

September 25, 2012

TO: Members of the MAG Management Committee

FROM: David Cavazos, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 3, 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 also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those 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
October 3, 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 the September 12, 2012, Meeting Minutes

5A. Review and approval of the September 12, 2012, meeting minutes.

AIR QUALITY ITEMS***5B. 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.

5B. Information and discussion.

GENERAL ITEMS***5C. MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program**

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2014 is required to be submitted to the ADOA by December 15, 2012. The FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program have been recommended for approval by the MAG 9-1-1 PSAP Managers on July 12, 2012, and by the MAG 9-1-1 Oversight Team on September 12, 2012. Please refer to the enclosed material.

5C. Recommend approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program.

***5D. Accounting and Human Resource Management System Software**

The FY 2013 MAG Unified Planning Work Program and Annual Budget includes \$200,000 to \$600,000 for a new accounting and Human Resource Management System. Earlier in the year, MAG was notified by the current accounting

5D. Recommend approval of the recommended consultant to install, train and implement the new accounting and Human Resource Management System at MAG.

software would not be supported beginning July 1, 2013. On August 12, 2012, MAG issued a request for proposals from qualified consultants with the resources, experience and abilities to provide Enterprise Resource Planning solutions that will integrate internal and external management information across our organization in accounting and human resource management through an integrated software application. MAG received responses from four qualified consultants in response to the Request for Proposals, and during September, each of the proposer's demonstrated their products. MAG staff representing Fiscal Services, Human Resources and Information Technology comprised the evaluation team. A recommendation to MAG from the evaluation team is anticipated to be forthcoming on September 26, 2012, and will be forwarded in a separate mailing.

*5E. On-Call Consulting List for the Data and Geographic Information Systems Support Project

The FY 2013 MAG Unified Planning Work Program and Annual Budget lists the Data and Geographic Information Systems Support Project as an on-call solicitation for a cost not to exceed \$250,000. The purpose of the project is to enable MAG to collect, maintain, and disseminate timely and accurate data for use in geographic information systems to support socioeconomic and transportation planning needs. MAG issued a Request for Qualifications to create an on-call consulting list in three areas of expertise for the project and received 23 Statements of Qualifications (SOQs). A multi-agency evaluation team reviewed the SOQs and unanimously recommended to MAG that the following firms be included on a MAG on-call consulting list for the Data and Geographic Information Systems Support Project: Applied Economics, Arizona State University, ESI, Geographic Information Services, Jacobs, Planning Technologies, Technology Associates International Corporation, and TerraSystems Southwest. Please refer to the enclosed material.

5E. Recommend approval of the list of on-call consultants for Area of Expertise A (GIS Application Development): Arizona State University, Geographic Information Services, Planning Technologies, and Technology Associates International Corporation, TerraSystems Southwest; Area of Expertise B (Geospatial Data Collection and Development): Arizona State University, Geographic Information Services, Jacobs, Planning Technologies, and TerraSystems Southwest; Area of Expertise C (Non-Spatial Data Collection and Development): Applied Economics, Arizona State University, ESI, Planning Technologies, TerraSystems Southwest; for the MAG Data and Geographic Information Systems Support Project, for a total amount not to exceed \$250,000.

ITEMS PROPOSED TO BE HEARD

6. 2012 Annual Report on the Status of the Implementation of Proposition 400

Proposition 400 was approved by the voters of Maricopa County in November 2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2012 Annual Report is the eighth report in this series and covers the status of the life cycle programs for freeways/highways, arterial streets, and transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website. Please refer to the enclosed material.

6. Information and discussion.

7. MAG Managed Lanes Network Development Strategy - Phase I - Project Update

On November 15, 2010, the MAG Regional Council authorized procurement of consultant services to develop the MAG Managed Lanes Network Development Strategy - Phase I project. This multi-phase effort was in response to consideration for public-private-partnership (P3) opportunities in the Phoenix Metropolitan Area where high occupancy (HOV) lanes could be operated as high occupancy toll (HOT) lanes as part of an overall managed lanes strategy. As this project is nearing completion and recommendation, the Committee will be presented with information on the managed lanes network under consideration, preliminary toll and revenue findings for this network, and preliminary policy recommendations for the implementation of the network.

7. Information and discussion.

8. State Demographer's Office Update

The Council of Technical Solutions, authorized by Executive Order 2011-04 and staffed by the Arizona Department of Administration, meets every month to discuss technical issues as related to population data, methods and processes for the

8. Information and discussion.

State of Arizona. The State Demographer's Office is currently developing a new set of population projections for the State and counties. These projections are then utilized as county control totals in the sub-area projections developed by MAG. Staff will provide an update of the population projections status.

9. Metropolitan Business Planning Initiative Update

In June 2012, an update on the Metropolitan Business Planning Initiative was provided to the MAG Management Committee. Since then, the market analysis for the project has been updated to reflect recent findings. An update will be offered on the most recent analysis, as well as the staffing plan to support the work. Input on the project will be solicited. Please refer to the enclosed material.

9. Information, discussion, and input.

10. Legislative Update

An update will be provided on legislative issues of interest.

10. Information, discussion, and possible action.

11. Request for Future Agenda Items

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

11. Information and discussion.

12. Comments from the Committee

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

12. Information.

Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 12, 2012
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---------------------------------------------------|--------------------------------------------------------------|
| David Cavazos, Phoenix, Chair | Darryl Crossman, Litchfield Park |
| Dr. Spencer Isom, El Mirage, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Fitzhugh for Charlie McClendon,
Avondale | Carl Swenson, Peoria |
| * Stephen Cleveland, Buckeye | John Kross, Queen Creek |
| Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| * Usama Abujbarah, Cave Creek | Dan Worth, Scottsdale |
| Patrice Kraus for Rich Dlugas, Chandler | * Chris Hillman, Surprise |
| Phil Dorchester, Fort McDowell Yavapai
Nation | Charlie Meyer, Tempe |
| Ken Buchanan, Fountain Hills | Reyes Medrano, Tolleson |
| * Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | * Lloyce Robinson, Youngtown |
| Patrick Banger, Gilbert | * John Halikowski, ADOT |
| Bob Darr for Horatio Skeete, Glendale | John Hauskins for Tom Manos,
Maricopa County |
| Brian Dalke, Goodyear | Jyme Sue McLaren for Steve Banta, Valley
Metro/RPTA |
| * Bill Hernandez, Guadalupe | |

* 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 David Cavazos at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavazos noted that George Hoffman was participating by teleconference.

Chair Cavazos welcomed Acting City Manager for Scottsdale, Dan Worth.

Chair Cavazos noted the following materials were at each place: For agenda item #5H, revised tables of exceedances through September 6, 2012; for agenda item #8, a map of the Environmental

Impact Statement Studies on Interstates 10 and 17; and for agenda item #10, a resource inventory for domestic violence victim advocates.

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

3. Call to the Audience

Chair Cavazos 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 Cavazos 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 Cavazos recognized public comment from Dianne Barker, a Phoenix resident, who said she had asked Executive Director Smith if MAG had a mission statement. She said that it does not, but the Regional Transportation Plan does state that it is a multimodal plan. She expressed her displeasure that the newly designated Interstate 11 corridor was not being made a multimodal corridor. Ms. Barker stated that all transportation options should be looked at. She pointed out that presentations given at MAG meetings have noted that improvements to some freeways cannot be built due to location constraints and lack of funds. Ms. Barker commented that you cannot have the control measures without having the funding there.

Chair Cavazos recognized public comment from John Rusinek, a Phoenix resident, who said he had announced at the July Regional Council meeting that his dust problem had been solved, but it has not. Mr. Rusinek stated that he is being discriminated against by the City of Phoenix. He described how too-large rocks were used to cover his neighbor's dirt drive, but this pushed the borders out. Mr. Rusinek stated that no one from the City has monitored this job and he told the city the wrong material was used. He reported that his friend, Pat Vint, was forced to put in 75 tons of rock and was threatened with a fine and jail time if it was not done. Mr. Rusinek stated that the City came to his house and surveyed his property without notification, but found nothing wrong. He said the City was doing this to coerce him to drop his complaints. Chair Cavazos thanked Mr. Rusinek for speaking and keeping to the three minute time limit.

Chair Cavazos recognized public comment from Pat Vint, who thanked Mr. Cavazos for recognizing them. He said they have been having a disaster and they want to rely on Mr. Cavazos to help them. Mr. Vint noted that Mayor Stanton is forming a city ethics review task force to get accountability of the city with citizens. He reported that two city employees threatened him. Mr. Vint stated that he hoped he could remain friends with Mr. Cavazos. He stated that former Maricopa County Attorney Rick Romley is heading the task force and he asked Mr. Cavazos to

help Mr. Vint and Mr. Rusinek be named to the task force. Chair Cavazos thanked Mr. Vint for his comments.

4. Executive Director's Report

Dennis Smith reported on items of interest in the MAG region. He announced that the Economic Development Listening Session with the U.S. Department of Commerce will take place at 9:00 a.m. on September 26, 2012, with a networking session at 8:30 a.m. at the Arizona Commerce Authority. Agencies participating in the session include the Arizona Department of Transportation, the Arizona Mexico Commission, and all of the councils of governments and metropolitan planning organizations in Arizona.

Mr. Smith stated that Michael Camuñez, Assistant Secretary for the U.S. Department of Commerce, will be present at the session. He stated that work continues on assembling a list of needs at the border crossings to ask Mr. Camuñez to provide to Arizona, for example, the Nogales rail crossing has an iron entry gate that is operated by hand and propped up by a rock.

Mr. Smith showed a slide developed by the East Valley Partnership that showed Mexico is the number one trade partner with Arizona, with Canada coming in second. He said that this session is important if we want to diversify our economy beyond home construction. Mr. Smith stated that the MAG Regional Council, MAG Economic Development Committee, MAG Management Committee, and intergovernmental representatives have been invited to the session. Mr. Smith stated that at the event, business interests will discuss how important it is to increase trade with Mexico. He stated that this is a golden opportunity for Arizona to have communication with a very important representative of the Commerce Department. He advised that due to security reasons at the Arizona Commerce Authority, RSVPs are required in advance.

Mr. Smith stated that he and Amy St. Peter, MAG Human Services Manager, and Ron Guziak from SunHealth, were invited to the White House Forum on Urban Innovation regarding the MAG Municipal Aging Services Project on August 27, 2012. Mr. Smith noted that the Virginia G. Piper Charitable Trust and MetLife have contributed to this project to have appropriate accommodations ready for the baby boomer generation.

Mr. Smith provided an update on the Economic Development Committee (EDC). He stated that in order to make a difference for the Arizona economy, the best thing to focus on would be on the Joint Planning Advisory Council. Mr. Smith stated that a presentation on the MAG Freight Study recommendations will be given at the October 2, 2012, EDC meeting and at the October 30, 2012, Joint Planning Advisory Council meeting. He noted that a retreat on implementing the study's recommendations is tentatively planned for February 2013. Mr. Smith stated that all of these events are open to member agency staff.

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

5. Approval of Consent Agenda

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

Chair Cavazos recognized public comment from Ms. Barker, who said that she felt discriminated against because the two male citizens who spoke were thanked and she was not thanked. Ms. Barker stated that the data used by MAG to figure air pollution are outdated, but staff told her she was wrong but gave no reason. Ms. Barker stated that EPA will not pass MAG's budget and more emissions are being created with at-grade light rail. Ms. Barker noted the Sierra Club's objections to air quality conformity. She stated that 16 plans and projects taken out of the TIP is called a minor revision. Ms. Barker stated that the region had more than 102 exceedances in 2011 and wants to blame all but one of them on haboobs. She encouraged MAG to try something different. Chair Cavazos thanked Ms. Barker for her comments.

Chair Cavazos recognized public comment from Mr. Rusinek, who stated that the rocks spread on the property next door forced the borders out. Mr. Rusinek stated that he was then accused of taking pictures of children. Chair Cavazos reminded Mr. Rusinek that his comments needed to stay on the topic of agenda item #5H, as he indicated in his request for public comment. Mr. Rusinek stated that in that case, he had no more comments.

Chair Cavazos recognized public comment from Mr. Vint, who stated that neither he nor Mr. Rusinek are shown respect by the City of Phoenix staff (who did not include Mr. Cavazos). Mr. Vint stated that City officials have threatened him, and had him spread two inches of gravel first and then three inches of gravel. He stated that the City Environmental Department has not come out for a site visit. Mr. Vint stated that 11 tons of big gravel were laid and because the gravel is too large, it will be more dusty than ever. He expressed his hope that Mayor Stanton and Mr. Romley will invite some victims to serve on the task force. Chair Cavazos thanked Mr. Vint for his comments.

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

5A. Approval of July 11, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the June 13, 2012, meeting minutes.

5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2012, to June 30,

2012. Of the 89 notices received, none had an impact to the State Highway System. This item was on the agenda for information.

5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update, as appropriate. 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 eighteen times with the last modification approved by the Regional Council on July 25, 2012. Since then, there is a need to modify projects in the programs. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination.

5D. MAG Design Assistance for the Bicycle and Pedestrian Facilities Program

The MAG Management Committee, by consent, recommended approval of the Mesa Crosscut Canal West Mesa Regional Connector for \$80,000; the Glendale 55th Avenue Bike Route Spot Improvement for \$70,000; and the Scottsdale Non-motorized Crossing of the Loop 101 at the Central Arizona Project Canal for \$50,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes \$200,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary engineering portion of a bicycle or pedestrian project. According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. At the July 17, 2012 meeting, the Bicycle and Pedestrian Committee reviewed and ranked applications for project funding. Five applications requesting \$359,300 in funding were originally submitted for consideration and one jurisdiction subsequently pulled its application. The Committee voted to recommend approval of three projects for \$200,000. Due to a limited amount of funds, the fourth project could not be awarded. On August 23, 2012, the Transportation Review Committee recommended approval of the three Design Assistance projects.

5E. Amendment to the Arup North America, Ltd., Contract to Continue Stakeholder Work for the Sustainable Transportation and Land Use Integration Study

The MAG Management Committee, by consent, recommended approval of amending the Arup North America, Ltd., contract by \$23,000 to conduct the additional stakeholder work for the Sustainable Transportation Land Use Integration Study. In May 2010, the Regional Council approved the FY 2011 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included a Sustainable Transportation and Land Use Integration Study. On September 13, 2010, the Regional Council Executive Committee selected Arup North America, Ltd., to conduct the

study for an amount not to exceed \$750,000. Additionally, on March 14, 2011, the Regional Council Executive Committee approved an amendment to the MAG FY 2011 UPWP and Annual Budget to include \$48,650 for the Urban Land Institute (ULI) to conduct two public/business forums with stakeholder participation in coordination with the Sustainable Transportation and Land Use Integration Study. The ULI completed the two public/business forums and the contract is complete with \$23,740.78 unspent. It is requested that \$23,000 be added to the contract with Arup North America, Ltd., for stakeholder work to complete the Sustainable Transportation and Land Use Integration Study. This funding will support four stakeholder meetings related to the findings of the high capacity transit and land use integration modeling exercise, the Sustainable Transportation Toolkit, and the recommendations of the Study.

5F. Local Match Consideration for Glendale Right-of-Way Costs for Northern Parkway

The MAG Management Committee, by consent, recommended allowing Glendale to include the \$560,597 of Northern Avenue right-of-way expenditures as part of the required local match for the project. Glendale has acquired significant right-of-way for the planned Northern Parkway project, which is included in the Arterial Life Cycle Program (ALCP). Since the project will include federal funds, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are involved in determining the eligibility of project costs for reimbursement with federal funds. The ALCP Policies and Procedures states that for federally funded projects, the eligibility for both the reimbursement of costs with federal funds and for the calculation of the required local match will follow federal guidelines. ADOT and FHWA have determined that \$560,597 of right-of-way costs submitted by Glendale are ineligible for federal reimbursement. MAG staff has reviewed all of the information and analysis provided by Glendale, ADOT and FHWA and determined that the costs incurred by Glendale are directly related to the right-of-way needed for Northern Parkway and would be acceptable for either reimbursement or the required ALCP local match if the project did not include federal funds. MAG staff recommended that an exception to the adopted ALCP policy be made to allow the \$560,597 to be included in the calculation of the local match for Northern Parkway. On August 23, 2012, the MAG Transportation Review Committee concurred with the recommendation.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation projects, new Job Access Reverse Commute and New Freedom transit projects, and Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by September 21, 2012. This item was on the agenda for consultation.

5H. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

On May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan for PM-10. The Arizona Department of Environmental Quality adopted the plan and officially transmitted it to the Environmental Protection Agency (EPA) on May 25, 2012. A completeness finding was issued by EPA on July 20, 2012, which stopped the sanctions clocks that were triggered when the prior Five Percent Plan was withdrawn. To avoid the imposition of a federal implementation plan, EPA must approve the plan by February 14, 2013. The region will also need at least three years of clean data as measured by the air quality monitors for attainment of the PM-10 standard (2010, 2011, and 2012). The Arizona Department of Environmental Quality now has consultant assistance to prepare the documentation required for exceptional events. Also, EPA published a notice of availability and public comment period for the Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. The documents clarify key provisions, respond to questions and issues that have arisen since EPA promulgated the Exceptional Events Rule, and update the prior May 2011 guidance. While some improvements have been made, the revised guidance includes additional requirements and the documentation required remains resource intensive. MAG staff submitted comments by the September 4, 2012 deadline.

5I. Update on the Economic Development Committee - Survey Results and Charter

In October 2010, the Regional Council approved the creation of the Economic Development Committee (EDC). At that time, it was suggested that a two year sunset review by the Regional Council be included with the formation of this committee. October 2012 will be two years since the EDC was formed. In April 2012, a survey instrument was sent out to the EDC members to gauge the effectiveness of the committee. At that time, it was also suggested that a charter for the EDC be created to clarify the focus moving forward. At the May 2012 EDC meeting, the results of the survey and the draft charter were discussed. The EDC reviewed the purpose, mission, goals and activities of the committee, and the comments and recommendations made by the committee members were incorporated into the charter. On June 5, 2012, the EDC recommended approval of the charter to the Regional Council.

6. Rebalancing of the Draft FY 2013 Arterial Life Cycle Program

Teri Kennedy, MAG staff, provided a report on rebalancing the Draft FY 2013 Arterial Life Cycle Program. Ms. Kennedy stated that Arizona Revised Statutes 28-6352 (B) requires that MAG have a budget process for the ALCP that ensures that the ALCP is financially balanced and to make necessary adjustments.

Ms. Kennedy stated that during the annual update and fiscal analysis, a program deficit of approximately \$40 million was identified. Besides local funding; the ALCP has three funding sources: the half cent sales tax for transportation (Regional Area Road Fund) and federal Surface Transportation Program funds and Congestion Mitigation and Air Quality Improvement funds. As in the Freeway Lifecycle Program, the ALCP has experienced revenue shortfalls based on the half cent sales tax decline.

Ms. Kennedy stated that since the inception of the ALCP, revenue projections for the program have seen a 30 percent decline. The last major rebalancing addressed a \$190 million deficit, and there is now an additional \$40 million deficit that was identified in the spring 2012 analysis. Ms. Kennedy then reviewed a chart that showed the ALCP project expenditures in the approved FY 2012 Program and the projected revenues for the Program.

Ms. Kennedy stated that in order to address the deficit, a memorandum was generated and sent to Transportation Review Committee members and intergovernmental representatives and an ALCP working group meeting was scheduled for May 22, 2012. Three scenarios were developed and three rebalancing samples were distributed. The working group reviewed and discussed the three scenarios: Scenario 1: Keep bonding and inflation; defer and cut projects and/or reimbursements from the program; to address the \$35-40 million deficit. Scenario 2: Eliminate bonding; defer projects four to six years and cut \$10 million from the program. Scenario 3: Eliminate bonding and eliminate inflation on reimbursement requests; projects would defer two to four years, however, no projects would be cut from the program. Ms. Kennedy stated that alternative scenarios were also requested and one was received that is referenced as Scenario 4: Reduce all reimbursements by the percent necessary to rebalance (still would have deferrals), but would result in an inequitable balance among agencies.

Ms. Kennedy stated that Scenario 3 was chosen by the working group. She said that Scenario 3 would eliminate bonding for projects in the future, and would eliminate inflation being applied to future reimbursements until such time as revenues recover. Ms. Kennedy advised that eliminating bonding and inflation is a deviation of policy from the approved ALCP Policies and Procedures. Ms. Kennedy added that they also inquired of the working group if members had any other suggestions, and to let staff know of any projects that could be delayed or swapped.

Ms. Kennedy stated that a draft of the rebalanced FY 2013 ALCP was distributed to member agencies for review, and this was followed by a second working group meeting. Agencies that submitted achievable updates to project priorities in the program were included in the current draft.

Ms. Kennedy stated that eliminating bonding for projects and eliminating inflation to reimbursements, would be suspended until such time as revenues recover. She indicated that most projects would be deferred only one to three years, no projects would be removed from program, no additional projects would be unfunded, and no reimbursement would be decreased.

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

Vice Chair Isom read the following statement and submitted a copy for the permanent record: The City of El Mirage will vote in favor of the "Rebalanced 2013 Arterial Life Cycle Program" as a show of our ongoing support for regionalism and the Maricopa Association of Governments. I do have to go on record to let the Association know that the El Mirage Road project is the linchpin for our City's economic development efforts. Simply pushing the funding out a couple of years sounds easy enough, which is essentially what a "rebalancing" does, but it impacts a small City like El Mirage that has worked extremely hard to garner broad community and business support,

as well as voter approved bond funding for this project. Again, we support MAG and will support this item, but have to put our concern on the record. I personally would like to thank the County and MAG for their ongoing partnership and cooperation on this and other projects, and look forward to finding alternative ways to move the El Mirage Road project forward in a timely manner.

With no further discussion, Ms. Kraus moved to recommend approval of (1) the Draft FY 2013 Arterial Life Cycle Program and (2) the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate. Mr. Dalke seconded, and the motion passed unanimously.

7. Update on the Southeast Corridor Major Investment Study

Bob Hazlett, MAG staff, provided an update on the Southeast Corridor Major Investment (MIS) Study. He noted that the study began in the summer of 2010 and is essentially complete. Mr. Hazlett added that some of the details he would cover in this report would flow into the report on the next agenda item, Update on Environmental Impact Statements for Interstates 10 and 17.

Mr. Hazlett stated that the Southeast Corridor MIS identifies multimodal transportation investment options to the currently planned expansion of I-10 between the I-10/I-17 traffic interchange referred to as “The Stack” and the I-10/SR-202L (Pecos Stack) traffic interchange, including the Broadway Curve. He noted that an ADOT study recommended up to 25 freeway lanes at the Broadway Curve and the question was asked if there could be other options for this segment. Transportation investment options were explored to address the projected increases in area employment and population and the resulting increase in roadway congestion levels. Mr. Hazlett also noted that this represents the highest concentration of employment in the Valley (about 425,000 jobs) and good transportation services are needed.

Mr. Hazlett they used the Regional Transportation Plan as the starting point for the study. He stated that the MIS developed bundles of transportation alternatives. Mr. Hazlett stated that the study partners included the jurisdictions of Chandler, Guadalupe, Phoenix, Tempe, Arizona Department of Transportation, and Federal Highway Administration. He noted that the MIS was also consistent with the accepted MAG Regional Transit Framework Study.

Mr. Hazlett stated that the first bundle identified is the Basic Mobility Bundle, which includes a transit corridor along Southern Avenue and down Central Avenue and a managed lanes or congestion pricing option, to help relieve congestion.

Mr. Hazlett stated that the second bundle identified is the Peer Competitive Bundle, which includes investments to the level of San Diego and Salt Lake City. This bundle includes the transit corridor along Southern Avenue and down Central Avenue, managed lanes on I-10, commuter rail, a high capacity transit corridor along Rural Road, and modern streetcar extensions.

Mr. Hazlett stated that the third bundle is the Transit Focus Bundle, which includes investments at the Seattle level. This bundle includes high capacity transit corridors on Central Avenue,

Southern Avenue and Rural Road, managed lanes on I-10, commuter rail, an automated guideway transit extension, and modern streetcar extensions. Mr. Hazlett stated that Chandler requested that the study also look at some variations to the Transit Focus Bundle, to remove light rail transit on Rural Road south of Southern Avenue, add light rail transit to Chandler Boulevard via Arizona Avenue, and adding bus rapid transit on Rural Road (which restores Proposition 400 service).

Mr. Hazlett then spoke of the managed lanes concept, consistent in all bundles, which might be a viable option for this area. He noted the region already utilizes managed lanes through its high occupancy vehicle network, and he said that the primary benefit of managed lanes is travel time savings. Mr. Hazlett displayed a map that showed lane management strategies currently in use in the nation. He noted that 15 projects in the United States currently use congestion pricing. In addition, four mega-projects valued between \$1.8 billion and \$2.6 billion are currently being constructed in the United States: the Capital Beltway (I-495) near Washington, DC; Interstate Highway 635 (LBJ Freeway) in Dallas, Texas; the North Tarrant Expressway in Dallas, Texas; and I-595 in Fort Lauderdale, Florida. Mr. Hazlett stated that managed lanes in this context was considered by the project's planning partners as a potential for Interstates 10 and 17, and as an opportunity for a public/private partnership.

Mr. Hazlett stated that evaluation criteria used in the MIS included environmental impacts, socioeconomic impacts, capital development feasibility, operational feasibility, performance, financial feasibility, and cost effectiveness.

Mr. Hazlett then addressed key findings. He said that regardless of bundle, managed lane operations along Interstate 10 and Interstate 17, including Direct HOV ramps, provide the highest level of performance while accommodating increased traffic volumes in the freeway corridor. Mr. Hazlett stated that there could be as many as 400,000 vehicles per day traveling the Broadway Curve. A strategically focused network of high capacity transit services featuring exclusive guideway transit offers most productive transit investment; an east/west transit connection between Central Avenue and the East Valley in a parallel corridor to Interstate 10 and a north/south connection along Rural Road or Arizona Avenue produces the highest number of new system-wide transit riders; and most importantly, modeling results indicate an exclusive guideway transit investment in either Rural Road or Arizona Avenue will not have a significantly discernible impact on traffic volumes or speeds on Interstate 10. Mr. Hazlett remarked that 25,000 transit volume forecasted by the Transit Focus Bundle versus 400,000 vehicular volume illustrates how important it is to improve Interstate 10 in the southeast corridor.

Mr. Hazlett stated that the recommended bundle includes managed lanes, new Direct HOV ramps, exclusive guideway transit, and modern streetcar extensions. He displayed a map of the improvements. Mr. Hazlett then described the Interstate 10 miles per hour performance statistics utilizing projects in the Regional Transportation Plan and the Southeast Corridor MIS.

Mr. Hazlett then displayed the average ridership, average revenue miles, and the average riders per revenue mile for the region's transit system, per the Regional Transportation Plan, the Basic Mobility Bundle, the Peer Compatible Bundle, and the Transit Focus Bundle.

Mr. Hazlett completed the presentation of the study's recommended bundle that identified managed lanes for Interstate 10, extending the south central transit corridor east to Tempe, providing the same on either Rural Road or Arizona Avenue to downtown Chandler, adding Direct HOV ramps on Interstate 10, and streetcar extensions. He noted that these recommendations needed further study and that this topic was on the agenda for information and discussion only.

Chair Cavazos thanked Mr. Hazlett for his report and asked members if they had questions.

Ms. McLaren expressed her appreciation to Dennis Smith and MAG staff for undertaking this study. She said that Valley Metro recognizes the importance and significance of the Broadway Curve and its needs. Ms. McLaren stated that Valley Metro appreciates the identification of how transit can make a difference to provide mobility options in this corridor and they look forward to partnering on advancing some of these projects.

8. Update on Environmental Impact Statements for Interstates 10 and 17

Mr. Hazlett stated that Environmental Impact Statement (EIS) studies for capacity expansion of Interstate 10 between the SR-51/SR-202L "MiniStack" and SR-202L "Pecos Stack" traffic interchanges and Interstate 17 (I-17) between the Interstate 10 (I-10) "Split" and SR-101L "North Stack" traffic interchanges have been underway for a number of years.

Mr. Hazlett stated that the Interstate 10 Corridor EIS began in 2001, and studied widening the corridor and implementing a local-express lane system to mitigate weaving issues between SR-143 and US-60.

Mr. Hazlett stated that the Interstate 17 Corridor EIS began in 2009 and studied options for widening the corridor to implement either a local-express lane system or add two general purpose lanes in both directions. Mr. Hazlett noted that there is an issue with frontage roads along I-17, and he added that no improvement project for this corridor has been identified yet.

Mr. Hazlett then described the plans in the Regional Transportation Plan for these corridors. Interstate 10: widen between 40th Street and Pecos Stack; program amount of \$648.5 million. Interstate 17: no project specified; awaiting EIS outcome; program amount of \$821.6 million. The Regional Transportation Plan funding for these two corridors totals \$1.47 billion.

Mr. Hazlett stated that alternatives from the EIS studies substantially exceed Regional Transportation Plan program amounts. EIS alternatives for Interstate 10 total \$1.6 billion to \$1.7 billion. EIS alternatives for Interstate 17 total approximately \$2 billion to \$3 billion. Mr. Hazlett stated that new airspace regulations at Phoenix-Sky Harbor International Airport impact the I-10/I-17 Split interchange, and any improvements may be substantial and will require resolving any conflict with the airspace. Mr. Hazlett stated that the EIS process timing has been too long, and new ideas are emerging for meeting travel demand. As a result of these issues, last week, the Federal Highway Administration and MAG got together and suspended the EIS studies in order to take a step back.

Mr. Hazlett stated that the 35-mile corridor of I-17 / I-10 is the backbone of the Valley. He noted that on average, 108,000 to 262,000 vehicles drive daily on the Interstate 10 corridor, and on average, 90,000 to 194,000 vehicles drive daily on Interstate 17. Mr. Hazlett noted that the highest average daily usage is 290,000 vehicles on Interstate 10 in the West Valley. He stated that Interstate 10 was constructed between 1965 and 1967, and Interstate 17, the oldest freeway in the state, was constructed between 1957 and 1964. As noted in his presentation, some improvements will be needed to both interstate routes.

Mr. Hazlett stated that Interstate 10/Interstate 17 is the “Spine” of the regional transportation system. Future steps include identifying a Master Plan for the Spine, identifying interim spot improvements, determining manageable environmental study segments, and considering alternative project delivery methods and congestion pricing.

Chair Cavazos thanked Mr. Hazlett for his report and asked if there were questions.

Mr. Meyer expressed his appreciation to Mr. Hazlett and MAG for the outreach to the City of Phoenix, City of Tempe, and ADOT, and for being willing to take a different look at this. Mr. Meyer commented that it can be a real challenge in Tempe – when I-10 does not work well, Tempe gets the reflective traffic. He stated that the City of Tempe has concerns with some plans and their impact on Tempe. Mr. Meyer expressed appreciation for the understandability of Mr. Hazlett’s report on complex issues and the approach.

9. ADOT Passenger Rail Corridor Study Update

Mike Kies, Arizona Department of Transportation (ADOT) staff, provided a report on the ADOT Passenger Rail Corridor Study. Mr. Kies stated that a recommendation of the Building a Quality Arizona (BQAZ) visioning process was for the state to have a more multimodal transportation system. He said that a rail framework study was one of the key elements of the BQAZ framework.

Mr. Kies stated that one of the recommendations of the state rail plan was to have an intercity rail spine extending from Northern Arizona to the Mexican border, with the most critical segment being from Tucson to Phoenix.

Mr. Kies stated that the BQAZ process identified several corridors as potential passenger rail corridors from Tucson to Phoenix. He noted that the study area included Maricopa, Pinal and Pima counties.

Mr. Kies stated that three products will come from the study: an alternatives analysis, an environmental impact statement, and a service development plan. He noted that the process is currently at the alternatives analysis phase. Mr. Kies described that the alternatives analysis is divided into three steps: initial screening of ideas, a conceptual analysis (the study is currently at this stage), and a final analysis. He stated that the alternatives analysis will result in a locally preferred alternative, which will lead to a locally preferred alternative and a record of decision.

Mr. Kies then described the potential modes that were examined. He said that express bus between Tucson and Phoenix is still a consideration; light rail is not being considered except as a connector

to the system that will be recommended. They are looking at rail that blends commuter rail and intercity rail – a local and express system. Mr. Kies stated that they are no longer considering high speed rail as a mode between Tucson and Phoenix, but this does not preclude that technology from the recommended plan in case there are future connections to places like Las Vegas or Los Angeles.

Mr. Kies then described the initial screening process where they screened all of the ideas they received for route locations. He pointed out on a map that routes extend beyond Phoenix to the West Valley and beyond Tucson to Tucson International Airport. Mr. Kies stated that following the screening, they met with all 45 agencies within the study area. He said that a couple of themes came forth. Connecting downtown Phoenix to downtown Tucson with passenger rail is a priority. He said that the notion of passengers taking rail from Tucson to Tempe and then transferring to light rail to continue on to Phoenix was not appealing to the stakeholders. The second theme is system connectivity; all alternatives assume commuter rail extensions to Buckeye and Surprise and a high capacity transit connection to Tucson International Airport.

Mr. Kies stated that they are moving forward with seven conceptual alternatives: one bus alternative on Interstate 10 and six rail alternatives. Rail alternatives include sharing the right-of-way with the Union Pacific Railroad from Tucson to Phoenix; two non-Union Pacific Railroad alternatives to follow Interstate 10 from Tucson to Phoenix and a combination route along Interstate 10 and US-60; and three combination alternatives using existing transportation corridors, such as Interstate 10, with Union Pacific Railroad along the Southeast Branch, the Tempe Branch, and the Chandler Branch.

Mr. Kies displayed a bar chart that showed year 2035 projections of daily person trips on various alternatives. He noted that the alternatives that show the highest potential ridership all access the Southeast Valley.

Mr. Kies stated that they just held some support team meetings that included stakeholders from Maricopa, Pima, and Pinal counties. Input received included opposition to a bus alternative, travel time is important, and markets and activity centers served are critical to system success.

Mr. Kies stated that they will be taking the alternatives to the public in October and November, and anticipate a final recommendation, completion of the EIS and a record of decision in 2013.

Chair Cavazos thanked Mr. Kies for his report and asked if there were any questions.

Mr. Meyer referenced Mr. Kies' comment that high speed rail was not a practical option at this time, but was not precluded as an option for the future. He asked if the tracks would be able to handle high speed rail. Mr. Kies replied that was their intention. He added that if there are high speed connections to other metro areas like Los Angeles, they would not want to preclude those cars from being able to use the tracks. They would not be operating at their true high-speed speed, but could operate in the same corridors and stop at the same stations as intercity and commuter rail.

Mr. Meyer asked if the tracks would not necessarily be upgraded to high speed level, could the high speed vehicles operate at more conventional speeds. Mr. Kies replied that was correct. Mr.

Meyer asked if there was a huge cost differential. Mr. Kies replied that there is a cost differential and he assumed it was huge.

10. Domestic Violence Awareness Month Activities

Rena Tenney, MAG staff, provided a presentation on upcoming Domestic Violence Awareness Month activities. Every year, MAG helps raise awareness about domestic violence during October, which is recognized as Domestic Violence Awareness Month, while highlighting initiatives undertaken by the MAG Regional Domestic Violence Council. She said that this year, these activities will focus on the work of the MAG Protocol Evaluation Project in supporting and promoting the work of victim advocates.

Ms. Tenney stated that the MAG Protocol Evaluation Project is funded by the Governor's Office, and it engages members of the criminal justice system in assessing the protocols/practices used to arrest and prosecute domestic violence crimes. During discussions with professionals in the justice system and victims, there was a re-occurring theme - the importance of connecting victims with victim advocates as quickly as possible.

Ms. Tenney stated that victims noted their need to have someone assist them in getting the help they needed and navigating the criminal justice system, law enforcement spoke about how connecting victims with advocates early helped in keeping them involved in the investigation process, and prosecutors pointed to victim involvement as the key to being able to pursue justice through the criminal justice system.

Ms. Tenney stated that large jurisdictions praised the work of their victim advocates while small jurisdictions started asking how they could access these services. She informed the committee that law enforcement in El Mirage noted these benefits and set about finding grant funding to help hire their first part-time victim advocate.

Ms. Tenney reported that in collaboration with the O'Connor House, victim advocates were asked how best could their work be supported and help bridge the gap for referrals to victim advocacy services. With the help of MAG interns, Nathalea Silva and Amanda Stanko, a victim services provider inventory and interactive web map were developed. Ms. Tenney noted that while these tools were developed for victim advocates, these tools may be used by law enforcement, professionals, and even victims to find victim advocacy services. She added that they were developed for easy maintenance and upkeep by MAG staff on at least a quarterly basis.

Nathalea Silva then continued the report and shared highlights of her research into supporting victim advocates. She said that a survey was sent to 150 victim advocates and 60 respondents participated. The purpose of the study was to assess the needs of victim advocates to determine how the advocacy role could be enhanced through additional training and support services.

Amanda Stanko continued the presentation and noted that a copy of the provider inventory for victim advocates was at each place. She then demonstrated the web map. Ms. Stanko noted that one of the site's features is a quick escape button, so that a user can quickly change the page if their abuser happens to enter the room. Ms. Stanko demonstrated how a user can find the closest facility on the map and see the services provided in a pop-up box. She noted that the domestic

violence shelters are not mapped due to privacy concerns, but their names are listed. Ms. Stanko pointed out that MAG staff translated the website into Spanish.

Ms. Tenney noted that there will be a press conference on October 4, 2012, and a Building Connections to Justice Training Event on October 24, 2012. She stated that registration forms for the training event were at each place and requested that member agencies promote the events.

Chair Cavazos thanked staff for their reports. No questions were noted.

11. 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.

No requests for future agenda items were noted.

12. Comments from the Committee

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

No comments from the committee were noted.

Adjournment

There being no further business, Mr. Kross moved, Mr. Crossman seconded, and the meeting was adjourned at 1:30 p.m.

Chair

Secretary



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

September 25, 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, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers. 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**

September 25, 2012

	Remaining Projects	CMAQ Allocated	Status
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.	Scottsdale	\$188,395	
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	
Grand Total Remaining Project Costs FY 2012		\$651,302	

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 25, 2012

SUBJECT:

MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program

SUMMARY:

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2014 is required to be submitted to the ADOA by December 15, 2012.

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

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

ACTION NEEDED:

Recommend approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program.

PRIOR COMMITTEE ACTIONS:

MAG 9-1-1 Oversight Team: On September 12, 2012, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program.

MEMBERS ATTENDING

- | | |
|------------------------------------------------------------|------------------------------------------------------------|
| Lawrence Rodriguez, Tolleson Police Department, Chair | Bruce McGregor for Harry Beck, Mesa Fire Department |
| Brenda Buren, Tempe Police Department, Vice Chair | Vicky Scott for Rocky Smith, Peoria Police Department |
| # Chuck Jenkins for Mark Burdick, Glendale Fire Department | Steve Kreis, Phoenix Fire Department |
| * Ray Churay, Maricopa County Sheriff's Office | Dan McNemee for Jesse Cooper for Phoenix Police Department |
| | Burl Haenel for Scottsdale Police Department |

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

MAG 9-1-1 PSAP Managers Group: On July 12, 2012, the MAG 9-1-1 PSAP Managers Group recommended approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program.

MEMBERS ATTENDING

- | | |
|------------------------------------------------|---------------------------------------------------|
| Toni Rogers, Tolleson, Chair | Deneen Price for Jesse Cooper, Phoenix |
| Cari Zanella, Mesa, Vice Chair | * Curtis Thomas, Salt River |
| * Lisa Eminhizer, Apache Junction | Pima-Maricopa Indian Community |
| Mirela Borsan, Avondale | Patrick Cutts, Scottsdale |
| Jared Griffith, Buckeye | Emily Pepe for Domela McHenry, Surprise |
| Michelle Potts, Chandler | * Arleen Caruth, Tempe |
| # Stephanie Beebe, Ft. McDowell Yavapai Nation | * Ed Syzponik, Wickenburg |
| # Maggie Davidson for Janet Laird, Gilbert | + Lonny Foster, ASU |
| Loretta Hadlock, Glendale | + Barbara Jaeger, ADOA |
| Chris Nadeau, Goodyear | +*Patty Simpson, DPS |
| Jesse Locksa, Maricopa County | +*David Demers, Luke AFB |
| Bonnie Ginka for John Bennett, Paradise Valley | + Eric Focht for Kasey Beal, Mesa Fire |
| John Schmitt for Vicky Scott, Peoria | + Dori Beck for P. Jay Strebeck, Phoenix Fire |
| | +*Ellen Anderson, Rural Metro/Southwest Ambulance |

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

CONTACT PERSON:

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

MAG FY 2014 PSAP ANNUAL ELEMENT/FUNDING REQUEST

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

CONTACT: Liz Graeber
 TELEPHONE #: (602) 534-9775
 DATE: 24-Jun-12

Fiscal Year	2013						2014					
TOTAL	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June

Wireline												
Maintenance:												
\$1,340,100	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675	\$111,675

911 Monthly Service:												
\$3,425,460	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455	\$285,455

Customer Premise Equipment												
\$2,900,000	\$50,000	\$50,000	\$50,000	\$100,000	\$150,000	\$400,000	\$900,000	\$1,200,000				

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

Wireless												
Maintenance:												
\$0												

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

Addressing/Mapping/GIS												
\$20,000	\$20,000											

Customer Premise Equipment												
\$0												

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

FY TOTALS												
\$12,307,218	\$2,734,211	\$714,211	\$714,211	\$764,211	\$814,211	\$1,064,211	\$1,564,211	\$1,864,211	\$664,211	\$664,211	\$664,211	\$664,211

Equipment:												
Upgrade Periphals							50,000					
ASU Police	Logging recorder						50,000					
Buckeye Police	2 positions						\$50,000					
Chandler Police	2 additional positions						\$50,000					
Goodyear Police	2 additional positions, logging recorder						\$150,000					
Mesa Fire	Viper						\$400,000					
Mesa Police	Viper upgrade						\$900,000					
Phoenix Fire	Viper upgrade and 5 additional positions						\$1,200,000					
							\$2,850,000	Total				

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

MAG FY2014-2018 PSAP Equipment Program

	FY2014	FY2015	FY2016	FY2017	FY2018
Apache Junction PD	*****	*****	*****	*****	*****
ASU PD	Logging Recorder	No pending projects	No pending projects	No pending projects	No pending projects
Avondale PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Buckeye PD	2 Positions	No pending projects	No pending projects	No pending projects	No pending projects
Chandler PD	4 Additional Positions	No pending projects	No pending projects	No pending projects	No pending projects
DPS	No pending projects	Logging Recorder	No pending projects	No pending projects	No pending projects
Ft. McDowell	*****	*****	*****	*****	*****
Gilbert PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Glendale PD	No pending projects	No pending projects	No pending projects	No pending projects	Logging Recorder
Goodyear PD	2 Positions, Logging Recorder, PSAP Move	No pending projects	No pending projects	No pending projects	No pending projects
Luke AFB	*****	*****	*****	*****	*****
MCSO	10 Positions, Logging Recorder, PSAP Move	No pending projects	No pending projects	No pending projects	No pending projects
Mesa Fire	No pending projects	Logging Recorder, PSAP Move, 2 additional positions	No pending projects	No pending projects	No pending projects
Mesa PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Paradise Valley PD	*****	*****	*****	*****	*****
Peoria PD	No pending projects	No pending projects	No pending projects	No pending projects	No pending projects
Phoenix Fire	5 additional positions	No pending projects	No pending projects	No pending projects	No pending projects
Phoenix PD	No pending projects	Logging Recorder	No pending projects	No pending projects	No pending projects
Rural Metro PD	*****	*****	*****	*****	*****
Salt River PD	*****	*****	*****	*****	*****
Scottsdale PD	No pending projects	No pending projects	Logging Recorder	No pending projects	No pending projects
Surprise PD	No pending projects	No pending projects	1 Position	No pending projects	No pending projects
Tempe PD	*****	*****	*****	*****	*****
Tolleson PD	No pending projects	No pending projects	1 Position, Logging Recorder	No pending projects	No pending projects
Wickenburg PD	*****	*****	*****	*****	*****

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 25, 2012

SUBJECT:

On-Call Consulting List for the Data and Geographic Information Systems Support Project

SUMMARY:

The FY 2013 MAG Unified Planning Work Program and Annual Budget lists the Data and Geographic Information Systems Support Project as an on-call solicitation for a cost not to exceed \$250,000. The purpose of the project is to enable MAG to collect, maintain, and disseminate timely and accurate data for use in geographic information systems to support socioeconomic and transportation planning needs. MAG issued a Request for Qualifications to create an on-call consulting list for the project with three areas of expertise: (A) Geographic information systems application development; (B) Geospatial data collection and development; and (C) Non-spatial data collection and development. MAG received Statements of Qualifications (SOQs) from Applied Economics, Arizona State University Institute for Social Science Research, CDM Smith, Center of GIS at Georgia Institute of Technology, Data Transfer Solutions, EI Technologies, Engineering Mapping Solutions, ESI, Geographic Information Services, GSAREH, Integrated Spatial Solutions, Jacobs, Mapdog, Otak, Planning Technologies, Psomas, RBF, Sanborn, Smart Data Strategies, T and B Systems, Technology Associates International Corporation, TerraSystems Southwest, and URS.

A multi-agency evaluation team reviewed the SOQs and unanimously recommended to MAG that the following firms be included on a MAG on-call consulting list for the Data and Geographic Information System Support Project:

Area of Expertise A (GIS Application Development) : Arizona State University Institute for Social Science Research, Geographic Information Services, Planning Technologies, Technology Associates International Corporation, and TerraSystems Southwest.

Area of Expertise B (Geospatial Data Collection and Development): Arizona State University Institute for Social Science Research, Geographic Information Services, Jacobs, Planning Technologies, and TerraSystems Southwest.

Area of Expertise C (Non-Spatial Data Collection and Development): Applied Economics, Arizona State University Institute for Social Science Research, ESI, Planning Technologies, and TerraSystems Southwest.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The support provided to MAG through on-call consultant contracts will ensure the collection and development of timely and accurate geospatial data in order to support the MAG socioeconomic and

transportation models, and better enable Information Services staff to maintain and disseminate these data to member agencies and the public.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The development of geospatial data sets, custom tools for the maintenance of these new and existing data, and online tools for dissemination of these data ensures the delivery of timely and accurate data to multiple consumers, including socioeconomic, transportation, and air quality modelers within MAG, member agency staff, and the public. Data and tools developed support socioeconomic and transportation planning needs.

POLICY: Timely regional and transportation planning and analysis provides policy makers with current information upon which to make decisions.

ACTION NEEDED:

Recommend approval of the list of on-call consultants for Area of Expertise A (GIS Application Development): Arizona State University, Geographic Information Services, Planning Technologies, and Technology Associates International Corporation, TerraSystems Southwest; Area of Expertise B (Geospatial Data Collection and Development): Arizona State University, Geographic Information Services, Jacobs, Planning Technologies, and TerraSystems Southwest; and Area of Expertise C (Non-Spatial Data Collection and Development): Applied Economics, Arizona State University, ESI, Planning Technologies, TerraSystems Southwest; for the MAG Data and Geographic Information Systems Support Project, for a total amount not to exceed \$250,000.

PRIOR COMMITTEE ACTIONS:

MAG Data and Geographic Information Systems Support Project Statement of Qualifications (SOQ) Evaluation Team: On September 17, 2012, a multi jurisdictional evaluation team reviewed the Statement of Qualifications (SOQs) and unanimously recommended to MAG approval of the list of on-call consultants:

Area of Expertise A (GIS Application Development) : Arizona State University, Geographic Information Services, Planning Technologies, Technology Associates International Corporation, and TerraSystems Southwest.

Area of Expertise B (Geospatial Data Collection and Development): Arizona State University, Geographic Information Services, Jacobs, Planning Technologies, and TerraSystems Southwest.

Area of Expertise C (Non-Spatial Data Collection and Development): Applied Economics, Arizona State University, ESI, Planning Technologies, and TerraSystems Southwest.

SOQ EVALUATION TEAM

Tony Bianchi, City of Mesa
Tom Elder, City of Phoenix
Timothy Smothers, City of Peoria
Anubhav Bagley, MAG
Scott Bridwell, MAG

Peter Burnett, MAG
Jami Garrison, MAG
Jason Howard, MAG

CONTACT PERSON:

Jason Howard (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 25, 2012

SUBJECT:

2012 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2012 Annual Report is the eighth report in this series, covering progress through the fiscal year ending June 30, 2012, and reviewing the program outlook through June 30, 2026. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2012 Annual Report will be conducted in November 2012.

The Draft 2012 Annual Report on the Status of the Implementation of Proposition 400 addresses project status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

At the end of FY 2011, all three life cycle programs were dealing with reduced funding forecasts and an imbalance between costs and revenues. During FY 2012, MAG, the Arizona Department of Transportation and Regional Public Transportation Authority worked jointly on schedule and cost adjustments, resulting in rebalanced programs for each of the life cycle programs.

As required by State statutes, the Auditor General conducted a *Performance Audit of the Maricopa County Regional Transportation Plan*, which was released in report form on December 21, 2011. The audit found no substantial evidence to warrant drastic modifications to the transportation system or specific projects. In addition, the audit provided 27 recommendations aimed at more efficient and effective implementation of the RTP, as well as stronger accountability for the performance of the plan.

A Summary of Findings and Issues from the 2012 Annual Report has been enclosed and the full document is available on the MAG website.

PUBLIC INPUT:

It is anticipated that a public hearing on the Draft 2012 Annual Report will be held in November 2012 at the MAG office.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

DRAFT

2012 ANNUAL REPORT ON PROPOSITION 400

SUMMARY OF FINDINGS AND ISSUES

The *2012 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2012 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

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

- During FY 2012, revenue deficits in the life cycle programs were addressed to re-establish cost/revenue balance in each of the major modal programs.

All three life cycle programs -- freeways, arterial and transit -- have been dealing with lower sales and other tax revenues and a high level of uncertainty about future Federal transportation funding. On September 21, 2011, the MAG Regional Council approved the rebalanced FY 2012 Arterial Life Cycle Program. On May 17, 2012, the Valley Metro RPTA and METRO Board of Directors approved a rebalanced 2012 Transit Life Cycle Program (TLCP) update. On May 23, 2012, the MAG Regional Council approved a rebalancing scenario for the Regional Freeway/Highway Life Cycle Program.

- The results of a performance audit of the Regional Transportation Plan conducted by an independent auditor under contract to the State Auditor General were released in report form.

On December 21, 2011, the *Performance Audit of the Maricopa County Regional Transportation Plan* was released by the State Auditor General.

The audit “found no substantial evidence to warrant drastic modifications to the transportation system or specific projects ... (and) ... the RTP Partners should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as needed.” In addition, the audit provided 27 recommendations aimed at more efficient and effective implementation of the RTP, as well as stronger accountability for the performance of the plan.

On June 25, 2012, the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA), and METRO Rail provided a combined, detailed assessment of the efforts made to date in implementing the audit recommendations.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

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

- Fiscal Year 2012 receipts from the Proposition 400 half-cent sales tax were 4.8 percent higher than receipts in FY 2011.

The receipts from the Proposition 400 half-cent sales tax in FY 2012 totaled approximately \$323 million, corresponding to a 4.8 percent increase over FY 2011. With an increase in collections also occurring in FY 2011, this represents the second consecutive year of higher revenues. However, the collections for FY 2012 remain 17.3 percent lower than those in FY 2007.

- Forecasts of Proposition 400 half-cent revenues are 3.4 percent lower for the period FY 2013 through FY 2026, compared to the 2011 Annual Report estimate.

Future half-cent revenues for the period FY 2013 through FY 2026 are currently forecasted to total \$6.5 billion. This amount is \$232 million, or 3.4 percent, lower than the forecast for the same period presented in the 2011 Annual Report. The Proposition 400 half-cent revenue forecasts will be updated again in the fall of 2012

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2013 through FY 2026 are slightly higher (1.0 percent) than the 2011 Annual Report estimate.

The forecast for ADOT funds for FY 2013 through FY 2026 is \$46 million or 1.0 percent higher, compared to the forecast for the same period in the 2010 Annual Report. These revenues include Federal funds that correspond to the programs as structured in SAFETEA-LU. Federal funds forecasts will be updated in subsequent Annual Reports to correspond to the new Federal transportation legislation (MAP-21) signed into law by President Obama on July 6, 2012.

- Forecasts of total MAG Federal Transportation Funds for FY 2013 through FY 2026 are somewhat higher compared to the 2011 Annual Report estimate.

The forecasted MAG Federal aid revenues for the period FY 2013 through FY 2026 total \$3.7 billion. This forecast is approximately four percent higher than that in the 2011 Annual Report for the same period. This was due primarily to the level of Federal reimbursements projected for the LRT/High Capacity Transit program.

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

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

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

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

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2012.

Completed

- Loop 101 (I-10 to Tatum Blvd.): New HOV lanes.
- SR143 (at Loop 202 Access Road): Interchange improvements.
- Loop 202/Santan (Gilbert Rd. to I-10): New HOV lanes. -
- MAG Region (Various Locations): Noise Walls.

Advertised for Bids or Under Construction

- SR 24 (Loop 101 to Ellsworth Rd.): Construct interim freeway.
 - SR 85 (at B-8/Maricopa Rd): Reconstruct intersection.
 - US 60 (Loop 101 to 71st Avenue): Roadway improvements.
 - US 60 (71st Avenue to Van Buren St.): Roadway improvements.
 - Loop 303/I-10: Construct new system interchange.
 - Loop 303 (Thomas Rd. to Camelback Rd.): Construct new freeway.
 - Loop 303 (Camelback Rd. to Glendale Ave.): Construct new freeway.
 - Loop 303 (Glendale Ave. to Peoria Ave.): Construct new freeway.
 - Loop 303 (Peoria Ave. to Mountain View Blvd.): Construct new freeway.
- A project to add high occupancy vehicle (HOV) lane ramps at Loop 101 and Maryland Avenue was added to the FLCP.

On January 25, 2012, the MAG Regional Council approved amendment of the Regional Transportation Plan - 2010 Update to include a new project to add HOV direct connection ramps at the Loop 101 and Maryland Avenue grade separation. Funding for the project was provided by a combination of uncommitted funds in the MAG portion of the Statewide Transportation Acceleration Needs Account and the MAG Regional Freeway/Highway Program. The project is programmed as a design/build project in FY 2013.

- On May 23, 2012, the MAG Regional Council approved a rebalancing scenario for the Regional Freeway/Highway Life Cycle Program.

Cash flow analysis indicated that there was an overall funding deficit of approximately \$390 million and negative year-end cash balances for the FLCP. A rebalancing scenario was approved that: (1) repositioned the SR-202L/South Mountain Freeway and Interstate 10/Maricopa Freeway projects to improve the Program's cash flow, (2) transferred funding from the SR-303L segment between US-60 and Interstate 17 to the SR-303L segment between Interstate 10 and MC-85, and (3) removed \$300 million from the Program's budget for the Interstate 17/Black Canyon Freeway corridor. The long-term financial forecast for the FLCP indicates a positive balance of approximately \$166 million through FY 2026, with no annual deficits.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives significant funding from both the Proposition 400 half-cent

sales tax and Federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

- During FY 2012, a total of \$103 million in ALCP project expenses were reimbursed to the implementing agencies.

During FY 2012, a total of \$103 million in ALCP project expenses were reimbursed to implementing agencies. This included reimbursements to eight individual agencies, as well as funding for projects in the MAG ITS program.

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

As of FY 2012, \$327 million has been disbursed since the beginning of the Program for the completion of 30 projects, covering arterial street widening and intersection improvements throughout the MAG area. In addition, a total of nearly \$31 million in reimbursements has been provided to ITS projects through FY 2012.

- On September 21, 2011, the MAG Regional Council approved a rebalanced FY 2012 Arterial Life Cycle Program, and it is anticipated that a balanced FY 2013 ALCP will be adopted in September 2012.

A \$197 million reduction in the FY 2012 ALCP through FY 2026 was necessitated by lower half-cent sales tax revenue forecasts. A rebalanced FY 2012 ALCP was achieved by proportionally reducing each agency's program allocation.

Due to a continued decline in program revenues, the FY 2013 update of the ALCP encountered an additional deficit of approximately \$40 million through FY 2026. In addition, there was a need to rebalance annual expenditures and revenues, which were out of balance in a number of years. To meet the required program reductions, MAG staff and member agencies are reviewing alternative reprogramming scenarios. It is anticipated that a fiscally balanced, FY 2013 Arterial Life Cycle Program will be considered for approval in September 2012.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation

Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- One new supergrid bus route was implemented in FY 2012 and several additional routes will start service during the next five years.

Routes Implemented During FY 2012:

- Arizona Avenue/Country Club Drive (T44); Service start: FY 2012.

Routes Planned for Implementation During FY 2013 through FY 2017:

- Baseline Road (T45); Service start: FY 2013.
- Elliot Road (T53); Service start: FY 2013.
- South Central Avenue Express (T26); Service start: FY 2013.
- Thomas Road (T68); Service start: FY 2013.
- Van Buren Street (T70); Service start: FY 2013.
- McDowell/McKellips Roads (T61); Service start: FY 2014.
- Scottsdale/Rural BRT (T25); Service start: FY 2015.
- Waddell/Thunderbird (T71); Service start: FY 2015.

- Completion of the Northwest Extension-Phase 1 (Bethany Home Rd. to Dunlop Rd.) was accelerated.

Completion of the Northwest Extension-Phase 1 (Bethany Home Rd. to Dunlop Rd.), which had been scheduled to be complete in FY 2024, is now scheduled to be complete in FY 2016. It is expected that utility relocations and street improvements will be completed in the corridor in FY 2013 to facilitate the light rail construction. Phase 2 (Dunlop Rd. to Rose Mofford Sports Complex) is scheduled to be complete in FY 2026.

- On May 17, 2012, the Valley Metro RPTA and METRO Board of Directors approved a rebalanced 2012 Transit Life Cycle Program (TLCP) update.

Due to the continued economic downturn and the decrease in estimated future revenues, in FY 2011 it was determined estimated TLCP costs for FY 2012 to 2026 were not in balance with projected future funds available, with a deficit of approximately \$581 million (2011 \$'s).

On May 17, 2012, the Valley Metro RPTA and METRO Board of Directors approved the 2012 Transit Life Cycle Program (TLCP) update. An updated financial model for bus service is balanced through FY 2018, shows deficits in FY 2019 through FY 2025 and a final positive balance in FY 2026. The high

capacity / light rail transit (HCT/LRT) component of the TLCP has a fund balance of \$39 million in FY 2026 after the completion of all HCT/LRT projects in the RTP, with the exception of construction of the Northeast Phoenix corridor.

Balance was achieved in FY 2012 by delaying the implementation of numerous projects and reducing the scope of many other projects, especially bus route frequencies and routing. During FY 2012, significant efforts were also made to identify further cost savings or to enhance operating revenues.

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

A large part of the funding for the LRT/HCT system is awarded by the US Department of Transportation through the discretionary “New Starts Program”. The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the Federal level.

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

PERFORMANCE MONITORING PROGRAM

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

- Freeway vehicle miles of travel (VMT) have increased recently.

The total number of freeway vehicle miles traveled in 2011 was 29,495,000, which is a 1.4 percent increase over the level in 2010 and only 0.5 percent below the level in 2007. This is illustrative of the fact that regional economic conditions - generally following the slight upward trend in the national economy - are being reflected in travel demand in the MAG region.

Update on the Greater Phoenix Metropolitan Business Planning Initiative

In May 2011, the Maricopa Association of Governments Regional Council approved the submission of the region’s application to the Brookings Institution to participate in the Metropolitan Business Planning Initiative (MBP). Since that time, a tremendous amount of work has been completed to support this project. A significant amount of work remains. The purpose of this document is to provide an update on the progress, to describe the staffing plan, and to solicit input on the project.

In April 2012, an update on the project was provided to the MAG Regional Council. At that time, opportunities for possible initiatives in clean technology and unmanned systems were being explored. Since then, the Arizona Commerce Authority has taken the lead on activities related to unmanned systems in aerospace and defense. The Greater Phoenix Economic Council has taken the lead on the analysis for the Greater Phoenix Economic Council (GPEC), including clean technology. This includes continuing analysis in other industry clusters such as healthcare, information technology, and personalized medicine. MAG is providing support to GPEC with the analysis and is taking the lead on spatial efficiency.

Based on this analysis, implementation steps would be explored in areas including but not limited to a science and technology ballot initiative to support the development of high-value jobs, companies, and exports. Economic development tools such as tax increment financing would also be explored by the steering committee.

The next steps for the project include the following:

- Revise the strategic overview with the updated analysis.
- Convene a working committee meeting with membership drawn from GPEC’s Innovation Council to leverage their work in support of the MBP.
- Draft lead initiative concepts based on the analysis and the working committee’s feedback.
- Convene a high-level steering committee with membership drawn from the current Leadership Advisory team, the MAG Economic Development Committee (EDC), and the business community to provide feedback on the strategic overview and lead initiative concepts.
- Draft the business plan for the lead initiative recommended by the steering committee.
- Solicit input from the steering committee, MAG EDC and Regional Council on the draft business plan and lead initiative.
- Revise the business plan based on feedback received and submit it to the Brookings Institution by January 2013.
- Facilitate a local launch event for the business plan in the Greater Phoenix area.
- Participate in a national launch event for the MBP in Washington, D.C. in March or April 2013.

Adequate staffing is needed to ensure high quality work can move ahead on schedule. The following roles and responsibilities are proposed:

Group	Responsibilities	Next Steps
MAG Economic Development Committee (EDC) and Regional Council	Initial sponsorship of MBP, including dedicating resources and mobilizing regional organizations to staff the project.	MAG liaison to Steering Committee, continue to receive updates and provide input at strategic points.

Working Committee	Oversee the development of the strategic overview, and recommend regional strategies and lead initiatives. The Committee will seek input from industries, experts, and academics.	Draw business leaders to form the Committee. Leverage ongoing work of GPEC Innovation Council.
Steering Committee	A group of recognized leaders responsible for facilitating regional collaboration and support. Directs project staff on the development of the business plan, institutional implementation plan and communication plan. Mobilize financial and operational resources for implementing the lead initiative.	Draw members from the Leadership Advisory Team and the MAG Economic Development Committee to create a Steering Committee. Add other regional and business leaders.

Project Staff

At the direction of the Working Committee, project staff will conduct a rigorous market analysis, define and execute work plans, and develop recommendations on strategies and lead initiatives. GPEC and MAG will co-lead the project. GPEC will be primarily responsible for the economic and market analysis, which includes shaping the strategic overview and the lead initiative. MAG will continue to serve as the lead on the spatial efficiency section of the strategic overview and related strategies and initiatives. MAG will also provide support for analysis within the other areas. MAG and GPEC will coordinate community outreach and collaboration.

Lead	Responsibilities
MAG/GPEC	<ul style="list-style-type: none"> Organize and coordinate the Steering Committee. Build stakeholder support, leveraging market analysis and deliverables. Draft the strategic overview and develop strategies and lead initiatives. MAG will take the lead on spatial efficiency.
MAG	<ul style="list-style-type: none"> Manage the consultant with guidance from GPEC including refining the scope of work and deliverables. Take the lead on the analysis, strategies, and initiatives for spatial efficiency.
GPEC	<ul style="list-style-type: none"> Drive the analysis for the strategic overview and lead initiative with the exception of spatial efficiency. Consult with MAG prior to Steering Committee approval of deliverables that address MAG's core functions. Examples of MAG's core function areas include but are not limited to transportation, air quality, and population projections. Organize and coordinate the working committee with support from MAG.
Consultant - Value Point	<ul style="list-style-type: none"> Advise project staff on business plan development. Support project staff on targeted market and feasibility analysis. Support the development of an operational plan and financial modeling.