

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 11, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

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

1. Call to Order

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

2. Pledge of Allegiance

The Pledge of Allegiance was recited. A moment of silence was observed in memory of the anniversary of the hijackings of airplanes by terrorists on September 11, 2001.

George Hoffman, Steve Cleveland, and Greg Stanley joined the meeting via teleconference.

Chair Isom welcomed a new member to the Management Committee: Jeanne Blackman, the new Youngtown Town Manager.

Chair Isom proceeded to agenda announcements. He noted items at each place: The revised materials for agenda items #5E and #5G and the addendum to the agenda, item #16.

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

3. Call to the Audience

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

Chair Isom recognized public comment from John Rusinek of Phoenix, who said he has spoken at past meetings on the dust problems that have been occurring on a neighboring driveway for eight years that still have not been resolved. He said that Chair Isom spoke to him after the last time he commented, but Mr. Rusinek has hearing problems and could not hear him. Mr. Rusinek expressed his concern for freedom of speech. He said that it does not seem like too much to ask to allow three or four people three minutes each to speak. Mr. Rusinek stated that he tries to follow the speaking rules and concludes his comments when his time expires. He stated that he lost his hearing after serving 39 months on a U. S. Navy destroyer. Mr. Rusinek asked if Management Committee members would stand by if their fathers encountered these types of difficulties at a city in finding a solution to a problem. He said that he has experienced retaliation -- his house has been surveyed and was accused of taking pictures of children. Mr. Rusinek said that he would rather be at home than speaking at meetings, but he did so to raise awareness so that this would not happen to anyone else. He asked if it was wrong to fight for freedom and he only wanted everyone to follow the rules. Mr. Rusinek requested that Chair Isom's direction to him be given to him in writing because he could not hear what had been said.

Chair Isom thanked Mr. Rusinek for his service to this country. He stated that Mr. Rusinek was free to speak at MAG meetings, and added that what he had asked originally was that he stay on point with topics relevant to the group. Chair Isom stated that Mr. Rusinek was welcome to return and use his three minutes to tell his story that the committee has heard and appreciated he was free to do so.

Chair Isom recognized public comment from Dianne Barker of Phoenix, who urged that this country not be divided politically or religiously. She commented that the greatness of the United States is based on the many cultures that compose the country. Ms. Barker expressed her support for the separation of church and state and that we need to guard against enemies within and without. She stated that MAG does not have citizens at the top of the organization. Ms. Barker expressed her support for Mr. Rusinek and added that the day we begin to have problems is the day we lose freedom of speech. She urged having concrete evidence and not being ruled by emotionalism and putting ourselves in other people's property. Ms. Barker stated that the United States needs to be number one in defense. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from Marvin Rochelle, who spoke of the need for regional transportation for handicapped and visually impaired individuals. He said there was a study out of Boston done many years ago that was waylaid by lower tax revenues. Dr. Rochelle stated that a system needed for these individuals that does not require transfers or taking three to four hours to go to a destination. He reported that he served 26 years as a medical doctor in the United States Navy from 1944 to 1970, and continued in the Active Reserves to the present time. Chair Isom thanked Dr. Rochelle for his service.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He stated that the signing ceremony for the Memorandum of Understanding (MOU) for Research, Innovation and Entrepreneurial Agreement will be held September 26, 2013, at the Board of Regents meeting in Flagstaff. Mr. Smith stated that members of the Economic Development Committee and MAG Regional Council are encouraged to attend the signing ceremony and a bus might be arranged if there is enough interest. Mr. Smith stated that the MOU for Arizona State University, University of Arizona, Northern Arizona University, Thunderbird School of Global Management and Maricopa Community Colleges was developed through the MAG Economic Development Committee and MAG Regional Council. He said the MOU was drafted in response to Arizona State University losing out on the award of a \$75 million grant because they were the only application with no local government support. Mr. Smith explained that interested cities can partner with a college, and this increases their chances of winning.

Mr. Smith stated that everyone is invited to attend the public meeting on the Draft Fiscal Year 2014-2018 Transportation Improvement Program (listing of projects), Draft 2035 Regional Transportation Plan, and Draft FY 2014 Transit Program of Projects. He noted that the public meeting will take place on September 19, 2013, at 5:00 p.m. in the MAG Saguaro Room.

Mr. Smith stated that the *Don't Trash Arizona* campaign received the Public Affairs Award at the 2013 Public Relations Society of America Copper Anvil Awards. He noted that the campaign's anti-littering ads target a certain demographic and are placed at locations like gas stations and movie theaters.

Mr. Smith reported that MAG has launched the Connect60plus.com website to help older adults to be more engaged with their communities. He noted that the group now approaching retirement

age is the most educated workforce in the history of the United States and the goal is harnessing their talents for the good of the community.

Mr. Smith noted that a new special reports section has been added to the Greater Phoenix Rising website. He added that a new population video has been produced and added to the website. Mr. Smith stated that the video features Mr. Charlie McClendon, Chair of the Population Technical Advisory Committee, and Mr. Patrick Banger, Vice Chair of the Population Technical Advisory Committee. The video was played.

5. Approval of Consent Agenda

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

Chair Isom recognized public comment from Ms. Barker, who said she would comment on agenda item #5F, Consultation on Potentially Regionally Significant Projects from the Draft FY 2014-2018 MAG Transportation Improvement Program. We're talking about regional programs and transportation and emissions. I would like to have a little time here just as an overview. Many times we have looked at light rail at-grade programs, but I want to look at all of the mix, of all the programs. We want to have a booming economy here and we want to have it bright and not creating more emissions. Overall, probably some of the biggest emissions -- and MAG has recognized it this year -- is really coming from on-road and off-road particulates and that is everywhere, coming from everywhere because it is vehicular traffic. So where I'm going with this is that rather than just having EPA determine as it does where they are going to stick a monitor or listening to Mr. Cavazos and Kelly Taft on significant emissions and how one lot can actually skew the results of one monitor and so forth. We need to look at this really with common sense. The people here that have been studying this air quality I'm asking for not only a conscience, but that we very much look to see how we are collectively going to get us out of the air quality problem. When we have accidents, whether we are going to use the ITS to help us move the traffic, or we're really going to move this area into more of a mass transit. I submit to you that here is a copy, it's a little used, of the map on our transit projects. We used to have about 16 bus transfers, some of them now, I think Scottsdale got rid of theirs. People typically feel safer at a transport center. The other thing is there is little knowledge in some of the people that I have ask to ride on transit with me on knowing how to use the system. And when you call you get an automated system. I typically have been told that I don't need to have my voice -- even a microphone. So when I call and when they indicate "What did you say? What did you say?" I come from again, the Midwest, where it was said that there are more people that have been promoted in our military because the dialect was easier to understand. What I'm saying is we need to have real life people at customer service that can listen and know the system to help people use what we are putting these resources in.

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

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

5A. Approval of the August 7, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the August 7, 2013, meeting minutes.

5B. Amendment to the Bicycle Count Study Contract for Additional Bicycle Count Locations

The MAG Management Committee, by consent, recommended approval to amend the Chen Ryan contract in the amount of \$3,750 for work on an additional eight bicycle count locations for the Bicycle Count Study. In May 2012, the Regional Council approved the MAG Fiscal Year (FY) 2013 Unified Planning Work Program and Annual Budget, which included a Bicycle Count Study. On November 12, 2012, the Regional Council Executive Committee selected Chen Ryan to conduct the study for an amount not to exceed \$96,000. It is requested to amend the contract with Chen Ryan in the amount of \$3,750 for work on an additional eight bicycle count locations. This funding will allow the consultant to conduct bicycle counts at Apache Junction, Florence, Fort McDowell-Yavapai Nation, Fountain Hills, Gila Bend, City of Maricopa, Paradise Valley and Salt River Pima-Maricopa Indian Community.

5C. Don't Trash Arizona Litter Prevention and Education Contract Amendment

The MAG Management Committee, by consent, recommended approval to amend the consultant contract with Olson Communications, Inc., for one additional year for the Litter Prevention and Education Program to include \$300,000 budgeted in the MAG FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education. Picking up litter from our regional freeway system costs our region more than \$3 million every year. Proposition 400 includes funding for a litter prevention and education program designed to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The Don't Trash Arizona Litter Education and Prevention program is implemented by MAG in cooperation with the Arizona Department of Transportation (ADOT). On October 17, 2011, the Regional Council Executive Committee approved the selection of Olson Communications, Inc. as the consultant to design and implement the FY 2012 Litter Prevention and Education Program, with the ability to extend the contract up to two additional years based on performance and funding availability. The contract was amended for one additional year in October 2012. Staff recommends amending the consultant contract with Olson for the second additional year for the Litter Prevention and Education Program and to include the \$300,000 budgeted in the FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education efforts.

5D. FY 2014-2017 MAG Highway Safety Improvement Program Projects

The MAG Management Committee, by consent, recommended approval of the listing of selected projects for FY 2014-2017 Highway Safety Improvement Program funds. Since FY 2010, MAG

has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT) to be programmed for qualifying road safety improvements. A total of 21 projects that were approved by MAG for FY 2012 and 2014 are currently being implemented. Many of the projects originally planned for FY 2014 were advanced due to funds being available in earlier years due to lower bid costs and some projects being disqualified by Federal Highway Administration (FHWA). At the recommendation of ADOT, four fiscal years are being programmed to help expedite project implementation. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in fiscal years 2014-2017. A total of six projects applications were received by MAG. The Transportation Safety Committee reviewed all applications at a meeting held on August 20, 2013. All proposed projects were determined to be qualified and the committee recommended projects for each fiscal year and funding amounts. On August 29, 2013, the Transportation Review Committee recommended approval. This recommendation does not fully utilize available HSIP funds. The Transportation Safety Committee will be exploring the possibility of a second call for projects and utilizing a portion remaining funds for future projects to address regional road safety priorities to be identified in the Strategic Transportation Safety Plan that is currently being developed by MAG.

5E. Federal Fiscal Year 2013 Year End Closeout Report: September Update

The MAG Management Committee, by consent, recommended approval to proceed with Arterial Life Cycle Program project advancements to address Federal Highway Administration (FHWA) funding at risk and general project changes, to authorize staff to make any necessary project changes to address additional outstanding federal funds at risk during FFY 2013, and recommend approval of the related amendments to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and Regional Transportation Plan 2010 Update. On August 21, 2013, the MAG Regional Council approved the advancement of the Mesa Drive to Gilbert Road light rail extension project to close out FFY 2013. Staff noted at the Regional Council meeting that additional flexibility may be needed due to additional information that may come from the Arizona Department of Transportation indicating that additional federal funds may be available from closing out federal funds. Since then, FY 2013 projects have completed federal authorization and an additional balance of FFY 2013 federal funds needs to be addressed. MAG has been informed that the balance of projects and project phases expected to authorize in FFY 2013 did not utilize the fully programmed amount as listed in the Transportation Improvement Program (TIP). The amount of \$12.1 million of FHWA funding is at risk. To address the un-programmed federal funds, MAG staff contacted member agencies that had potentially federally eligible project phases scheduled in the phase II and III areas of the Arterial Life Cycle Program. Of the federally eligible projects, and based on current work schedules and ADOT project management approvals, the list of Arterial Life Cycle Program projects was being advanced to address the federal funds that are at risk.

5F. Consultation on Potentially Regionally Significant Projects from the Draft FY 2014-2018 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered “regionally significant” for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2014-2018 MAG Transportation Improvement Program has been prepared. Comments regarding the list were requested to be reported to MAG by September 20, 2013.

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 and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including the advancement of various Arterial Life Cycle Program projects using federal funds. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5H. Social Services Block Grant Allocation Revision

The MAG Management Committee, by consent, recommended approval of re-purposing \$175,687 allocated for transitional housing programs to housing support services in the FY 2014 Social Services Block Grant allocation recommendations. Through a partnership with the Arizona Department of Economic Security, the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. On February 27, 2013, the MAG Regional Council approved the FY 2014 SSBG allocation recommendations. In July 2013, the Arizona Department of Economic Security requested that the \$175,687 allocated for transitional housing be re-purposed for housing support services with the goal of funding rapid re-housing programs. The MAG Continuum of Care Regional Committee on Homelessness was notified of the request and the inclusion of this item on the August MAG Human Services Technical Committee meeting agenda. On August 8, 2013, the MAG Human Services Technical Committee recommended approval of re-purposing transitional housing funds to housing support services.

6. Domestic Violence Awareness Month

Rena Tenney, MAG staff, reported to the Management Committee about Domestic Violence Awareness Month, which is nationally recognized each year during October. She noted that the purpose of her presentation was to provide opportunities for becoming engaged in Domestic Violence Awareness Month activities.

Ms. Tenney stated that the MAG Domestic Violence Awareness Month press conference will be held at 10:30 a.m. on October 3, 2013, at the First Amendment Forum of the Arizona State University Walter Cronkite School of Journalism and Mass Communications building at the downtown campus. Ms. Tenney stated that this year's message will be to take action against domestic violence by "Moving from Bystander to Standing by Her." Ms. Tenney added that a local survivor of domestic violence will share her story through a series of journal entries.

Ms. Tenney stated that a new national web application is being designed to make it easier for anyone with a smart phone to help connect victims to the services they need. With help from the O'Connor House, Arizona State University, and the Arizona Coalition Against Domestic Violence, MAG is engaging domestic violence coalitions and service providers to make the web application a nationwide resource. Ms. Tenney added that the National Network to End Domestic Violence and the Connecticut Coalition Against Domestic Violence have expressed interest in partnering on this project.

Ms. Tenney reported that MAG will assist in efforts to coordinate domestic violence awareness month activities in cities or towns. Staff will help with securing free speakers, providing free resources, and promoting events. Ms. Tenney stated that materials, such as safety plan brochures, shoe cards, and coloring books, are available.

Ms. Tenney stated that information about events will be included in the regional events calendar that is being developed for distribution to the media. She requested that those interested in coordinating an event in their community to contact her.

Chair Isom thanked Ms. Tenney for her report. No questions from the Committee were noted.

7. Town of Gilbert's Long Range Infrastructure Plan

Gabe Engeland, Assistant to the Gilbert Town Manager, reported on the Town's efforts to plan intelligently and strategically for the growth anticipated in the Town. He noted that the effort has been underway for approximately one year. Mr. Engeland stated that they carried projections out to year 2051 in some cases. He said that they noticed right away that they could change their maintenance procedures to save money.

Mr. Engeland stated that Gilbert has grown rapidly and the Town's infrastructure and key assets will require critical maintenance or replacement at the same time. He reported that the IT department geomapped the Town's infrastructure, and he noted that only about two percent of the Town's infrastructure (e.g., hydrants, water pipes, wastewater pipes, valves, and manholes) date from the 1970s, approximately 14 percent from the 1980s, and the remainder installed since then. Mr. Engeland stated that the life span of infrastructure is typically 35 to 40 years.

Mr. Engeland stated that a critical point in both planning and maintenance is reached about year 2020. He said the Town is confident in the accuracy of the 2015 estimates and the 2016-20 estimates, but he noted that the farther away from year zero, the less accurate the predictions. For example, new technologies that increase the life of infrastructure could become available.

Mr. Engeland then explained budget trends by using a chart of estimated expenditure increases through FY 2020. He noted that the expected increase across all categories for FY 2015 is approximately six percent, and this number is expected to increase to approximately 10 percent going forward. Mr. Engeland stated that those items currently requiring expenditures are not the same items that will require expenditures in the future. He indicated that hidden assets are what will begin to cost money and he expected that maintenance costs would quadruple or more in the near future.

Mr. Engeland stated that the near term budget impact for new expenditures is approximately \$7 million on average per year through 2020 and will continue to increase unless changes are made. He gave as an example fire hydrants. Mr. Engeland stated that a fire hydrant costs \$6,500 to replace. He explained that a fire hydrant without maintenance has a 25-year life, however, the life span of a hydrant that has been maintained every ten years using a \$500 maintenance kit increases to 100-years. He noted that the savings represent \$17,000 per hydrant.

Mr. Cavazos asked the total anticipated savings. Mr. Engeland replied that the Town has 11,280 hydrants and anticipate saving \$17,000 per hydrant. Mr. Banger noted that the total was close to \$190 million. Mr. Cavazos expressed that he was very interested in the Gilbert plan. Mr. Engeland noted that the Town did an analysis of valves and found that 13 percent of the Town's valves were beyond their life expectancy. For approximately \$50 in maintenance they could double the life of valves to 50 years. Mr. Cavazos requested that the presentation be sent to the Management Committee. Mr. Engeland added that Gilbert staff would be glad to come and visit with other jurisdictions' staff.

Mr. Engeland then reported on water distribution spending. He said that the Town is not planning on any failures due to age for FYs 2015, 2016, 2017, or 2018. Mr. Engeland stated that pipes that fail will be replaced through the Town's contingency budgeting process. He indicated that the Town anticipates approximately \$1 million in failures in FY 2019 and approximately \$4.5 million in failures in 2020 – items they never had to plan for before. He added that the expenditures of today will be different from the expenditures of tomorrow.

Mr. Engeland reviewed the findings. He said that assets are often replaced not maintained (which is the most expensive practice); there are no maintenance programs for critical water asset groups; there is no policy or procedure for service laterals; and hidden asset costs permanently spike in the near future. He said that the Town has the most time to react for water distribution. Mr. Engeland stated that they need to get this in order by year 2020, before the big expenditures start. He said the Town will implement maintenance programs almost immediately through the budget process, determine responsibility for service laterals, and update policies and strategies for Water Replacement Fund use.

Mr. Engeland stated that wastewater infrastructure (pipes and manholes) will drive future spending. He said the Town anticipates spending \$2.5 million per year on manholes, but with a maintenance program, it can use an epoxy coating that is significantly less expensive.

Mr. Engeland said there is no condition-based maintenance programs in place, they need to standardize their systems and develop a policy for a wastewater replacement fund.

Chair Isom thanked Mr. Engeland for his report and asked members if they had questions.

Mr. Hauskins asked if the Town had a comprehensive asset management plan to identify features and actions to be taken based on age or condition.

Mr. Engeland replied yes. He said that the first step was completion of an asset inventory, followed by mapping of the assets, determining the maintenance that was done or was needed, and doing an economic evaluation to determine the cost effectiveness of replacement or maintenance.

Mr. Bacon stated that he had seen the Town's presentation previously and appreciated and liked it. He said that Paradise Valley staff has been in contact with Gilbert staff. Mr. Bacon stated that the part he especially liked was the thought process for determining the need for future capital campaigns that could be applied to the transportation system, the majority of which in this region is new or in planning. Mr. Bacon expressed that he hoped MAG staff could collaborate with Gilbert staff on this. He expressed his appreciation to the Town of Gilbert for developing this idea for a relatively newly developed community and he thanked Mr. Engeland for the presentation.

Mr. Hauskins asked if the mechanisms that cause failures in such elements as pipes had been identified. He said the County is very interested in the logic that was applied because the County currently is working on a transportation program on these types of elements. Mr. Engeland replied yes.

8. ADOT Urban Logo Sign Program

Bob Allen from the Arizona Department of Transportation (ADOT) reported on the Grand Canyon State Logo Sign Program. He noted that there are approximately 1,200 of the blue signs, which typically are seen in rural areas. Mr. Allen stated that the program is now under ADOT management after previously being managed by a private vendor from Minnesota for approximately 20 years. ADOT decided to bring the program back under its control in order to provide another source of revenue for the highway fund.

Mr. Allen stated that the Grand Canyon State Logo Sign Program is launching a similar program in urban areas. Currently, there are signs along rural routes and interstate highways representing travel related businesses, such as food, gas, lodging, 24-hour pharmacies, attractions, and camping. He advised that the three most popular sign categories are food, gas, and lodging.

Mr. Allen emphasized that safety is always a key criterion when determining the location of a sign. At each eligible interchange approach, there could be between one and four signs of a qualified travel related business located within three miles of a highway. Mr. Allen stated that the signs may be on the exited road or a cross street. If the business is on a cross street, pathfinder signs, approved by the municipality, would be required. He noted that the rules process for the signs was approved with a public hearing process.

Mr. Allen stated that the Grand Canyon State Logo Sign Program will develop a pricing structure reflective of market dynamics for each exit, with rates of approximately a couple of thousand dollars per year.

Mr. Allen displayed a map of the tentative planned build-out, which is anticipated to take three to four years for the entire infrastructure in the Phoenix metro area. He said that by the end of 2013, parts of SR-101 and I-17 will be ready; most of the remainder of SR-101, as well as an additional section of I-17 and parts of I-10 will be ready in the first half of 2014; most of SR-202, as well as the entire SR-51, will be ready by the end of 2014; and most of US-60 will be ready in 2015. He said that other metro areas in the state will be addressed once the Phoenix area is completed.

Chair Isom thanked Mr. Allen for his report. No questions from the Committee were noted.

9. Sustainable Transportation Land Use Integration Study – Recommendations, Findings and Tools

Eileen Yazzie from MAG presented an update on the Sustainable Transportation Land Use Integration Study (ST-LUIS). She said that the study, which began in 2011, focused on what was most important to cities and towns. Ms. Yazzie reported that ST-LUIS has been recommended for approval by the MAG Transit Committee and MAG Transportation Review Committee.

Ms. Yazzie noted that the Regional Transit Framework Study began in 2010 and recommended a system of 44 high-capacity transit corridors and transit modes (light rail, commuter rail, bus rapid transit, or streetcar). She noted that the Regional Transit Framework Study was the seed for the development of the ST-LUIS study.

Ms. Yazzie showed a graphic of where the 44 high capacity transit corridors might be built, and the land use distribution within one-half mile of the corridors. Ms. Yazzie noted that approximately 70 percent of transit riders walk or ride a bike to reach transit. She noted that not making land use functional for transit users will negatively impact the productivity of a transit system. Ms. Yazzie stated that currently, 80 percent of the land use does not support high capacity transit productivity.

Ms. Yazzie stated that the study recommended providing a high quality, productive transit system supported by compact walkable and transit oriented places. She noted that extensive research was done for this study and much of the information is posted on the MAG website, including an employment analysis. Ms. Yazzie stated that most agencies are working with Valley Metro on implementing the type of transit system recommended by the study. She noted that transit service can run anywhere from every 15 minutes to every 60 minutes.

Ms. Yazzie stated that three place types were developed: Compact Walkable, Transit Served, and High Capacity Transit Oriented, which marry transportation and land uses. She said that seven characteristics are the levers that will assist in assessing whether corridors can be productive transit corridors. Ms. Yazzie stated that this study is a tool to use when evaluating high capacity

transit. She also noted that the study created an interactive PDF tool, which is both an informative and interactive tool that will allow agencies to examine what types of transit may serve them best.

Chair Isom thanked Ms. Yazzie for her report. No questions from the Committee were noted.

Mr. Dlugas moved to recommend acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate. Mr. Buss seconded, and the motion passed unanimously.

10. Request for Second Deferral of the Construction Phase of the City of Surprise Dove Valley Paving Project

Teri Kennedy, MAG staff, reported on the City of Surprise's request for a second deferral on the construction phase of the Surprise Dove Valley paving project. Ms. Kennedy noted that the MAG Policies and Procedures, approved by the MAG Regional Council in 2011, allow a first deferral. For a second deferral, there are certain criteria that must be met: 1) The agency needs to show continual progress on the project; 2) The agency needs to demonstrate that the delays due to the scheduling of the project are outside the agency's controls; 3) The agency must provide a revised plan and schedule; 4) The agency needs to demonstrate that financial constraint is being maintained.

Dennis Smith explained that the Policies and Procedures require that a second deferral request be made in person to the Management Committee and Regional Council. He recalled that the process was developed to control the deferrals that were reaching more than \$40 million each year.

Ms. Kennedy noted that vast improvements to deferrals have been made due to the Policies and Procedures and demonstrate they are working. She indicated that the review of projects helps to show what agencies are encountering when projects defer. If the situations are known and shared, we can work through them.

Ms. Kennedy noted that the item was on the agenda for action. She introduced Terry Lowe, Assistant Public Works Director from the City of Surprise. Mr. Lowe stated that the purpose of the Dove Valley Road project is to control dust by paving a two mile segment between 187th Avenue and 203rd Avenue. He noted that the City of Surprise applied for and received CMAQ funding in 2008 for fiscal year 2014 funds. Mr. Lowe displayed a map of the project area.

Mr. Lowe provided an overview of the project's timeline. He said that project design commenced in 2012, environmental clearance received in February 2012, and right-of-way acquisition commenced in March 2012. Mr. Lowe explained that Surprise still needs two parcels, one from the Arizona State Land Department and one from a private entity. He stated that the intergovernmental agreement with ADOT was executed in April 2012, and 100 percent of the plan specifications and engineering were complete by May 2012. Mr. Lowe advised that the first deferral was in May 2012.

Mr. Lowe stated that final material clearance was received in June 2012 and utility clearance was received in December 2012. He noted that the Arizona State Land Department ordered an appraisal of the right-of-way in May 2013 and a decision was made in June 2013 to begin condemnation of the private parcel. Mr. Lowe advised that the private parcel is in receivership and this has caused problems with the timeline.

Mr. Lowe reviewed the right-of-way acquisition for the Dove Valley project. He noted that the City will be acquiring approximately 3.64 acres from the Arizona State Land Department. He added that this process will take approximately 12-18 months, and no issues are anticipated. Mr. Lowe reported that the private parcel is approximately .60 acre and is in litigation due to ownership group's financial issues. As Mr. Lowe noted earlier in the presentation, a condemnation of this parcel is in progress.

Mr. Lowe explained that there was an option for avoiding condemnation of the private parcel by shifting the location of the road, but that option would have cost \$50,000 more and was not the right solution for the problem. Mr. Lowe explained that the City of Surprise could not meet the existing obligation schedule of FFY 2013, due to the previously mentioned land acquisition issues, but is confident it could meet the obligation schedule for FFY 2014, complete the land acquisition and finish the project.

Mr. Lowe said that the City anticipates completing the right-of-way clearance in January 2014, submitting the plan specifications and engineering to ADOT in February 2014, and receiving final approval and obligating the project in April 2014.

Chair Isom thanked Mr. Lowe for his report and asked members if they had questions.

Mr. Hillman stated that the City of Surprise understands and appreciates the need for jurisdictions to spend funds they receive as quickly as possible. He reassured the Committee that the City was working diligently to expedite spending the funds, but the challenge with the right-of-way takes time. Mr. Hillman also noted that the City takes private property rights very seriously and uses the condemnation process as a last resort. Mr. Hillman stated that the City wanted to research using other options before resorting to the condemnation process and is moving as quickly as it can.

Mr. Bacon asked if the first deferral was also based on not having right-of-way. Mr. Lowe replied yes. Mr. Bacon remarked that essentially, nothing has changed in one year. He stated that this seems like the type of project that is discussed frequently as the type of project we do not want to defer multiple times especially when the reason for deferral is the same. He said that it was hard for him to be as supportive of a second deferral for this reason.

Mr. Hillman expressed that he understood Mr. Bacon's concerns and agreed, and offered that there are some process that are out of the City's control, one of which is a state institution that needs to complete its process. Mr. Hillman reported that with the private land, the City went through all of the processes but was unable to get through the financial institutions, which takes a long time. Realizing that the City needs to move forward, it is proceeding with the condemnation process on the private property.

Mr. Stoddard stated that one great thing about this region is flexibility. He said that policies and procedures are in place to ensure that regional funds are protected, but flexibility is still in place. Mr. Stoddard stated that the process is not designed so that agencies lose their projects but to add transparency. He expressed that the City of Glendale fully supports the process and the City of Surprise request for deferral.

Chair Isom asked the staff recommendation.

Mr. Smith reported that the MAG Street Committee and the MAG Transportation Review Committee have made recommendations to approve the request for deferral. He requested that cities pay attention to the project status sheets sent out by MAG staff because MAG does not like to require a city to come to MAG and explain its situation.

Mr. McClendon expressed that he appreciated the purpose of having cities report to the MAG committees when requesting a second deferral. He moved to recommend approval of a second deferral for the construction phase of the Dove Valley Paving Project. Mr. Buss seconded.

Chair Isom asked if there was any discussion of the motion.

Mr. Hauskins stated that the County has been through the right-of-way acquisition process numerous times and identified it as a problem common to everyone. He said that the County is working on a solution for a quick estimation process. Mr. Hauskins stated that they are hopeful others will find the solution useful. He expressed his sympathetic understanding for the situation being experienced by Surprise.

Mr. Bacon expressed his support for the motion. He explained his point was with the difficulties with right-of-way, and he expected a third deferral might be needed. Mr. Bacon said that he did not want to foreclose Surprise's efforts, he just wanted to make known his point.

With no further discussion, the vote on the motion passed unanimously.

11. Transportation Alternatives Program: Draft Goals, Objectives, and Competitive Process

Ms. Eileen Yazzie reported on the Transportation Alternatives Program Draft Goals, Objectives, and Competitive Process. Ms. Yazzie explained that MAP-21, the current federal transportation law, consolidated three programs (Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails) into one new program, Transportation Alternatives (TA). She advised that previously, the funding for these three programs were managed by the state, but the funds now come directly to MPOs. Ms. Yazzie stated that for FY 2015, 2016, and 2017, MAG has \$4.4 million per year to program.

Ms Yazzie explained that in June 2013, MAG initiated a survey of member agencies through the Bicycle and Pedestrian Committee, Transportation Safety Committee, Street Committee, Transit Committee, and Transportation Review Committee to determine TA priorities. There were 60 responses out of 105 people who were sent the survey.

Ms. Yazzie then presented the draft goals and objectives for the TA program. Ms. Yazzie noted that the TA project application and evaluation process will be based on the goals and objectives. Projects that do not address the MAG goals and objectives, but are federally eligible, such as a project to landscape a median, could be submitted by member agencies, but those projects will not score well during the evaluation process and are therefore unlikely to be funded. Additionally, under MAP-21, performance measures, goals, and objectives will be more highly focused.

Ms. Yazzie stated that the goals and objectives drafted by MAG are relating closely with draft performance measures being developed nationally, such as accessibility, connectivity, safety, safe routes to school, and equity. Ms. Yazzie indicated that MAG is proposing to set aside \$400,000 per year for non-infrastructure SRTS projects.

Ms. Yazzie provided an overview of the proposed evaluation team for the TA program. For infrastructure projects, the multimodal evaluation team would consist of two members each from the Bicycle and Pedestrian Committee, Street Committee, and Transportation Safety Committee, one member from the Transit Committee and one representative each from ADOT and FHWA.

Ms. Yazzie stated that project development is usually a two-year process. She said that the Call for Projects for infrastructure projects will be released September 26. Ms. Yazzie stated that MAG will notify the school districts that these funds are available, however, the school districts will be applying through their jurisdictions. She said that a contact name is needed at each jurisdiction and she called attention to the memorandum at the places of those agencies who had not yet provided a contact name. Ms. Yazzie noted that applications are due in late October 2013, with evaluation in November or December. Ms. Yazzie stated that date for non-infrastructure applications is anticipated for January 2014.

Chair Isom thanked Ms. Yazzie for her report. No questions from the committee were noted.

Mr. Kross moved to recommend approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures, October 26, 2011. Mr. Buss seconded, and the motion passed unanimously.

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

On August 28, 2013, the Environmental Protection Agency (EPA) published a proposed consent decree to address a lawsuit filed by the Arizona Center for Law in the Public Interest against EPA for failure to take action on the MAG 2012 Five Percent Plan for PM-10 by the mandatory deadline of February 14, 2013. According to the consent decree, EPA would publish a notice of proposed action by January 14, 2014 to either approve the plan, promulgate a federal implementation plan, or approve the plan in part with the promulgation of a partial federal implementation plan. EPA would publish the notice of final action by June 2, 2014. In addition, on August 23, 2013, EPA proposed approval of additional statutes for measures in the Five Percent Plan for PM-10. To date, there have been five exceptional event days in 2013 due to regional dust storms and thunderstorms.

Dennis Smith updated the committee on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. He said that MAG has a proposed consent decree that provides three options: 1) Approve the Plan; 2) Promulgate a federal implementation plan; 3) Approve the plan in part with the promulgation of a partial federal implementation plan. Mr. Smith noted that the only option that works is approving the Plan – the other two options are not good options.

Ms. Lindy Bauer, MAG Environmental Programs Director, stated that EPA is to propose action by January 14, 2014 and finalize the action by June 2, 2014.

Chair Isom thanked Ms. Bauer and Mr. Smith for their reports. No questions from the committee were noted.

13. Legislative Update

No report was required.

16. Revised Recommendations for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant, and 5307 Suballocation for Job Access and Reverse Commute

This agenda item was taken out of order.

Mr. Smith stated that this agenda item was originally intended to come before the Management Committee this month, but some adjustments were needed that would require a delay to October. He noted that it was then discovered that the contracts of three of the contractors involved in this program were going to expire before October, so action was needed before then and an addendum to the agenda was drafted.

Mr. Smith stated that the addendum involves Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program grants, for capital assistance awards to agencies and public bodies that provide transportation services for older adults and people who have a disability) and the Section 5307, Job Access and Reverse Commute (JARC) suballocation (for capital, planning and operating expense awards to agencies and public bodies that provide transportation services to low-income persons seeking to obtain and maintain employment).

Mr. Smith asked Ms. Alice Chen if there was anything she wanted to add to the report. She said that the Disability Empowerment Center project was not included in the recommendation by the Human Services Technical Committee because it had been withdrawn from the original listing by its project sponsor. Ms. Chen stated that the sponsor has now requested that the project be included in the priority ranking. She advised that it is anticipated that the Human Services Technical Committee will take action on September 12, 2013.

Chair Isom thanked Ms. Chen and Mr. Smith for their reports. No questions from the committee were noted.

Mr. Bacon moved to recommend approval of the revised priority rankings for the FY 2013 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5307, Job Access and Reverse Commute (JARC) suballocation, and amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate. Mr. Buss seconded, and the motion passed unanimously.

14. Request for Future Agenda Items

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

Chair Isom requested a presentation by Central Arizona Project (CAP) General Manager David Modeer regarding a letter of support for CAP to the EPA. Chair Isom noted that he had heard Mr. Modeer's presentation at the League of Arizona Cities and Towns.

15. Comments from the Committee

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

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:25 p.m.

Chair

Secretary