below:

| | |
|---------------|----------|
| June 30, 2012 | \$38,295 |
| June 30, 2013 | \$38,295 |
| June 30, 2014 | \$39,200 |
| June 30, 2015 | \$39,200 |
| June 30, 2016 | \$40,200 |

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is required by its By-laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget (“OMB”) Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The annual financial audit must be in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. Additionally, the audit report will indicate whether MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-laws, an annual audit must be conducted by a public accountant or a certified public accountant selected by the Regional Council at the end of each fiscal year.

ACTION NEEDED:

Recommend selecting CliftonLarsonAllen, LLP to perform the MAG annual financial audit for fiscal year 2012 with four one-year options to renew through 2016.

PRIOR COMMITTEE ACTIONS:

On March 22, 2012, a multi-agency proposal evaluation team recommended to MAG the selection of CliftonLarsonAllen, LLP to perform the MAG annual financial audit for fiscal year 2012 with four one-year options to renew through 2016.

Jerry Hart, City of Tempe
Ken Kessler, City of Phoenix
Don Sehorn, AMWUA

Rebecca Kimbrough, MAG
Veronica Martinez, MAG

CONTACT PERSON:

Rebecca Kimbrough, Fiscal Services Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 3, 2012

SUBJECT:

Update on the 3-1-1 Business Plan Committee

SUMMARY:

The 3-1-1 Business Plan Committee was formed by the Management Committee on July 13, 2011, to evaluate the possible regional implementation of a 3-1-1 customer contact phone number for the MAG region as a means for improving citizen access and efficiency. The group has met seven times and has spent considerable time learning about 3-1-1 systems and reviewing possible models for implementation. The committee is providing this update to apprise the Management Committee of its work to date and to seek input on the direction of further discussions.

Key findings to date include:

1. The two key drivers for most systems are improved customer service and efficiency.
2. There are not currently any examples of a distributed regional system.
3. Successful implementations should incorporate multiple means of contact (e.g., phone and Internet).
4. Most 3-1-1 implementations do not track hard cost savings and are primarily focused on improving citizen experience and government efficiency.
5. Some agencies that have tracked savings have reported significant savings. For example, the Montgomery County, Maryland, system was credited with permanent savings of \$10 million.
6. Implementing the 3-1-1 phone number generally produces a significant increase in call volume, but will not generate savings or efficiencies without appropriate back-end processes.
7. Approximately 70 percent of calls to most 3-1-1 systems are informational.
8. Successful 3-1-1 implementations are driven by individual agency executives.
9. While a number of agencies have consolidated switchboards, only Tempe appears to have a consolidated Customer Relationship Management system and call center for agency-wide services.

Key questions moving forward include:

1. Given the preliminary information provided, which agencies are still interested in examining a regional implementation of the 3-1-1 phone number?
2. Are agencies willing to give up any call handling control to a regional entity if it represents economies of scale?
3. How important are the initial and ongoing costs to a decision on moving forward?

The group is currently considering five models which are attached to this transmittal and described below. In all cases, the ability for agencies to decline participation is respected. The models encompass various regional and autonomous implementations and include:

| Model Number | Name | Description |
|--------------|-------------------------------------|---|
| 1 | Distributed Regional Implementation | This model envisions 3-1-1 calls being answered by an Interactive Voice Response (IVR) system. The call would then be transferred to the appropriate agency which would have the option of handling the call in any number of ways including a call center. |

| | | |
|---|--|---|
| 2 | Centralized Regional Implementation | This model envisions a single regional call center that would host a knowledge base that would be updated by participating agencies and potentially the ability to access their work order systems. The call center would attempt to resolve the caller's issue and would forward the caller to the appropriate agency if the issue required additional assistance. |
| 3 | Centralized Regional Implementation Co-located with 2-1-1 | This model shows 3-1-1 co-located with the existing 2-1-1 implementation. This is the model in use in New York City. The call center would attempt to resolve the caller's issue and would forward the caller to the appropriate agency if the issue required additional assistance. |
| 4 | Do Nothing | This is a graphical representation of the status quo with agencies handling calls as they do now and no Regional implementation of 3-1-1. |
| 5 | Jurisdictional Control of 3-1-1 | This model indicated that some agencies would attempt to transfer the 3-1-1 designation from the County to their local jurisdiction independent of any regional effort. This graphic was requested by members of the committee to clarify that the County would not have the designation for all geographic areas. |

The 3-1-1 Business Plan Committee also has developed two supporting matrices. The first is the 3-1-1 Models Evaluation Matrix and lists the pros and cons of each model from both an agency and citizen perspective. The second, 3-1-1 Models Technical Matrix, was generated through a task assigned to the Technology Advisory Group and covers the technical merits of the models and different options within the models including a rough estimate of cost.

The 3-1-1 Business Plan Committee is interested primarily in understanding the philosophical direction of the Management Committee on centralized versus decentralized call handling, in conveying the importance of internal agency preparation for any type of 3-1-1 implementation, and ensuring that the current committee is meeting the charge given by the Management Committee.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: None at this time.

CONS: None at this time.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None at this time.

POLICY: None at this time.

ACTION NEEDED:

Information, discussion, and input.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

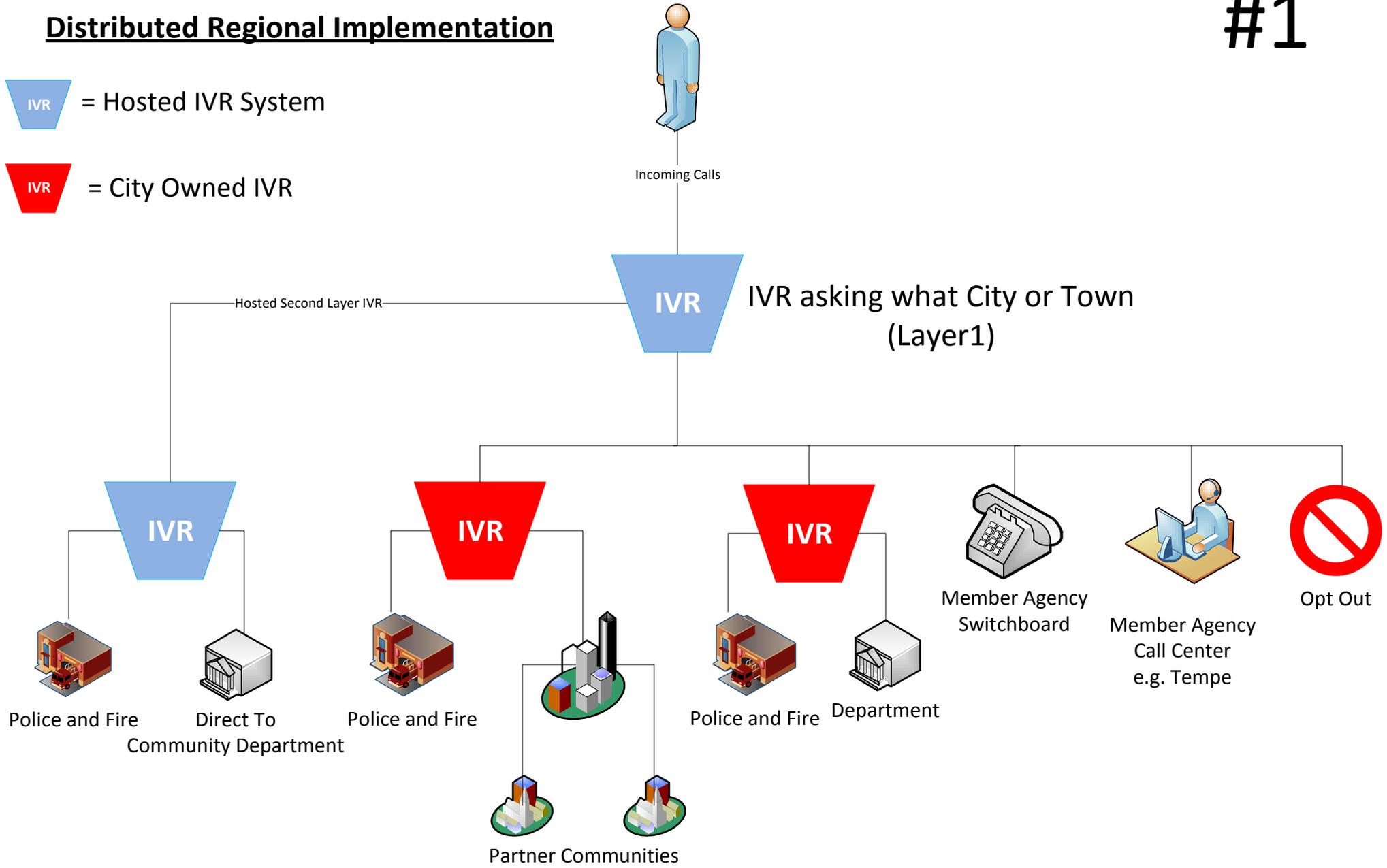
Audrey Skidmore, Information Technology Manager, (602) 254-6300.

Distributed Regional Implementation

#1

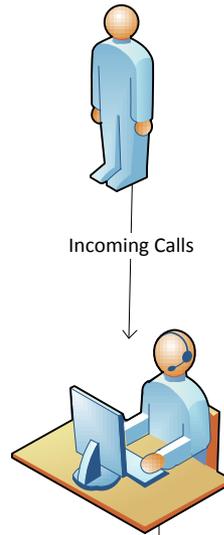
 = Hosted IVR System

 = City Owned IVR

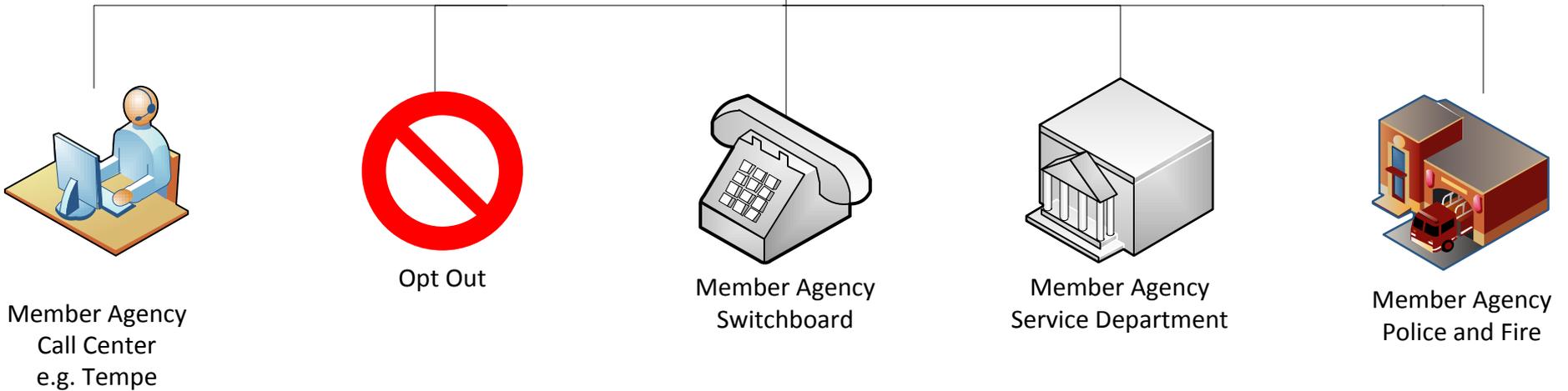


Centralized Regional Implementation

#2



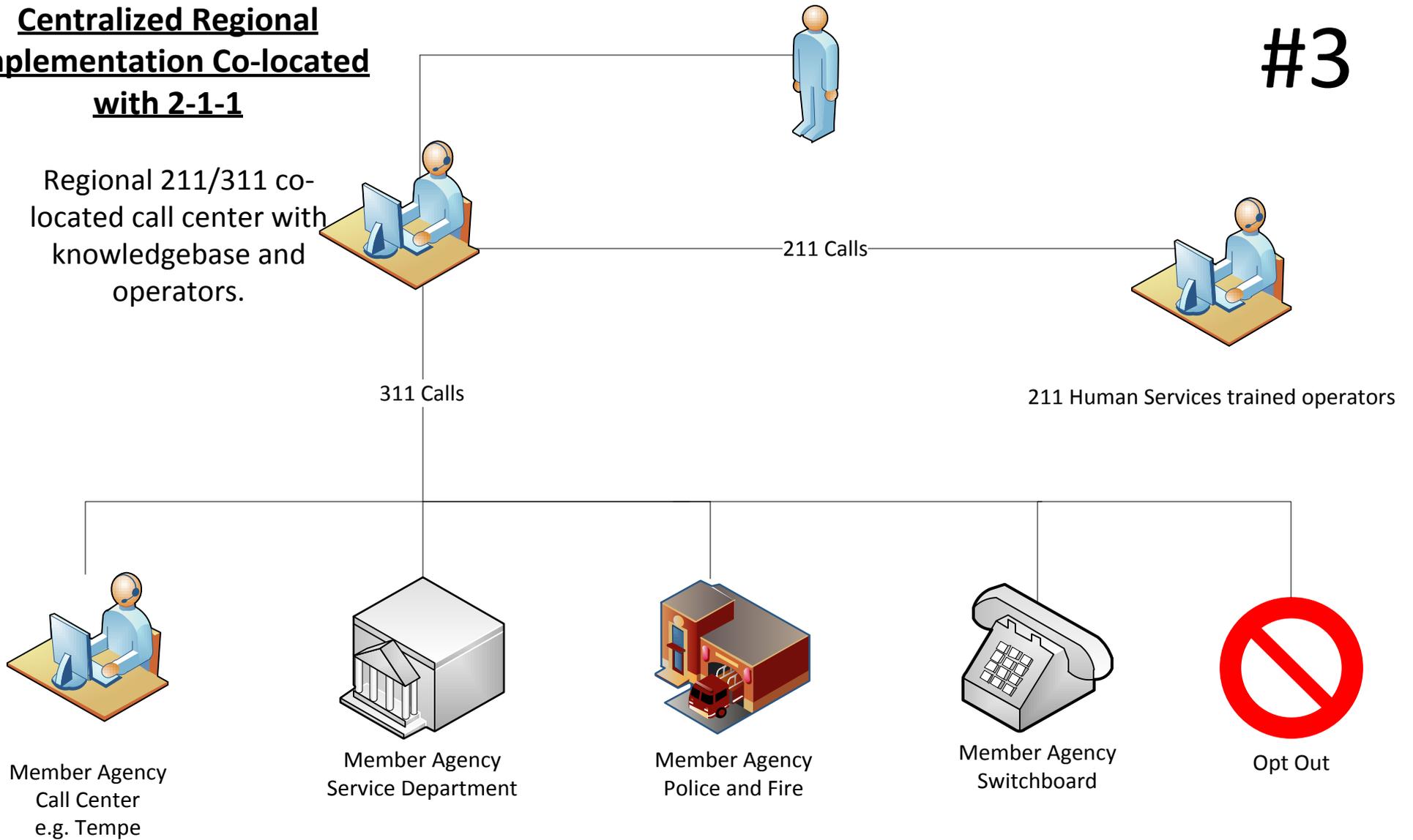
Regional call center with
knowledgebase and operators.



**Centralized Regional
Implementation Co-located
with 2-1-1**

#3

Regional 211/311 co-located call center with knowledgebase and operators.



311 Calls

211 Calls

211 Human Services trained operators

Member Agency
Call Center
e.g. Tempe

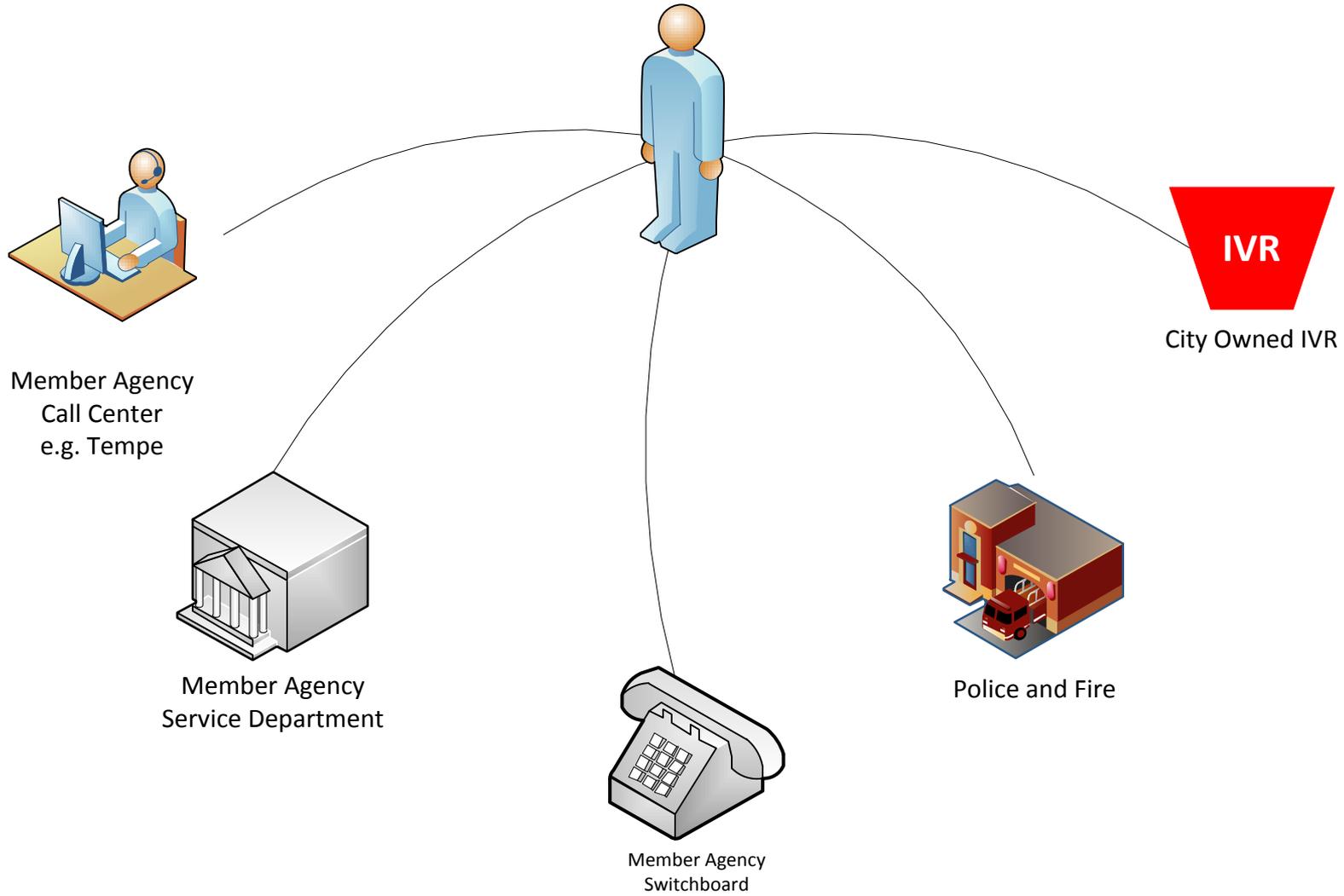
Member Agency
Service Department

Member Agency
Police and Fire

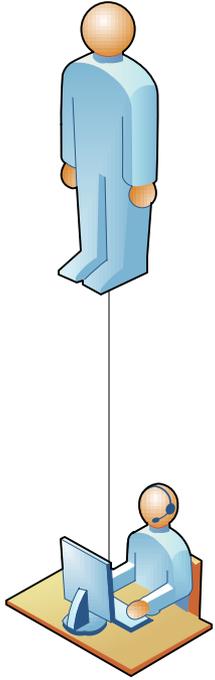
Member Agency
Switchboard

Opt Out

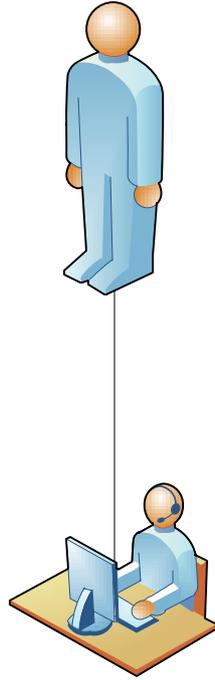
Do Nothing



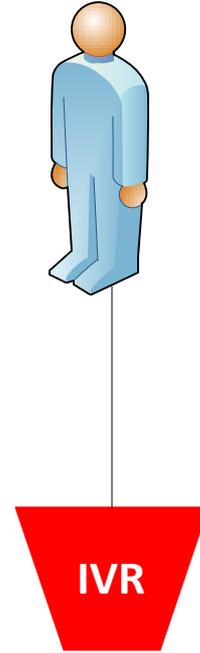
Jurisdictional Control of 3-1-1



Member Agency
3-1-1 Center



Member Agency
7 digit Number



3-1-1 Models Evaluation Matrix

| | | DECENTRALIZED | CENTRALIZED | | DECENTRALIZED | |
|-------------------------------|-------------|---|--|---|--|---|
| | | Option 1: IVR or Switchboard | Option 2: Regional Call Center | Option 3: 2-1-1/3-1-1 Combination/Cooperation | Option 4: Status Quo | Option 5: Go It Alone |
| Citizen Experience | Pros | <ul style="list-style-type: none"> Single, easy to remember phone number to connect to government from anywhere Unified directory experience from anywhere in the County Direct connection to a person is possible in switchboard scenario | <ul style="list-style-type: none"> Single, easy to remember phone number to connect to government from anywhere Unified call experience from anywhere in the County Appropriate agency accurately identified by operator Direct connection to a person is possible | <ul style="list-style-type: none"> Single, easy to remember phone number to connect to government from anywhere Unified call experience from anywhere in the County Seamless integration with 2-1-1 Direct connection to a person is possible | <ul style="list-style-type: none"> Established and published phone numbers Direct connection to a person is possible | <ul style="list-style-type: none"> Single, easy to remember phone number to connect to government in participating jurisdictions |
| | Cons | <ul style="list-style-type: none"> Without a human operator, may have trouble identifying the appropriate agency Potential for an extra step in arriving at the appropriate destination | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> Numerous phone numbers can make locating the correct department or person challenging Phone number familiarity may be limited to home community May receive calls unrelated to agency services | <ul style="list-style-type: none"> Need to be aware of 10-digit numbers to access an agency from outside its borders Citizen confusion about where 3-1-1 is supported |
| Government Perspective | Pros | <ul style="list-style-type: none"> Minimal upfront investment Can grow a call center as needed Increased citizen access | <ul style="list-style-type: none"> Potential cost savings as informational questions are siphoned off by the call center Increased citizen access | <ul style="list-style-type: none"> Potential cost savings as informational questions are siphoned off by the call center Increased citizen access | <ul style="list-style-type: none"> No additional investment | <ul style="list-style-type: none"> Complete agency control of when and how the system becomes active |
| | Cons | <ul style="list-style-type: none"> Increased call volume before supporting member agency processes and infrastructure in place Differences in call handling standards between agencies could cause public dissatisfaction | <ul style="list-style-type: none"> Agencies must monitor and update the knowledge base regularly Increased upfront costs Loss of 'identity' | <ul style="list-style-type: none"> Agencies must monitor and update the knowledge base regularly Increased upfront costs Loss of 'identity' | <ul style="list-style-type: none"> Higher call times and lost productivity as citizens are directed to the correct location | <ul style="list-style-type: none"> No unified citizen experience Citizens in boarder areas may not be directed to the appropriate call center |

Note: Any regional option would need to include a coordinated marketing effort.

3-1-1 Models Technical Matrix

| | Option 1 | | | Option 2 | Option 3 | | Option 4 | Option 5 | |
|--|--|---|---|--|--|--|---|---|---|
| | A | B | C | A | A | B | A | A | B |
| Description | IVR Only | Outsourced Human Switchboard | Insource Human Switchboard | Regional Call Center | Transfers Calls to 211 and Visa Versa | Physical Colocation or Transfer of Responsibility | No Action | Calls Routed by Central Office or Cell Tower | Calls Fully Routed by Physical Location |
| Startup Cost (Regional) | <\$200,000 | <\$200,000 | \$4,500,000 - \$5,500,000 | \$6,000,000 - \$7,000,000 | \$6,000,000 - \$7,000,000 | \$6,000,000 - \$7,000,000 | - | <\$200,000 | \$6,000,000 - \$7,000,000 |
| Ongoing Annual Cost (Regional) | <\$200,000 | \$1,000,000 - \$2,000,000 | \$2,000,000 - \$3,000,000 | \$6,000,000 - \$7,000,000 | \$6,000,000 - \$7,000,000 | \$6,000,000 - \$7,000,000 | - | <\$200,000 | \$6,000,000 - \$7,000,000 |
| Difficulty (Implementation) | Low | Low | Moderate | High | High | High | N/A | Moderate | High |
| Feasibility (Likelihood of Success) | High | High | Moderate | Moderate | Moderate | Moderate | N/A | Low | Low |
| Assumptions | <ul style="list-style-type: none"> 30 simultaneous calls handled would be close to the 33 calls per minute assumed. | <ul style="list-style-type: none"> Calls limited to one minute. If agencies desire the call takers to further refine routing, for example sending calls to specific departments, call time will increase. | <ul style="list-style-type: none"> Calls limited to one minute. If agencies desire the call takers to further refine routing, for example sending calls to specific departments, call time will increase. | <ul style="list-style-type: none"> 80% of calls answered in 20 seconds and about 4 minutes total per call | <ul style="list-style-type: none"> This is essentially the same as setting up the Regional Call Center in Option 2 with the addition of some procedures, so the cost is analogous. Incremental cost for the transfer should be small. | <ul style="list-style-type: none"> Would either need to build a call center or pay for 211 to build a larger call center and operate it so cost analogous to building a Regional Call Center as in Option 2 Actual transfer of the call center to 211 would require negotiation and is therefore left out of this analysis | N/A | <ul style="list-style-type: none"> Providers would need to be willing to make the required changes. Most cell and landline providers do not appear to charge for the initial programming. CenturyLink charges per tariff. | <ul style="list-style-type: none"> The providers would be willing and able to provide the same level of detail that they provide for the 911 system |
| Pros | <ul style="list-style-type: none"> Simple administration Low initial cost Low ongoing cost Does not preclude using other options at a future date Uniform user experience | <ul style="list-style-type: none"> Flexibility to have some human intelligence built into the call transfer (e.g., if the caller wants animal control, they could be transferred to the County.) Easily able to determine cost of actual calls delivered by agency Uniform user experience | <ul style="list-style-type: none"> Flexibility to have some human intelligence built into the call transfer (e.g., if the caller wants animal control, they could be transferred to the County.) Uniform user experience | <ul style="list-style-type: none"> Centralized administration All calls answered by an operator during operating hours | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 Established routing relationship | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 Clients would be seamlessly transitioned to the correct resource 211 operators could be cross trained to handle large call events | <ul style="list-style-type: none"> No additional cost associated with this option. | <ul style="list-style-type: none"> Routing is automatic based on physical location | <ul style="list-style-type: none"> Accurate routing is automatic based on physical location |
| Cons | <ul style="list-style-type: none"> No automatic routing of calls without user interaction | <ul style="list-style-type: none"> Incremental cost for minute overages is \$0.80 which could result in substantial charges if the volume estimate is low or there is an event that affects call volume Extra step in the call delivery process No automatic routing of calls without user interaction | <ul style="list-style-type: none"> Extra step in the call delivery process No automatic routing of calls without user interaction | <ul style="list-style-type: none"> Complexities related to integrating different agency work order systems Member agencies must update a common knowledge base | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 | | <ul style="list-style-type: none"> Granularity of routing would result in significant misrouting of calls ANI/Zip Code plus 4/Area Code are of limited use in our area because of number portability, adjacent geographies, and limited number of area codes there would be significant additional charges incurred to implement any of these solutions | <ul style="list-style-type: none"> High maintenance cost Legal questions to be resolved |
| Additional Considerations | <ul style="list-style-type: none"> Where do operator calls go? Operator costs not included. Need agreement to reroute misrouted calls Need adequate agency capacity to accept routed calls | <ul style="list-style-type: none"> Getting a solid initial estimate of call volume would be critical IVR for after hours Need adequate agency capacity to accept routed calls | <ul style="list-style-type: none"> Tracking of transferred calls would be required to allocate costs Would need the flexibility to upsize if need increased Need IVR for after hours Need adequate agency capacity to accept routed calls | <ul style="list-style-type: none"> Phased approach starting as a switchboard may be viable IVR required for after hours | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 Some form of agreement may be required Coordinated marketing could eliminate confusion | <ul style="list-style-type: none"> Same as Regional Call Center in Option 2 Extensive negotiation and a willingness on the part of 211 would be required The goals of 211 and 311 are somewhat different | | <ul style="list-style-type: none"> Providers may not have to participate, but no indication that some level will not be available Technical staff required to keep current with new COs and cell towers Need adequate agency capacity to accept routed calls | <ul style="list-style-type: none"> There are serious questions about the willingness of providers and legality of leveraging this solution Need adequate agency capacity to accept routed calls |

Notes All solutions require adequate operator capacity at member agencies to receive transferred calls. This is primarily an issue for options one and five. If agencies opt to provide a call center for hand off (primarily an issue in one and five), those costs are not represented in this matrix. All costs given above are rough estimates. Actual costs will vary depending on the details of the implementation.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 3, 2012

SUBJECT:

Development of the Fiscal Year 2013 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in the spring by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the draft fiscal year (FY) 2013 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The MAG Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 11, 2012, February 8, 2012, and March 14, 2012. The Regional Council reviewed the development of the Work Program and Annual Budget at its meetings on January 25, 2012, February 22, 2012 and March 28, 2012. The estimated dues and assessments, newly proposed projects and the first draft of the FY 2013 MAG Unified Planning Work Program and Annual Budget were presented at these meetings. Because of the uncertainty of economic conditions, the MAG Dues and Assessments continue to be reduced by fifty percent in FY 2013. Staff is proposing to continue with the overall reduction to the FY 2013 draft Dues and Assessments of fifty percent with changes for individual members due to population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2013 were first presented to the MAG Management Committee at the February 8, 2012, meeting.

Since these projects were first presented, there is a change to the Maricopa County Trip Reduction Program and a new project has been added. The Trip Reduction Program is overseen by Maricopa County and has been ongoing and funded by MAG and ADEQ for several years. The Trip Reduction Program is a Transportation Control Measure in several air quality plans. MAG has funded this program for \$910,000 since FY 2000. Recently, MAG participated in discussions with Maricopa County regarding this funding amount. County overhead costs for the indirect rate have increased and the county is projecting a shortfall in funding unless this amount increases. To maintain program activity at its current level, the County would need MAG to increase the program funding by \$52,347 each fiscal year for a total amount of \$962,347. For FY 2013, additional funds of \$20,305 are needed to assist the county with one-time computer equipment costs. Also, under the FY 2013 contract with the County, MAG is exploring with the County adding questions that would collect data on skill sets that employers would like to have in hiring new employees. This data would assist the region in evaluating its skills gap, and assist in developing appropriate training programs. This addition to the employer data is estimated to be \$7,358. The total estimated cost for the Maricopa County Trip Reduction Program for FY 2013 is \$990,000. The estimate for ongoing costs of \$52,347 are still under discussion with the County and the Arizona Department of Environmental Quality and you will be advised of any changes to this estimate.

A new project has been added titled as the Cave Creek / Carefree Transportation Framework Study. The Towns of Cave Creek and Carefree have requested MAG assistance in developing a transportation framework plan for the two communities that will enhance the Cave Creek Road connection between the two communities, examine how to create more pedestrian friendly and safe corridors, suggest improvements that could more adequately handle the substantial special event activities, analyze what improvements are needed to enhance regional mobility, and to recommend policies that could improve access management along major corridors. Cave Creek and Carefree are each contributing \$5,000 and the Maricopa County Department of Transportation is investing \$25,000 in the study. The total project cost is \$250,000.

MAG proposed a salary increase for staff in FY 2011 based on the results of an independent compensation study performed in the spring of 2010 by Public Sector Personnel Consultants. Since that time, there have been no adjustments made to staff compensation. MAG is recommending that a proposed five percent increase be included for FY 2013 budgeted salaries and that any increases to individual MAG salaries be performance based. With no increases provided since FY 2011, this accounts for a 2.5 percent average increase per year. All MAG staff are at-will employees. MAG planning and modeling work is very complex and MAG is in competition with private consulting firms for the talent needed to perform this work. This total proposed increase would not exceed a budgeted amount of \$334,361. MAG does not have cost of living increases, deferred compensation, longevity pay, step merit increases, cell phone allowances, or car allowances for its employees. The annual performance evaluation is the only salary increase in place for MAG staff. Each MAG staff has an annual performance evaluation in June based on this evaluation. Additional overhead costs for other items such as postage, supplies, etc. are not projected for FY 2013.

MAG is requesting the following staff positions for FY 2013:

- Administrative Assistant. This position was hired in August 2011 to assist with the Regional Council Executive Committee and the Economic Development Committee meetings and projects. This position used an unfilled vacancy. The vacancy used by this position is being recruited and it is now necessary to create the Administrative Assistant position. to free up an existing vacant position.
- Transportation Planner I/II. The Transportation Planner position will augment the existing planning staff within the Transportation Division. Additional assistance is needed for Transportation Division projects including:
 - development of the Freight Plan,
 - the Managed Lane Feasibility Study,
 - the Transportation and Land Use Integration Study,
 - development of project status report cards,
 - improved and enhanced performance measurement data collection, tracking and reporting,
 - new requirements concerning transportation planning in the proposed re-authorization of the federal transportation act,
 - the incorporation and analysis of new socioeconomic projections that are expected during FY 2013, and
 - assistance with the work in the continued coordination with the MAG partners including the Arizona Department of Transportation, Valley Metro, and the other MAG member agencies.
- Application Developer II. This position is needed to assist in the development of internal applications and databases. There is currently a backlog of projects and we anticipate the number of projects will continue to grow as staff realize and utilize the internal resources available to them. Hiring this position is more cost effective and timely than using consultant resources.
- Contract Specialist I/II. This position is needed to assist with proposal and contract agreements which have doubled over the past 4 years. There is no depth for this position within the MAG organization and with one staff supporting all of the administration of agreements at MAG, a second position is necessary to ensure ongoing support of this area.

The Intermodal Planning Group meeting was held March 27, 2012. This meeting included a review and comments on the draft FY 2013 MAG budget by the Federal Highway Administration, the Federal Transit Administration, the Arizona Department of Transportation (ADOT), and other related parties. Presentations were made by MAG, City of Phoenix, Valley Metro, and METRO. These presentations were received very well by the group and discussions among the group on the elements of the Work Program were positive. If any formal comments from this meeting are received, these will be brought to the committee.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary document includes the list of proposed new projects with summary narratives. The final "MAG Programs in Brief" will present any changes to staff positions and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are proposed budget revisions to the draft FY 2013 MAG Unified Planning Work Program and Annual Budget.

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

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. In March, MAG presented a draft summary for the FY 2013 budget document, "MAG Programs in Brief." The revisions to the consultant pages for new and carryforward consultants were also presented in March along with the updated budgeted positions, overall funding allocations, and a copy of the executed Transit Planning Agreement.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and input on the development of the fiscal year FY 2013 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

Regional Council: This item was on the March 28, 2012, Regional Council agenda for information and input.

MEMBERS ATTENDING

- Mayor Hugh Hallman, Tempe, Chair
- # Mayor Marie Lopez Rogers, Avondale, Vice Chair
- Councilwoman Robin Barker, Apache Junction
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Jay Schlum, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- * Mayor Elaine Scruggs, Glendale
- Mayor Georgia Lord, Goodyear
- * Mayor Yolanda Solarez, Guadalupe

- Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa Co.
- # Mayor Scott Smith, Mesa
- * Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Mayor Greg Stanton, Phoenix
- # Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- * Mayor Adolfo Gamez, Tolleson
- # Councilman Rui Pereira, Wickenburg
- # Mayor Michael LeVault, Youngtown
- Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- # Roc Arnett, Citizens Transportation Oversight Committee

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

Executive Committee: This item was on the March 20, 2012, Executive Committee agenda for information and input.

MEMBERS ATTENDING

- Mayor, Hugh Hallman, Tempe, Chair
- # Mayor, Marie Lopez-Rogers, Avondale, Vice Chair
- Mayor Scott Smith, Mesa, Treasurer

- # Mayor Jim Lane, Scottsdale
- Mayor Michael LeVault, Youngtown
- Mayor Thomas L. Schoaf, Litchfield Park
- Mayor Greg Stanton, Phoenix

* Not present
 # Participated by video or telephone conference call

Management Committee: This item was on the March 14, 2012, agenda for information and input.

MEMBERS ATTENDING

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

- John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- David Smith, Maricopa Co.
- Carol Ketcherside for Steve Banta, Valley Metro/RPTA

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

Regional Council: This item was on the February 22, 2012, Regional Council agenda for information and input.

MEMBERS ATTENDING

- | | |
|---|--|
| <ul style="list-style-type: none"> Mayor Hugh Hallman, Tempe, Chair Mayor Marie Lopez Rogers, Avondale, Vice Chair # Councilwoman Robin Barker, Apache Junction Councilman Eric Orsborn for Mayor Jackie Meck, Buckeye # Mayor David Schwan, Carefree Councilman Dick Esser, Cave Creek Councilman Jack Sellers for Mayor Jay Tibshraeny, Chandler Mayor Lana Mook, El Mirage * President Clinton Pattea, Fort McDowell Yavapai Nation * Mayor Jay Schlum, Fountain Hills * Mayor Ron Henry, Gila Bend * Governor Gregory Mendoza, Gila River Indian Community Mayor John Lewis, Gilbert Mayor Elaine Scruggs, Glendale Mayor Georgia Lord, Goodyear | <ul style="list-style-type: none"> * Mayor Yolanda Solarez, Guadalupe Mayor Thomas Schoaf, Litchfield Park # Supervisor Mary Rose Wilcox, Maricopa Co. Mayor Scott Smith, Mesa * Mayor Scott LeMarr, Paradise Valley Mayor Bob Barrett, Peoria Mayor Greg Stanton, Phoenix Mayor Gail Barney, Queen Creek * President Diane Enos, Salt River Pima-Maricopa Indian Community * Mayor W. J. "Jim" Lane, Scottsdale Mayor Sharon Wolcott, Surprise * Mayor Adolfo Gamez, Tolleson Councilman Rui Pereira, Wickenburg Mayor Michael LeVault, Youngtown Victor Flores, State Transportation Board * Vacant, State Transportation Board Roc Arnett, Citizens Transportation Oversight Committee |
|---|--|

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

Executive Committee: This item was on the February 13, 2012, MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

- | | |
|--|--|
| <ul style="list-style-type: none"> * Mayor, Hugh Hallman, Tempe, Chair Mayor, Marie Lopez Rogers, Avondale, Vice Chair # Mayor Scott Smith, Mesa, Treasurer | <ul style="list-style-type: none"> Mayor Jim Lane, Scottsdale Mayor Michael LeVault, Youngtown # Mayor Greg Stanton, Phoenix # Mayor Thomas L. Schoaf, Litchfield Park |
|--|--|

- * Not present
- # Participated by video or telephone conference call

Management Committee: This item was on the February 8, 2012, MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none"> Charlie Meyer, Tempe, Chair David Cavazos, Phoenix, Vice Chair # George Hoffman, Apache Junction Charlie McClendon, Avondale # Stephen Cleveland, Buckeye Gary Neiss, Carefree Wayne Anderson for Usama Abujbarah, Cave Creek Rich Dlugas, Chandler Dr. Spencer Isom, El Mirage | <ul style="list-style-type: none"> Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation # Julie Ghetti, Fountain Hills Rick Buss, Gila Bend * David White, Gila River Indian Community Leah Hubbard for Patrick Banger, Gilbert Brent Stoddard for Ed Beasley, Glendale John Fischbach, Goodyear * Bill Hernandez, Guadalupe Darryl Crossman, Litchfield Park |
|---|---|

Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
David Richert, Scottsdale
Chris Hillman, Surprise

Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for David Smith,
Maricopa Co.
Bryan Jungwirth, Valley Metro/RPTA

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

This item was on the January 17, 2012, Executive Committee agenda for information and input.

MEMBERS ATTENDING

Mayor, Hugh Hallman, Tempe, Chair
Mayor, Marie Lopez-Rogers, Avondale,
Vice Chair
Mayor Scott Smith, Mesa, Treasurer

* Mayor Jim Lane, Scottsdale
Mayor Michael LeVault, Youngtown
Vice Mayor Thelda Williams, Phoenix
Mayor Thomas L. Schoaf, Litchfield Park

* Not present
Participated by video or telephone conference call

This item was on the January 11, 2012, Management Committee agenda for information and input.

MEMBERS ATTENDING

Chad Heinrich for Charlie Meyer, Tempe
David Cavazos, Phoenix, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
Spencer Isom, El Mirage
* Phil Dorchester, Fort McDowell
Yavapai Nation
Julie Ghetti, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Leah Hubbard for Patrick Banger, Gilbert
Horatio Skeete for Ed Beasley, Glendale

Paul Luizzi for John Fischbach,
Goodyear
* Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Kari Kent for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Patrick Flynn for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
David Richert, Scottsdale
Chris Hillman, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
* Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for David Smith, Maricopa Co.
Bryan Jungwirth for Valley Metro/RPTA

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

CONTACT PERSON:

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