

May 4, 2016

TO: Members of the MAG Management Committee

FROM: Darryl H. Crossman, Litchfield Park, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, May 11, 2016 - 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. A working lunch will be provided.

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

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

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
May 11, 2016**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the April 13, 2016, Meeting Minutes

5A. Review and approval of the April 13, 2016, meeting minutes.

TRANSPORTATION ITEMS

- *5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved on April 27, 2016. Since then, additional project changes and additions to the TIP have been requested by member agencies. The requested project changes were recommended for approval on April 28, 2016, by the MAG Transportation Review Committee. Please refer to the enclosed material.

- *5C. Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year (FY) 2020. Based on the FAST Act, regional projections of federal funds have been updated for use in preparing the Draft Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program. MAG, in coordination with the Arizona Department of Transportation's Financial Management Services, updated Federal Highway Administration (FHWA) projections. MAG, in coordination with Valley Metro/Regional Public Transportation Authority and the City of Phoenix as Designated Recipient/Direct Recipient of Federal Transit Administration (FTA) programs, updated the FTA projections. This agenda item is to provide information on the development of the projections based on the FAST Act, federal and state guidance information, and historical projections. Please refer to the enclosed material.

- 5B. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

- 5C. Information and discussion.

*5D. Consultant Selection for MAG FY 2016 Interstate 10/Papago Freeway Tunnel Traffic Operations Study

The MAG Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$75,000 to conduct the MAG FY 2016 Interstate 10/Papago Freeway Tunnel Traffic Operations Study. A Request for Proposals was issued to interested consultants on February 16, 2016, with a submittal deadline of March 30, 2016. MAG received two proposals from teams led by Michael Baker International, Inc. and Burgess and Niple, Inc. After scoring the proposals, a multi-agency evaluation team met on April 20, 2016, and recommended to MAG the selection of Burgess & Niple, Inc. to conduct the Interstate 10/Papago Freeway Tunnel Traffic Operations Study. The selection of Burgess & Niple, Inc., was recommended for approval on April 28, 2016, by the MAG Transportation Review Committee. Please refer to the enclosed material.

*5E. Consultant Selection for a Study to Develop a Systems Management and Operations Plan for the MAG Planning Area

The MAG Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$300,000 for a study to develop a Systems Management and Operations Plan for the MAG planning area. The scope of work for this 16-month study was developed with input from the MAG Intelligent Transportation Systems (ITS) Committee and later refined by a nine-member study panel. It is anticipated that work on this project would begin in August 2016. A Request for Proposals was issued on March 11, 2016, and three proposals were received on April 8, 2016. The study panel reviewed the proposals and on April 25, 2016, recommended to MAG the selection of the firm Kimley-Horn and Associates for conducting the study. On May 4, 2016, the MAG ITS Committee recommended approval of

5D. Recommend approval of selecting Burgess & Niple, Inc. to conduct the Interstate 10/Papago Freeway Tunnel Traffic Operations Study for an amount not to exceed \$75,000.

5E. Recommend approval of the selection of the firm Kimley-Horn and Associates for conducting a study to develop a Systems Management and Operations Plan for the MAG region for an amount not to exceed \$300,000.

the selection of Kimley-Horn and Associates.
Please refer to the enclosed material.

ENVIRONMENTAL ITEMS

*5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including 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. Please refer to the enclosed material.

5F. Consultation.

GENERAL ITEMS

*5G. Request for Professional Services for MAG Website Redesign

The Maricopa Association of Governments created its current website eight years ago. Since that time, the content management system used by the site has become outdated. The technology needs to be updated in order to support mobile applications and optimize usability. Updating the MAG website is identified as an objective in the FY 2016 MAG Unified Planning Work Program and Annual Budget. Funding is available in the FY 2016 line item budget for professional services in the Information Technology Division for consulting services. At the April 18, 2016, MAG Regional Council Executive Committee meeting, staff noted that the website redesign is planned to be launched as part of MAG's 50th Golden Anniversary Celebration on April 12, 2017. In order to initiate the MAG website update, MAG is proposing to use Integrated Web Strategy (IWS), LLC, which is a website contractor approved under state procurement. IWS would conduct research, perform a thorough content audit,

5G. Recommend approval of acquisition of professional services from Integrated Web Strategy (IWS), LLC, to provide research and strategic planning for the redesign of the MAG website, for an amount not to exceed \$10,000.

conduct stakeholder interviews and focus groups, and develop a strategic plan to guide the design and development of the new website. The services would be provided at a cost not to exceed \$10,000.

ITEMS PROPOSED TO BE HEARD

6. Indigenous Peoples Day

At the March 2016 MAG Management Committee and Regional Council meetings, members of the public called attention to an effort and requested that the second Monday in October be known as Indigenous Peoples Day. In recent years, the cities of Minneapolis and St. Paul, Minnesota; Seattle, Washington; Anchorage, Alaska; Portland, Oregon; and Albuquerque, New Mexico, have recognized Indigenous Peoples Day. Currently, the city councils of Los Angeles, California, and Flagstaff, Arizona, are considering similar measures. Supporters from the Indigenous Peoples Day will present information for regional member agencies to consider the recognition of Indigenous Peoples Day.

7. Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

The Arterial Life Cycle Program (ALCP) Policies and Procedures establish an annual closeout process to advance reimbursements programmed with federal funds and the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). MAG staff has performed an analysis on the ALCP revenues and expenditures and determined that closeout funds are available in Fiscal Year (FY) 2016. A call-for-applications was issued to the ALCP Working Group in mid-March and five applications were received: two for RARF closeout and three for federal fund closeout. The proposed closeout list was recommended for approval on April 28, 2016, by the MAG Transportation Review Committee. Please refer to the enclosed material.

6. Information and discussion.

7. Recommend approval of the proposed Fiscal Year 2016 closeout list and necessary amendments and administrative modifications to the FY 2014 - 2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

The Regional Freeway and Highway Program is under review. In 2009, the Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. The program was also reviewed in 2012 and a Scenario was approved to balance an additional \$300 million from the program due to continuing revenue shortfalls. Since these balancing efforts, MAG and the Arizona Department of Transportation (ADOT) have been continually reviewing project budgets and program amounts to improve upon the Regional Freeway and Highway Program delivery and budgets. These efforts have paid off with successful lower than program bids received for design, construction, and right-of-way acquisition for Loop 303 and Loop 202/South Mountain Freeway projects. As a result, the program now has funds to potentially reprogram deferred Proposition 400 projects and other transportation needs throughout the Phoenix Metropolitan Area. An update on the overall health of the Regional Freeway and Highway Program to begin discussion on reprogramming these funds was provided to the Transportation Policy Committee on April 20, 2016, and to the MAG Transportation Review Committee on April 28, 2016. The Management Committee will receive the update and a report on discussions by the Transportation Policy Committee. Please refer to the enclosed material.

9. Ozone Boundary Designations

At the March 23, 2016 Regional Council meeting, MAG staff discussed the ozone nonattainment area boundary designation process being conducted by the Arizona Department of Environmental Quality (ADEQ) to address the new strengthened 2015 ozone standard. Based upon 2013-2015 data, the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County slightly exceed the new ozone standard of 0.070 parts per million (ppm). Monitor data from

8. Information and discussion.

9. Information and discussion.

the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to expand the boundary. On April 14, 2016, ADEQ conducted a stakeholder meeting and proposed an expansion of the Maricopa eight-hour ozone nonattainment area to include portions of Pinal County and Gila County. On April 27, 2016, the MAG Regional Council approved sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation. Please refer to the enclosed material.

10. Approval of the Draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2016. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the March 11, 2016, Intermodal Planning Group meeting. The draft FY 2017 MAG Unified Planning Work Program and Annual Budget is being presented for a recommendation for approval. Please refer to the enclosed material.

11. Legislative Update

An update will be provided on legislative issues of interest.

10. Recommend approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

11. Information, discussion, and possible action.

12. Request for Future Agenda Items

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

13. Comments from the Committee

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

Adjournment

12. Information.

13. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 13, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Darryl H. Crossman, Litchfield Park, Chair | # Rosemary Arellano, Guadalupe |
| Ed Zuercher, Phoenix, Vice Chair | Gregory Rose, City of Maricopa |
| Bryant Powell, Apache Junction | Christopher Brady, Mesa |
| David Fitzhugh, Avondale | Kevin Burke, Paradise Valley |
| Roger Klingler for Stephen Cleveland,
Buckeye | Jeff Tyne for Carl Swenson, Peoria |
| * Gary Neiss, Carefree | # Greg Stanley, Pinal County |
| Peter Jankowski, Cave Creek | # John Kross, Queen Creek |
| Marsha Reed, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Dr. Spencer Isom, El Mirage | Brad Lundahl for Brian Biesemeyer,
Scottsdale |
| # Jess Knudson for Brent Billingsley, Florence | # Bob Wingenroth, Surprise |
| * Phil Dorchester, Fort McDowell Yavapai
Nation | Marge Zylla for Andrew Ching, Tempe |
| # Grady Miller, Fountain Hills | * Reyes Medrano, Jr., Tolleson |
| * Michael Celaya, Gila Bend | Joshua Wright, Wickenburg |
| * Pamela Thompson, Gila River Indian
Community | # Jeanne Blackman, Youngtown |
| Patrick Banger, Gilbert | * John Halikowski, ADOT |
| Brent Stoddard for Kevin Phelps, Glendale | Joy Rich for Tom Manos,
Maricopa County |
| Brian Dalke, Goodyear | Scott Smith, Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Darryl H. Crossman, Litchfield Park, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Ms. Rosemary Arellano, Ms. Jeanne Blackman, Mr. Jess Knudson, Mr. John Kross, Mr. Grady Miller, Mr. Gregory Stanley, and Mr. Bob Wingenroth joined the meeting via teleconference.

Chair Crossman extended his congratulations to Ms. Marsha Reed on being named Chandler City Manager.

Chair Crossman noted that agenda item #5N, the addendum to the agenda, which was previously transmitted, was at each place.

3. Call to the Audience

Chair Crossman recognized public comment from Mr. John Rusinek, who stated that the driveway next to his house has been surfaced three times since 2012, all of them wrong. Mr. Rusinek said that according to the manufacturer the gravel will not settle properly if it is more than 1.5 inches thick and the gravel on the driveway next door is two inches thick. He asked if the City should get rid of people because they are not doing their job right. He also wondered if it was because the owner of the property owns 17 houses in the Valley and expects the City to go along. Chair Crossman thanked Mr. Rusinek.

Chair Crossman recognized public comment from Ms. Dianne Barker, who expressed well wishes to him -- her fellow Buckeye. She stated that April is Bike Month and yesterday, she saw Mr. Rusinek on his bicycle. Ms. Barker stated that bicycles are supposed to be part of the multimodal plan. She stated that a rider can make good progress riding along the canal path. She rode her bicycle along the canal to the light rail station at 24th Street and she suggested that the station needs to be kept clean. Ms. Barker announced that she received a pin for being one of the 25 out of 13,000 people who attended 50 Meet Me Downtown events. She stated that it takes two bus trips, one light rail trip, and a bicycle ride to reach her doctor in Scottsdale. Ms. Barker stated that the police indicated that the First Friday Arts event was attended by the biggest crowd ever and there was low crime. She stated that a baseball game was happening downtown at the same time and the light rail cars were packed with riders. Ms. Barker stated that when the light rail car lurched when it started, she was prevented from falling by a United Air Lines steward. The steward commented that Phoenix is known around the world because of the Super Bowl. Chair Crossman thanked Ms. Barker.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that the 3.2-mile Light Rail Northwest Extension, which used only local and Proposition 400 funds and no federal funds, opened on March 19, 2016. Mr. Smith noted that present at the opening were Mayor Stanton, Congressman Gallego, Phoenix Vice Mayor Gallego, and Phoenix Councilmember Valenzuela. Mr. Smith noted that light rail has improved the 19th Avenue neighborhood since it was implemented. He stated that one speaker at the event told about how she previously opposed light rail, but now she is a total supporter.

Mr. Smith thanked everyone for their submissions for the Desert Peaks Awards and said that the judges met and made their choices. He stated that many good projects were nominated and the judges faced difficult decisions. Mr. Smith stated that the Desert Peaks Awards will be presented on June 22, 2016, following the Annual Regional Council Meeting.

Mr. Smith stated that MAG recently hosted a meeting of honorary international consulates who are located in the Valley. He said that this meeting was organized by Ms. Amy St. Peter, MAG staff. Mr. Smith stated that they discussed the state's image, brand, and foreign direct investment.

Mr. Smith stated that the American Planning Association held a national meeting at MAG. Representatives came from regional planning agencies in Atlanta, Dallas, Sacramento, etc. He stated that Ms. Jami Dennis, MAG staff, demonstrated the web viewers developed by MAG.

Mr. Smith stated that the National Tribal Planners of the American Planning Association recently met at MAG. They discussed becoming more active in the American Planning Association. He acknowledged Mr. Nathan Pryor, MAG staff, who organized the meeting.

Mr. Smith announced that for the 18th year in a row MAG has been awarded the Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report for Fiscal Year 2015 by the Government Finance Officers Association. He noted that MAG is one of the five Councils of Governments in the U.S. to receive this award. Mr. Smith added that passing the stringent Government Finance Officers Association tests is meaningful.

Mr. Smith reported that the PM-10 exceptional events lawsuit will be heard at the U.S. Court of Appeals June 17, 2016. The Court has not decided if MAG is an Intervenor or Friend of the Court. Mr. Smith said that either way, MAG will be able to do a submittal. He also noted that each side will be given 10 minutes.

Mr. Smith stated that MAG presented its activity-based model at the American Planning Association 2016 National Planning Conference. Mr. Peter Vovsha, a nationally renowned expert on activity-based models in the U.S., cited the MAG activity-based model as the most advanced in the world. Mr. Smith noted that the MAG model built off the San Diego Association of Governments' model and Parsons Brinckerhoff added significant improvements. Mr. Smith then demonstrated how the model displays work trips and special event trips to certain destinations. He noted that the model could be used as an economic development tool. He introduced Mr. Vladimir Livshits, MAG staff, and noted that he could provide presentations and workshops to member agencies if requested.

Chair Crossman thanked Mr. Smith for the report. He stated that the report touches on only a few things that MAG is doing. He stated that Mr. Smith and MAG staff do a fantastic job.

5. Approval of Consent Agenda

Chair Crossman stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, and #5N were on the Consent Agenda. Chair Crossman asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

No questions were noted.

Chair Crossman recognized public comment from Ms. Dianne Barker, who sang part of a Hollies song that included a reference to air. Ms. Barker stated that this region is going from marginal to moderate for ozone. She stated that this region is in a maintenance plan for carbon monoxide. In addition, we are increasing carbon dioxide, which is a greenhouse gas and adds to ozone. We are in the Ninth Circuit for particulates. Ms. Barker stated that comments by Mr. Rusinek and Mr. Pat Vint are disregarded because they were out of MAG's jurisdiction, but she thought they were in MAG's jurisdiction. She said that she wanted the best for the citizenry and the government of the people, by the people, and for the people. Ms. Barker urged that everyone who takes an oath to be here with purpose. She stated that appreciation for everyone is needed and the best mode for a corridor, fast buses, and fast train to Tucson are needed. Chair Crossman thanked Ms. Barker.

Chair Crossman called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, and #5N.

Vice Chair Ed Zuercher moved, Mr. Gregory Rose seconded, and the motion passed unanimously.

5A. Approval of the March 9, 2016, Meeting Minutes

The MAG Management Committee, by consent, approved the March 9, 2016, meeting minutes.

5B. Transfer Federal Highway Administration Surface Transportation Program Apportionment from MAG to ADOT

The MAG Management Committee, by consent, recommended approval of transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of Governments to the Arizona Department of Transportation. The Arizona Department of Transportation (ADOT) has requested that the Maricopa Association of the Governments (MAG) transfer back to the state, Federal Highway Administration (FHWA) Surface Transportation Program (STP) apportionment that is suballocated to the MAG region in order to utilize STP apportionment that is due to lapse this year if not accessed. On March 31, 2016, the MAG Transportation Review Committee recommended approval of the transfer.

5C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the March 23, 2016, Regional Council meeting. Since then, project additions have been requested by ADOT and member agencies. On March 31, 2016, the MAG Transportation Review Committee recommended approval of the requested project changes.

5D. Changes to Regionally Significant Projects Within the Draft FY 2017-2021 Transportation Improvement Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program and Amendment to the 2035 Regional Transportation Plan

The MAG Management Committee, by consent, recommended approval of changes to the revised opening dates for rail transit projects within the draft FY 2017-2021 Transportation Improvement Program and an amendment to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. Four light rail transit projects in the MAG region now require revision to their current opening dates, along with one new light rail capital structure added to the Draft FY 2017-2021 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) Amendment, and will undergo necessary air quality conformity analysis. These changes are the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. The Tempe Streetcar project will also be deferred by one year as per the Valley Metro Transit Life Cycle Program. This action will more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule. The requested project changes were recommended for approval on March 15, 2016, by the MAG Transit Committee and on March 31, 2016, by the MAG Transportation Review Committee.

5E. ADOT Notice - Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act

On March 17, 2016, ADOT issued a memorandum to all local public agencies regarding changes included in Fixing America's Surface Transportation Act (FAST Act). The FAST Act contains the following provision - "Each Surface Transportation Block Grant (STBG) project, including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside, is treated as a project on a Federal-aid highway." This clause expands the application of prevailing wage rates (per the Davis-Bacon Act) to all construction projects funded under the STBG program, which includes Transportation Alternatives and Off-System Bridge funds. This item was on the agenda for information and discussion.

5F. Add Bike Share to the List of Design Assistance Eligible Categories for the MAG Design Assistance Program

The MAG Management Committee, by consent, recommended approval of adding Bike Share as a category to the Design Assistance eligible categories under the MAG Design Assistance Program and make the corresponding change in the MAG Pedestrian Policies and Design Guidelines. The MAG Design Assistance Program was initiated in 1996 to encourage the development of pedestrian facilities according to the approved MAG Pedestrian Policies and Design Guidelines. The intent of the program has been to stimulate integration of facilities into the planning and design of all types of infrastructure and development. In 2006, MAG initiated the Bicycle Facilities Design Program. In 2011, the Design Assistance Program combined pedestrian and bicycle facilities into one program and included shared-use facilities. Currently, there are three categories that receive Design Assistance funding: 1) Completion of the Regional Shared-use Path and Canal Network. 2) Bicycle and Pedestrian Access to Transit. 3) Bicycle and

Pedestrian Facilities. A member agency contacted MAG staff to inquire about adding Bike Share to the list of Design Assistance eligible categories. The MAG Bicycle and Pedestrian Committee discussed Bike Share as an opportunity for increasing bicycling and future connections to transit in the region. On March 15, 2016, the Committee recommended approval of adding Bike Share as a new Design Assistance eligible category. On March 31, 2016, the MAG Transportation Review Committee recommended approval of adding Bike Share as an eligible category.

5G. MAG Intelligent Transportation Systems and Transportation Safety On-Call Services Consultant Selection

The MAG Management Committee, by consent, recommended approval of the selected lists of consultants for the Intelligent Transportation Systems (ITS) and Transportation Safety Planning on-call services, for the following areas of expertise: (1) Arterial Traffic Signal Operations, (2) Regional ITS Planning, (3) Systems Management and Operations Planning, (4) Systems Management and Operations Training, (5) Traffic Incident Management Evaluation, (6) Transportation Safety Planning, (7) Transportation Safety Training, and (8) Crash Data Analysis Tools. The Draft FY 2017 MAG Unified Planning Work Program and Annual Budget, anticipated to be considered by the MAG Regional Council in May 2016, includes a number of projects to be executed in the areas of ITS and Transportation Safety. These projects will be executed through on-call consultant contracts with qualified consultants selected in eight areas of technical expertise. A request for qualifications was advertised on January 28, 2016. Two selection panels, made up of ITS Committee and Transportation Safety Committee members and MAG staff, evaluated the statements of qualifications and recommended the selection of a number of qualified consultant teams, in each of the areas of technical expertise. On March 22, 2016, the MAG Transportation Safety Committee recommended approval of a ranked list of consultants for three (3) areas of technical expertise related to Transportation Safety projects. On April 6, 2016, the MAG ITS Committee recommended approval of a ranked list of consultants for five (5) areas of technical expertise related to ITS projects.

5H. Amendment to the FY 2016 MAG Unified Planning Work Program and Annual Budget to Accept Funding and Add a New Consultant Project for the Rural Paratransit Needs Assessment Study

The MAG Management Committee, by consent, recommended approval of an amendment to the MAG Fiscal Year (FY) 2016 Unified Planning Work Program and Annual Budget to accept \$60,000 in Federal Transit Administration 5304 funds and add the Rural Paratransit Needs Assessment Study. On December 15, 2015, MAG staff received approval from the MAG Regional Council to apply for a Notice of Funding Availability (NOFA) for Local Rural/Small Urban Transit Planning Projects. On February 23, 2016, the Arizona Department of Transportation awarded MAG \$60,000 in Federal Transit Administration (FTA) 5304 funds for the implementation of the new study, which will commence in July 2016. The purpose of the Rural Paratransit Needs Assessment Study will be to address the needs of older persons and people with disabilities for regional paratransit services within MAG rural areas. The study may lead to future opportunities to secure 5310 and 5311 funding for additional work in this area. The FY 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional

Council in May 2015, needs to be amended to accept the additional FTA 5304 funds and to add the MAG Rural Paratransit Needs Assessment Study.

5I. On-Call Consulting Services Selection for FY 2016 Transportation Behavioral Model and Data

The MAG Management Committee, by consent, recommended approval of the list of on-call consultants for Area of Expertise A (Travel Demand Modeling): AECOM Technical Services, Inc., Caliper Corporation, Cambridge Systematics, INRO Consultants Inc., Lee Engineering, LLC, Resource Systems Group, Inc., Parsons Brinckerhoff, Inc.; for Area of Expertise B (Data Collection, Data Analysis, Data Management and Data Visualization): AECOM Technical Services, Inc., Caliper Corporation, Cambridge Systematics, ETC Institute, INRO Consultants Inc., Lee Engineering, LLC, MS2, Resource Systems Group, Inc., Traffic Research & Analysis, Inc., United Civil Group, Works Consulting, LLC, Parsons Brinckerhoff, Inc.; for a total amount not to exceed \$250,000. The fiscal year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$250,000 for on-call consulting services for FY 2016 Transportation Behavioral Model and Data. The main purpose of the three-year project is to update and further improve MAG transportation forecasting tools in order to better support new planning and forecasting needs of MAG and MAG member agencies. A request for qualifications was advertised on February 19, 2016 for technical assistance in two areas of expertise: (A) Travel Demand Modeling, (B) Data Collection, Data Analysis, Data Management and Data Visualization. Twelve proposals were received by the March 23, 2016, deadline. On March 30, 2016, the multi-agency evaluation team met and recommended consultants to MAG to perform the technical assistance.

5J. Sierra Vista Metropolitan Planning Organization Loan Request

The MAG Management Committee, by consent, recommended approval to enter into a loan agreement with the Sierra Vista Metropolitan Planning Organization in the amount of \$1,163,448 in Federal Fiscal Year (FFY) 2017 Surface Transportation Program funds to be utilized in MAG Arterial Life Cycle Program, and for repayment by MAG to SVMPO in FFY 2018. The Sierra Vista Metropolitan Planning Organization (SVMPO) has requested that MAG enter into a loan agreement to assist them with \$1,163,448 in Federal Fiscal Year (FFY) 2017 Federal Highway Administration Surface Transportation Program (STP) funds that they cannot utilize due to project delays, and they are requesting repayment by MAG to SVMPO of the \$1,163,448 in FFY 2018. The proposed loan would have no negative impacts to the MAG region.

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

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects for be purchased and

reimbursement requests be submitted to MAG within one year from the date of the MAG authorization letter. This item was on the agenda for information and discussion.

5L. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including an Arizona Department of Transportation federally funded railroad grade crossing safety project. 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. This item was on the agenda for consultation.

5M. Consultation on Potentially Regionally Significant Projects for the Draft FY 2017-2021 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 for the Draft FY 2017-2021 MAG Transportation Improvement Program has been prepared. Comments regarding the list were requested to be reported to MAG by April 22, 2016. This item was on the agenda for consultation.

5N. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an Air Quality Conformity Analysis

The MAG Management Committee, by consent, recommended approval of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects for an air quality conformity analysis. The 1990 Federal Clean Air Act requires that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects needs to be conducted, prior to consideration of the program for final approval. Members are being asked to review and comment as appropriate, on the Interim Listing of Projects that will undergo an air quality conformity analysis. The Interim Listing of Projects was recommended for approval of a conformity analysis on March 31, 2016, by the MAG Transportation Review Committee.

6. ADOT Red Letter Process

Ms. Teri Kennedy, MAG staff, introduced Mr. Richard Erickson, Manager of the ADOT Right-of-Way section. He said that the Red Letter Program, a proactive right-of-way program, was established to stay ahead of the impacts of programmed development and save money. Mr. Erickson stated that in 1996, the MAG Regional Council approved the Red Letter Program, which

requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on development plans, zoning applications, and permits. Mr. Erickson stated that purchasing vacant land costs less than paying for developed land when ADOT expands freeways and highways.

Mr. Erickson noted that there are four Red Letter submittals to MAG per year. In January and July ADOT submits summaries of notices received and in April and October participation requests. He stated that the summaries do not necessarily reflect the participation of jurisdictions and that besides jurisdictions, ADOT receives notices from designers, attorneys, engineers, utilities, and other stakeholders.

Mr. Erickson noted that the Red Letter Program is a win-win cooperative effort and provides an opportunity to foresee problems and avoid issues that could potentially raise costs for MAG, ADOT, and private developers. Mr. Erickson stated that ADOT cannot interfere with private property owners developing their own property. The Red Letter Program is interested in development activity within one-quarter mile of an ADOT highway facility. Mr. Erickson stated that the Red Letter Program has three options: 1) Buy property before is developed (costs less); 2) Live with the consequences of not purchasing property (subsequently costs more); or 3) Work with a developer willing to design a project considering future potential impacts.

Mr. Erickson stated that ADOT can purchase property in advance through hardship acquisitions or protective buying acquisitions. He stated that if ADOT is going to purchase properties, the project has to be in the five-year program, the route has to be known and established, and funding has to be available. If any are lacking, ADOT cannot proceed with purchasing the property. Mr. Erickson noted that an encroachment permit is required for access control for cross streets.

Mr. Erickson stated that a new area in the Red Letter Process is the sound/noise mitigation program. He noted that the ADOT sound/noise specialist is Ms. Angela Newton. Mr. Erickson requested that member agencies' planning and zoning, development services, and permits departments participate in the Red Letter Program. He noted that submissions can be made by mail or email.

Chair Crossman thanked Mr. Erickson for his report and asked if there were questions.

Mr. Dennis Smith asked if the issue was that the Red Letter Program was not getting good participation. Mr. Erickson replied that he was not sure of the source, but the statistics are coming from developers, not cities. He thought that due to attrition, there could be new staff who might not be aware of the program.

7. Regionally Supported Projects for USDOT TIGER (Round 8) Grants and Update on FASTLANE Grant

Ms. Audra Koester Thomas, MAG staff, stated that TIGER is a competitive discretionary grant. She said that since she made her presentation at last month's meeting, MAG issued a call for

projects and Valley Metro vetted transit projects. Ms. Thomas stated that selected applicants will be responsible for preparing and submitting the application by April 29, 2016.

Ms. Thomas stated that MAG received two regional project applications. One project submission was received from Valley Metro for bus-only ramps connecting I-10 and I-17. She noted that the total project cost is estimated at \$18.8 million with an anticipated construction date of 2018. She presented a diagram of the ramps. Ms. Thomas noted that this project was included as part of last year's urban grant application for the Interstate 10/17/Spine project. She stated that the project is anticipated to provide a more direct route for transit riders to downtown Phoenix saving an anticipated 15 minutes on their commute.

Ms. Thomas stated that the second urban project submission was received from the Town of Guadalupe for reconstruction of Avenida del Yaqui, which is the alignment of Priest Road as it passes through Guadalupe. Ms. Thomas stated that the intent is to reconstruct a deteriorated street and also to modernize it, utilizing Complete Streets concepts and improving pedestrian and bicycle access and safety. Ms. Thomas stated that this project emphasizes connections to education and employment as emphasized in the Ladders of Opportunity initiative for the underserved. She noted that two parcels adjacent to the project could serve as economic development opportunities if the project is implemented. Ms. Thomas stated that this project has the support of the Pascua Yaqui Tribe and the City of Tempe.

Ms. Thomas presented a comparison of the two projects and noted the costs could be adjusted as the projects proceed. She noted that the local match for the bus ramps is approximately 50 percent and 20 percent for the Avenida del Yaqui. Ms. Thomas stated that both of the projects meet much of the selection criteria of safety, state of good repair, economic competitiveness, quality of life, environmental sustainability, innovation, and partnership.

Ms. Thomas noted that MAG has also received requests for support for two projects of statewide significance. One project is for a northbound flyover ramp to Interstate-19 from SR-189 in Nogales for an approximate \$64 million project, in which ADOT is requesting \$25 million in TIGER funding. She noted that ADOT is preparing the TIGER application. Ms. Thomas commented that in 2014, the MAG Regional Council, along with other Arizona COGs and MPOs, signed a resolution of support for the acceleration of SR-189 improvements. Ms. Thomas stated that MAG also received a request for support for the Interstate-10 and Kortsen Road traffic interchange in Casa Grande; an approximate \$30 million project in which Casa Grande is requesting \$10 million in TIGER funding. She noted that this project has economic development implications and would be the east-west connector to the potential North-South Corridor and commuter rail.

Ms. Thomas stated that ADOT is pursuing a FASTLANE grant, a new grant created as part of the FAST Act, for improvements to the I-10 corridor from Phoenix to Tucson. She noted that MAG submitted a letter of support and she added that the submittal is due April 14, 2016.

Ms. Thomas reported that the Transportation Review Committee recommended regional support for two local urban projects, the Valley Metro I-10/I-17 bus ramps and the Town of Guadalupe

Avenida del Yaqui, and support for two projects of statewide significance, SR-189 and the I-10/Kortsen Road traffic interchange.

Chair Crossman thanked Ms. Thomas for her report and asked if there were questions.

Mr. Greg Stanley asked what qualifies a project as urban or rural for TIGER grants. Ms. Thomas replied that a project is designated urban or rural on whether the project is in a census block UZA (a designated urbanized area). She added that what might be thought of a rural area might actually be considered an urban area.

With no further questions, Vice Chair Ed Zuercher moved to recommend regionally supported projects for Round 8 of the FFY 2016 TIGER grants. Mr. Kevin Burke seconded, and the motion passed unanimously.

Mr. Dennis Smith stated that the SR-189 project is an important project to the MAG region and to the other regions in the state. He noted that the state has a branding problem and support of the SR-189 project is a way to demonstrate we support trade with Mexico, especially the produce trade. Mr. Smith stated that there will be a press conference regarding support for the SR-189 TIGER grant application immediately following the April Regional Council meeting. He urged that elected officials attend the press conference to show that Mexico is important to the vitality of Arizona. He noted that the Pima Association of Governments Chair, Tucson Mayor Jonathan Rothschild, will be participating.

Ms. Kelly Taft, MAG staff, stated that MAG has been working with a number of organizations, such as Pima Association of Governments, Southeastern Arizona Governments Organization, the Fresh Produce Association of America, and the port authority in Tucson, on the press conference. Ms. Taft noted that speakers at the press conference, in addition to Mayor Rothschild, include MAG Chair, Scottsdale Mayor W.J. “Jim” Lane, MAG Vice Chair, Phoenix Mayor Greg Stanton, Nogales Mayor John Doyle, and Mr. Guillermo Valencia from the port authority. Ms. Taft stated that they look forward to everyone’s participation.

8. How to Optimize the Economic Development Opportunities Related to Spring Baseball

Ms. Jami Dennis, MAG staff, provided a presentation on the economic impacts of spring baseball in the Valley. Ms. Dennis stated that spring baseball matters to our region - it is a driving force in Arizona’s economy. She explained that many cities work to promote their community, build relationships with existing businesses, and increase economic development opportunities during spring training. Ms. Dennis noted that there are ways the region can do more to leverage the potential of spring training. She said that MAG has taken a high-level look at regional data to see how it strategically can leverage tourism from spring baseball along with economic development for the region.

Ms. Dennis stated that spring baseball matters to the Phoenix metro area. She added that 15 of the 30 Major League Baseball teams have their spring training in the Phoenix metro area. Ms. Dennis remarked that Florida’s Grapefruit League hosts the other 15 Major League Baseball teams, however, their ball parks are stretched across at least half the state of Florida, or an area about 3.5

times the size of Maricopa County. She noted that in Arizona, Cactus League teams are concentrated in just one region and the longest travel time from one ballpark to another is about an hour.

Ms. Dennis said that during the regular baseball season, these teams are headquartered in nine states (including Arizona) and 13 metro areas (including Phoenix). She stated that studies conducted in 2015 estimated that spring training teams, and the ballparks they play in, provided an annual economic impact to Arizona of \$809 million, of which \$544 million (more than 67 percent) comes from out-of-state fans attending games at the ten Phoenix area Cactus League ballparks. She noted that the \$265 million difference is from year-round activities related to spring training stadium events.

Ms. Dennis stated that Major League Baseball fans travel to Arizona from around the U.S., and often from around the world, to attend games and enjoy the warm spring weather and support their local sports teams. She stated that MAG started with a broad look into the home states and metro areas of each Cactus League team with the goal of getting a look at the potential economic activity, population, and job base that may be available to the Valley for targeting tourism and economic development.

Ms. Dennis stated that the Gross Domestic Product gives a broad measure of the economic activity. She noted that the economic value of Cactus League home regions is \$3.8 trillion. Ms. Dennis stated that the team home regions consist of approximately 58 million people and 27 million jobs. She explained that to take advantage of this potential, they looked at the type of businesses that match up with the region's key industry sectors as identified by Greater Phoenix Economic Council and Arizona Commerce Authority, such as health care, biomedical services, advanced business services, manufacturing, and high tech industries.

Ms. Dennis stated that MAG took a high-level look at the jobs by industry for the team home regions. Ms. Dennis stated that MAG found that there are 307 Fortune 1000 companies headquartered within home team regions, with just 16 of those here in the Phoenix metro area. She indicated that Fortune 1000 companies come from 21 different industries.

Ms. Dennis stated that MAG also researched county assessor data to find properties in the Valley where the owner of record is located in one of the other eight Cactus League home team states. She noted that there are more than 93,000 residential properties in Maricopa County that are owned by people living in the Cactus League home states, and that they have a combined assessed value of \$18.6 billion. Ms. Dennis stated that these properties may be second homes or investment properties.

Ms. Dennis stated that almost 3,600 homes valued at \$500,000 or more are owned by people from Cactus League home states and of those homes, 1,000 of them are valued at more than one million dollars. She noted that in addition to residential property, many Cactus League people own commercial and industrial properties and vacant land. Ms. Dennis explained that the potential is there and the question is whether we can strategically leverage this information to grow our economy.

Ms. Dennis stated that every year Cactus League activities provide a larger impact than a Super Bowl. She noted that Spring Baseball represents \$809 million annually and the 2015 Super Bowl brought in \$719 million. Ms. Dennis remarked that the Super Bowl rotates among 15 different regions, and there is no guarantee when the next one will be held here, but each year there is Spring Baseball.

Ms. Dennis stated that baseball is played around the world. She said that worldwide, there are 137 professional baseball teams, in addition to 128 countries that have teams in the World Baseball Softball Confederation. Ms. Dennis reported that the total number of fans around the world is estimated to be around 500 million and last year, approximately 74 million people attended a professional baseball game. Ms. Dennis noted that Spring Baseball was discussed by the MAG Economic Development Committee and many spoke of how baseball was leveraged in their city.

Mr. Dennis Smith stated that many local governments are doing a good job with Spring Baseball. He said that Mr. Hank Marshall brought forward the benefits of Spring Baseball. Mr. Smith explained that the City of Peoria held an investors and developers forum to occur at the same time as Spring Baseball. Mr. Smith stated that they have had meetings with different organizations on potential regional activities. He suggested that a regional signature event for CEOs could be held during Spring Baseball where the Governor could attend and extol the virtues of Arizona, especially with foreign direct investment. Mr. Smith stated that this would not be a MAG event, other agencies would make the arrangements and MAG would provide data.

Mr. Chris Brady stated that having regional interest is great, but cities are very protective of their Spring Baseball because they have invested millions of dollars in teams and facilities. He noted that this is what they do -- they bring in CEOs, work with the team's ownership and the Governor's Office. Mr. Brady stated that they are very protective because they are still recovering economically. He indicated that the region could assist in finding solutions that help the 15 teams become 16 teams and help those cities that have made tremendous investments close the gap. Mr. Brady stated that most of the fans are loyal to a particular team. He stated that the Cactus League is interesting, but the reason people get on the airplane is that they want to see their favorite team play.

Mr. Patrick Banger stated that it might be a beneficial exercise to discuss shoring up funding of existing stadiums and current risks. He added that due to the region's natural advantages, there might be an opportunity to pull Grapefruit League teams into the Cactus League if the state designated funding.

Mr. Jeff Tyne stated that Spring Baseball, in addition to being a community asset, is a huge economic asset. Peoria went outside of looking at individual teams and their fan base and showed the vibrancy of the area to site selectors, investors, and developers and then brought forward their economic development plans. GPEC also discussed its economic development plan. Mr. Tyne stated that his understanding was that the purpose of this effort was to bring in a new fan base.

Mr. Brian Dalke noted that the City of Goodyear proudly supports the Cleveland Indians and the Cincinnati Reds. He reported that the City welcomed its millionth baseball fan this year. Mr. Dalke noted that Spring Baseball is huge for tourism, and each year, the Mayor and staff have an outreach to Cincinnati and Cleveland that has been quite successful in bringing fans from Ohio. He said that they work with GPEC in bringing in site selectors. Mr. Dalke stated that they also have the privilege of controlling suites a few times per year to bring in CEOs. He said that it is all about networking and relationships. Mr. Dalke stated that additional revenue from non-Spring Baseball events from outside the state amounts to approximately \$35 million per year in Goodyear. He said they have approximately 800 event days throughout the year. Mr. Dalke stated that baseball is a year-round economic impact to the City and there is a lot of value in getting CEOs to visit. He indicated that the City will continue to work with GPEC and open up discussion at the regional level. Mr. Dalke expressed his support for keeping the ball parks and facilities in good shape. He agreed that funding, both capital and maintenance afterward, is a challenge and needs to be shored up at the state level. Mr. Dalke stated that baseball benefits the entire state.

Mr. Smith stated that Ms. Dennis could do deeper research and then hand it off to local jurisdictions.

9. Update on MAG Socioeconomic Projections

Mr. Scott Wilken, MAG staff, reported on the socioeconomic projections being prepared at MAG. He stated that Executive Order 2011-04 states that MAG prepares sub-county socioeconomic projections every three to four years for housing, population, and employment. These projections are based on the County population projections that are prepared by the Arizona State Demographer and are approved by the Regional Council. Mr. Wilken stated that the projections are used as input to the transportation and air quality models.

Mr. Wilken indicated that this time, they are also working on Pinal County projections, in addition to the Maricopa County projections. He displayed graphs of population and employment in Maricopa and Pinal counties. Combined, the projected population of these two areas in 2050 is approximately 7.7 million and employment is 3.6 million. Mr. Wilken stated that the projections developed three years ago were not far off from these projections.

Mr. Wilken reviewed the 2015 population projections for the MAG region: Central area/Phoenix, 36.7 percent; East area, 35.7 percent; West area, 22.1 percent; Pinal County area, 5.4 percent. Mr. Wilken reviewed the 2050 population projections for the MAG region: Central area/Phoenix, 29.7 percent; East area, 28.1 percent; West area, 34.2 percent; Pinal County area, 7.9 percent.

Mr. Wilken reviewed the 2015 employment projections for the MAG region: Central area/Phoenix, 42 percent; East area, 42 percent; West area, 14.3 percent; Pinal County area, 1.7 percent. Mr. Wilken reviewed the 2050 employment projections for the MAG region: Central area/Phoenix, 33.8 percent; East area, 35.9 percent; West area, 26 percent; Pinal County area, 4.3 percent.

Mr. Wilken summarized MAG Population Technical Advisory Committee reviews to date: Review of Base 2014 and Build-Out in September-November 2015; held AZ-SMART Workshop on February 23, 2016; member agency review of Draft One of Maricopa County in March 2016 and Pinal County in April 2016; development of Draft Two will begin in late April.

Mr. Wilken stated that updates on the projections will be provided in April to the Management Committee and Regional Council, with action anticipated May 24 by the MAG Population Technical Advisory Committee, on June 8 by the MAG Management Committee, and June 22 by the MAG Regional Council.

Chair Crossman thanked Mr. Wilken for his report. No questions from the committee were noted.

10. Development of the FY 2017 MAG Unified Planning Work Program and Annual Budget

Ms. Becky Kimbrough, MAG staff, provided a report on the development of the FY 2017 MAG Unified Planning Work Program and Annual Budget, which has been presented incrementally in conjunction with member agency and public input. Ms. Kimbrough stated that in January the dues and assessments were presented and in February proposed new projects were presented. In March, the draft Work Program was reviewed by MAG's planning partners, the Intermodal Planning Group. She noted that MAG received positive comments at the meeting.

Ms. Kimbrough stated that this month, the presentation includes a request for three staff positions. 1) An Application Developer I will work with the Application Development Program Manager to assist with the development of internal and external applications. 2) A Human Services Planner I will assist with the Continuum of Care as well as providing assistance in meeting the requirements of the HUD HEARTH Act. Funding from the HEARTH Act is available to fund this position. 3) An Accountant I will work 50 percent of the time with the Senior Accountant and 50 percent of the time with the Contracts Officer.

Ms. Kimbrough stated that for FY 2017, MAG staff is proposing that a three percent increase be included for budgeted salaries and that any increases to individual MAG salaries be performance based. The annual performance evaluation is the basis for any potential salary increases for MAG staff. Each MAG staff has an annual performance evaluation in June and may receive an increase based on this evaluation. The total proposed for increases would not exceed \$250,000.

Ms. Kimbrough noted changes to the draft Work Program. She said they are proposing that the amount of \$70,000 for a Video Associate, to assist with the highly active area of creating MAG videos, be increased to \$80,000. Ms. Kimbrough reported the next change is proposed for an additional \$350,000 of regional sales tax to pass through from ADOT to MAG to the City of Phoenix for two positions to work on the South Mountain Freeway project. She noted that the next change is to add \$60,000 received from FTA 5304 for a rural paratransit needs assessment.

Ms. Kimbrough noted that the overhead rate of 1.4174 percent was finalized. She noted that this number must be submitted to FHWA by April 1. Ms. Kimbrough stated that the proposed FY

2017 budget is \$28.5 million, and she added that this amount is \$400,000 less than the amount proposed in the draft FY 2017 budget that was transmitted in March 2016.

Chair Crossman thanked Ms. Kimbrough for her report and asked if there were questions.

Mr. Kevin Burke asked for clarification if the services to be performed by the requested Application Developer I position will be new or existing services. Ms. Audrey Skidmore, MAG Information Technology Manager, replied that the MAG IT Department performs both internal and external development for member agencies. She noted that this position is to keep up with existing demand and she added that currently, the development group has a two-year backlog of projects. Ms. Skidmore stated that projects include internal support for modeling development, the economic development websites such as Connect60+.com and ConnectBIEN.com, maintenance of the MAG website, internal tracking for TIP and ALCP development, instructional videos, and a project for the Trip Reduction Program.

Mr. Burke asked for clarification that the backlog applies mostly to internal customers. Ms. Skidmore replied yes, primarily.

Mr. Burke asked the overall strategic vision of the economic development function at MAG since it appeared some services were being expanded. Mr. Dennis Smith replied that he did not see it as an expanded vision right now -- they just have existing projects. He noted that in the past, MAG relied on consultants to do some of MAG's programming, but they did not do a good job. MAG found they could get a better product if the work was performed internally. Mr. Smith noted that a good example is performance management, which is a nationally known program. As far as economic development, MAG has BIEN. He noted that the Thunderbird School is looking at whether any adjustments are needed. Mr. Smith stated that MAG staff is currently working on best practices with the Economic Development Committee. For example, MAG already has an employment database because it does transportation demand modeling and these data could be utilized for foreign direct investment. Mr. Smith stated that MAG does not have a long term strategic development plan for economic development, but MAG is very nimble and brings forward what it can provide right now.

11. Legislative Update

No report was needed.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Committee

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

Dr. Spencer Isom noted that he chairs the Arizona Metropolitan Trust Health Group, which is now in its fifth year. He explained that the service providers are Blue Cross/Blue Shield, Delta Dental, and VSP Vision. Dr. Isom stated that the membership has expanded to include Pinal County, Youngtown, Fountain Hills, Avondale, Apache Junction, and Buckeye Valley Fire District. He stated that the group has known its numbers since the beginning of the year. Dr. Isom stated that they will be glad to come out and provide an analysis at no cost.

Chair Crossman, on behalf of the MAG Management Committee, asked Ms. Joy Rich to convey their best wishes and congratulations to Mr. Tom Manos, who will be retiring next month.

Ms. Rich stated that no one more greatly exemplifies public service than Mr. Manos: from serving in the Peace Corps in Liberia, at Maricopa County, at the Governor's Office, and to working for \$1 per year at the Homeless Campus. Ms. Rich remarked that he is probably the only public service executive who is able to greet homeless individuals he meets on the street by name. She said that he is truly a public servant. Ms. Rich stated that she will miss him and the community will miss his service.

Chair Crossman noted that the next Management Committee meeting is May 11, 2016.

Adjournment

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

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and, as Appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the April 27, 2016, Regional Council meeting. Since then, additional project changes and additions have been requested by member agencies.

Highway project changes listed in Table B include ADOT federally-funded pavement preservation, four project delays associated with procurement for Highway Safety projects, and other general highway project changes in the region.

The project work phases to be added and amended in Table B may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner based on agency updated work schedules.

CONS: Deferrals of current year projects release obligation authority, and may require additional changes to ensure all obligation authority is utilized this year.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. All projects that are programmed with Federal Highway Administration Federal Fiscal Year 2016 funds must submit their project for obligation at the Arizona Department of Transportation no later than June 1, 2016, or funding may be lost from the project and from the region.

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

This item was recommended for approval as noted in the attached table by the Transportation Review Committee on April 28, 2016.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair
- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel
- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- # Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser, City of El Mirage
- * ITS Committee: Marshall Riegel, City of Phoenix
- * FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
- * Transportation Safety Committee: Dana Alvidrez, City of Chandler

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

CONTACT PERSON:

John Bullen, Transportation Planner III, or David Massey, Transportation Planner I, (602) 254-6300.

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #20**

Sort: Section, Agency, Location, Work Year

TIP Amendment #20																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2016	DOT17-419	9061	10 (Papago): SR85 - Verrado (WB)	Construct pavement preservation	8	4	4	----	5-year	----	Freeway	NHPP	2016	5,678,746	-	343,254	6,022,000	Amendment: Advance project from FY 2017 to FY 2016.				
ADOT	Highway	2016	DOT16-443	NEW	60 (Superstition): Kings Ranch Road (EB)	Design left turn bay extension	0.1	4	4	----	5-year	----	Freeway	NHPP	2016	122,590	-	7,410	130,000	Amendment: Add a new turn lane improvement design project in FY 2016 for \$130,000.				
ADOT	Highway	2016	DOT16-444	NEW	60 (Grand Ave): Los Altos Dr - Kerkes St	Design pavement preservation	1.5	4	4	----	5-year	----	Freeway	NHPP	2016	330,050	-	19,950	350,000	Amendment: Add a pavement preservation design project in FY 2016 for \$350,000.				
ADOT	Highway	2016	DOT13-107D4	20301	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	----	5-year	----	Freeway	NHPP	2016	198,030	-	11,970	210,000	Amend: Add new workphase with additional funding.	✓			
Avondale	Highway	2017	AVN16-410	36576	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	----	None	----	Safety	HSIP-MAG	2017	207,000	-	-	207,000	Amend: Defer project from 2016 to 2017 per ADOT request. Change MAG mode to Safety.				
Avondale	Highway	2018	AVN18-460	3533	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	----	None	----	ITS	CMAQ	2018	278,279	-	16,821	295,100	Amend: Reduce local match from \$159,321 to \$16,821.				
Buckeye	Highway	2017	BKY14-403	23362	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	----	None	----	Safety	HSIP-MAG	2017	167,400	-	-	167,400	Amend: Defer project from 2016 to 2017 per ADOT request.				
Goodyear	Highway	2017	GDY16-406	23554	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	GDY-0(208)T	None	SH60701C/01D/03D	Safety	HSIP-MAG	2017	75,000	-	-	75,000	Amend: Defer project from 2016 to 2017 per ADOT request.				
Maricopa (City)	Highway	2017	MAR16-470	48528	Maricopa (Citywide)	Preliminary Engineering/Design/Procurement/ Installation for Sign Management System and Sign Upgrade (Phase II)	0	0	0	MAR-0(204)T	None	SH64101C	Safety	HSIP-MAG	2017	241,800	-	-	241,800	Amend: Defer project from 2016 to 2017 per ADOT request.				
Peoria	Highway	2017	PEO16-401	42970	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Traffic Signal Communications Deployment	0	0	0	PEO-0(222)T	None	SZ16901C/01D	ITS	CMAQ	2017	206,772	-	12,499	219,271	Amend: Defer project from 2016 to 2017. This will exercise the one-time deferral option.				
Phoenix	Highway	2017	PHX17-447	7139	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	----	None	----	Bike/Ped	Local	2017	-	-	291,750	291,750	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	✓			

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #20**

Sort: Section, Agency, Location, Work Year

TIP Amendment #20																		Reviewed By ²						
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Phoenix	Highway	2017	PHX18-414D	8193	Various locations in Phoenix	Design eighteen HAWK signals to be constructed in three phases	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	270,000	270,000	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	✓			
Scottsdale	Highway	2018	SCT12-102	39514	Hayden Rd/Thomas Rd	Construct Intersection Improvement	0.1	6	6	HSIP-SCT-0(217)D	5-year	SH53101C	Safety	HSIP-AZ	2018	1,240,631	-	1,500,000	2,740,631	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.				
Scottsdale	Highway	2018	SCT12-102C2	39514	Hayden Rd/Thomas Rd	Construct Intersection Improvement	0.1	6	6	-----	None	-----	Safety	HSIP-MAG	2018	324,440	-	19,611	344,051	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.				

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are shown in strike through font.

5. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.

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

DATE:

May 4, 2016

SUBJECT:

Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

SUMMARY:

Congress establishes the funding for Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) programs through authorizing legislation that amends the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year 2020. MAG, in coordination with ADOT Financial Management Services, developed FHWA projections. MAG, in coordination with Valley Metro/Regional Public Transportation Authority and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, developed revised FTA projections for the MAG region. Information included in the development of the projections is based on the FAST Act, federal and state guidance information, and historical projections. The FHWA and FTA regional projections will be used to prepare the draft FY 2017-2021 Transportation Improvement Program (TIP), expected to be included in the June committee and council agendas.

Overall, the federal apportioned revenues are projected to increase by 7.66 percent in the MAG region for the five-year TIP window over the currently approved FY 2014-2018 TIP window. The FHWA projections included in Table 7a and 7b for annual apportionments total more than \$530.91 million for the draft FY 2017-2021 TIP window. The FTA projections included in Table 6a and 6b for annual apportionments total more than \$468.7 million for the draft FY 2017-2021 TIP window. If the region is successful with nationwide and statewide competitive funding awards, the region's federal transit revenues could approach \$880 million in funding over the five-year TIP window.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Updated projections allow better planning and perspective programming of future federal funding for the region.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate preliminary planning and programming for the draft FY2017-2021 TIP.

POLICY: Development of the Regional FTA funding projections complies with guidance and the Code of Federal Regulations, Title 23, Part 450, Subpart C, Section Sec. 450.324 Transportation improvement program for developing revenue projections.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The FHWA and FTA projections were discussed at the April 28, 2016 Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair
- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel
- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard
- Glendale: Debbie Albert, Vice Chair
- Goodyear: Rebecca Zook
- Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Ray Dovalina
- # Pinal County: Louis Andersen
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- # Tempe: Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- * Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Chris Hauser, City of El Mirage
- * ITS Committee: Marshall Riegel, City of Phoenix
- * FHWA: Ed Stillings
- * Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
- * Transportation Safety Committee: Dana Alvidrez, City of Chandler

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

The FTA projections were discussed at the April 19, 2016 MAG Transit Committee meeting.

MEMBERS ATTENDING

- * ADOT: Mike Normand
- Avondale: Kristen Taylor, Vice Chair
- # Buckeye: Andrea Marquez
- Chandler: Jason Crampton for RJ Zeder
- El Mirage: Jose Macias
- # Gila River Indian Community, Sasha Pachito
- Gilbert: Kristin Myers
- Glendale: Kevin Link for Debbie Albert
- * Goodyear: Cato Esquivel
- # Maricopa: David Maestas
- Maricopa County DOT: Reed Kempton
- Mesa: Jeff Martin for Jodi Sorrell
- * Paradise Valley: Jeremy Knapp
- Peoria: Stuart Kent
- Phoenix: Ken Kessler for Maria Hyatt

Queen Creek: Mohamed Youssef
Scottsdale: Gregory P. Davies for
Madeline Clemann
Surprise: Martín Lucero

Tempe: Robert Yabes
* Tolleson: Jason Earp
Valley Metro: Abhi Dayal for Wulf Grote
Youngtown: Grant Anderson

- * Members neither present nor represented by proxy.
- # Participated (or attended) by teleconference
- + Participated (or attended) by videoconference

CONTACT PERSON:

Teri Kennedy, MAG (602) 254-6300.

Table 6a
Federal Transit Administration Projected Funding Levels In MAG Region

PHX/MESA UZA

Year of Expenditure, In Million of \$

PHX/MESA UZA Apportionments										Competitive		All Transit Total
Fiscal Year	5307~	Phx-Msa	5337			5339	*FHWA-MAG	*FHWA ADOT	SUB TOTAL	***Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)	Transit CMAQ Flex	STP-AZ Flex		5309 S/N Starts	TIGER, 5339bc, or Other	
2017	52.33	3.11	.40	3.20	3.60	4.85	16.95	3.01	83.86	30.00	.00	113.86
2018	53.44	3.18	2.31	3.26	5.56	4.96	17.18	3.01	87.33	75.00	.00	162.33
2019	54.58	3.25	4.61	3.31	7.92	5.06	17.71	3.01	91.53	100.00	.00	191.53
2020	55.53	3.31	4.68	3.36	8.04	5.14	17.98	3.01	93.00	100.00	.00	193.00
2021	56.50	3.36	4.75	3.41	8.16	5.21	18.29	3.01	94.54	100.00	.00	194.54
17-21	272.39	16.21	16.75	16.55	33.30	25.22	88.11	15.03	450.27	405.00	.00	855.27

Table 6b
Federal Transit Administration Projected Funding Levels In MAG Region

AVN/GY - UZA

& Rural Areas

Year of Expenditure, In Million of \$

AVN/GY UZA Apportionments								Competitive, subject to substantial change					TOTAL
Fiscal Year	5307	Avn-GY	5337			Avn-GY	SUB TOTAL	ADOT Discretionary**	***Discretionary	ADOT Discretionary	ADOT Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)		5307 or 5339	5309 S/N Starts	5310**	5311**	TIGER, 5339bc, or Other	
2017	3.11	.00	.00	.00	.00	.00	3.11	1.00	.00	.26	.46	.00	4.37
2018	3.17	.00	.00	.00	.00	.00	3.17	1.00	.00	.26	.47	.00	4.43
2019	3.23	.00	.00	.16	.16	.00	3.39	1.00	.00	.26	.47	.00	4.65
2020	3.29	.00	.00	.17	.17	.00	3.46	1.00	.00	.26	.48	.00	4.72
2021	3.35	.00	.00	.17	.17	.00	3.52	1.00	.00	.26	.49	.00	4.78
17-21	16.15	.00	.00	.50	.50	.00	16.65	5.00	.00	1.29	2.37	.00	22.94

*MAG Sub-allocated FHWA funding flex, Annual State Tboard award;

~ Portion can be used for operations, see dedicated programming.

*** Nationwide discretionary

FAST Act is authorized through FY2020. Census updates will change in FY2023. All Funding is subject to change. Information provided for general planning.

Table 7A
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS: FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP											
Funding Levels By Mode and MAG Program											
Year	STP Breakout -with OA applied				CMAQ Breakout - with OA applied						
	Fwy/Hwy GAN Debt Service*	Non Lifecycle	Arterial - ALCP	Total STP	FLCP ¹	Arterial-ALCP ¹	ITS	Flex to Transit	Bicycle/ Ped.	Air Quality	Total CMAQ
2017	.00	1.21	47.97	49.18	8.16	1.11	6.07	16.95	8.03	6.89	47.21
2018	.00	1.21	48.38	49.60	8.29	3.59	3.68	17.18	8.14	6.99	47.86
2019	.00	1.23	49.90	51.13	8.57	3.79	3.68	17.71	8.39	7.20	49.34
2020	.00	1.25	50.60	51.84	8.71	7.57	.00	17.98	8.51	7.31	50.09
2021	.00	1.27	51.41	52.67	8.87	7.68	.00	18.29	8.66	7.44	50.94
17-21	\$0.00	\$6.17	\$248.25	\$254.42	\$42.60	\$23.74	\$13.43	\$88.11	\$41.73	\$35.84	\$245.45

OA= Obligation Authority, rates may change substantially each year.
 Rounding may occur.

Table 7B
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS:
FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP					
Funding Levels By Mode and MAG Program					
Year	Specific Programs with OA applied				Grand Total For Programs
	CMAQ 2.5	HSIP	Transportation Alternatives Urban & Non-Urban SRTS	Transportation Alternatives Urban & NU, Infrastructure	
2017	.70	1.80	.40	4.20	103.49
2018	.71	1.80	.40	4.26	104.62
2019	.73	.00	.40	4.38	105.98
2020	.74	.00	.40	4.45	107.52
2021	.75	.00	.40	4.52	109.29
17-21	\$3.63	\$3.60	\$2.00	\$21.81	\$530.91

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Consultant Selection for MAG FY 2016 Interstate 10/Papago Freeway Tunnel Traffic Operations Study

SUMMARY:

The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$75,000 to conduct the MAG FY 2016 Interstate 10/Papago Freeway Tunnel Traffic Operations Study. A Request for Proposals was issued to interested consultants on February 16, 2016, with a submittal deadline of March 30, 2016. MAG received two proposals for the project from teams led by Michael Baker International, Inc. and Burgess and Niple, Inc. After scoring the proposals, a multi-agency evaluation team, consisting of representatives from MAG, the Arizona Department of Transportation (ADOT), the City of Phoenix, and the Federal Highway Administration (FHWA), met to discuss the selection of the project proposal team on April 20, 2016. The evaluation team recommended to MAG the selection of Burgess & Niple, Inc. to conduct the Interstate 10/Papago Freeway Tunnel Traffic Operations Study.

Interstate 10 is part of the downtown Phoenix “Inner Loop” system that circles the central business district. For this project, the Loop’s north leg is the subject of this study. More specifically, the project is located along Interstate 10 between reference point 142.14 (expressed in miles) at the 35th Avenue traffic interchange and the reference post 148.59 (expressed in miles) at the Washington St/Jefferson St couplet traffic interchange. In addition, the study will consider the influences of this Interstate 10 segment for half-mile north and south on Interstate 17, a half-mile north on SR-51, and a half-mile east on Loop 202 (SR-202L). The study segment presently carries between 180,000 and 280,000 vehicles per day and represents some of the highest travel demands in the Valley.

ADOT recently completed a traffic safety study for the majority of this study segment. The study identified various low-cost, short term, and operational recommendations for improving the traffic flow based upon the existing geometry of the freeway and its current traffic interchanges. For the purposes of this project, MAG is requesting that these recommendations be considered as a basis for potential future long-term capital improvements. It is recognized that the Deck Park Tunnel represents a constraint and that further widening of this portion of Interstate 10 is prohibitive. However, building upon the recommendations from the safety study, the question about ramp braiding and introducing collector-distributor lanes needs to be considered in identifying a long-term permanent solution for meeting the existing and future travel demand.

PUBLIC INPUT:

None has been received at this time. Suggestions for improving this corridor were received through the public comment periods conducted through the Central Phoenix Transportation Framework Study and the Interstate 10/Interstate 17 Corridor Master Plan (also known as the Spine project).

PROS & CONS:

PROS: As this portion of Interstate 10 sees some of the highest traffic counts and represents areas of the greatest concern, this study comes at an appropriate time to consider a blend of technology and construction elements to improve the traffic flows in Central Phoenix. There is a strong potential for identifying a long-term permanent solution for the approaches and departures from the highest demand traffic interchanges, the I-10/I-17 Stack and I-10/SR-51/Loop 202 Mini-stack, in the region and enhance the ability for the Deck Park Tunnel to accommodate greater travel demand in the future.

CONS: Recommendations provided by this study would be unfunded and outside of the scope of Proposition 400 projects recommended in the Regional Freeway and Highway Program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This segment of Interstate 10 provides a critical function and its long-term operation will be key to economic activity and the region’s quality of life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of the reevaluation could result in a plan for Interstate 10 that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this reevaluation will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along Interstate 10.

ACTION NEEDED:

Recommend approval of selecting Burgess & Niple, Inc. to conduct the Interstate 10/Papago Freeway Tunnel Traffic Operations Study for an amount not to exceed \$75,000.

PRIOR COMMITTEE ACTIONS:

On April 20, 2016, a multi-agency evaluation team recommended to MAG the selection of Burgess & Niple, Inc. to conduct the Interstate 10/Papago Freeway Tunnel Traffic Operations Study.

EVALUATION TEAM

Bob Hazlett, MAG
Chaun Hill, MAG
Quinn Castro, MAG
Annette Riley, ADOT
Scott Beck, ADOT

Tony Abbo, ADOT
Bruce Littleton, City of Phoenix
Jenny Grote, City of Phoenix
Toni Whitfield, FHWA

CONTACT PERSON:

Quinn Quihui Castro, MAG Transportation Engineer, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Consultant Selection for a Study to Develop a Systems Management and Operations Plan for the MAG Planning Area

SUMMARY:

The MAG Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$300,000 for a study to develop a Systems Management and Operations Plan for the MAG planning area. This study was recommended by the MAG Intelligent Transportation Systems Committee. A Request for Proposals was issued on March 11, 2016. A total of three proposals was received on April 8, 2016, from consultant teams led by the following firms: Gannett Fleming Inc., Kimley-Horn and Associates, Inc., and Lee Engineering LLC. A multi-agency study panel consisting of MAG member agencies and MAG staff reviewed the proposals and recommended to MAG the selection of the team led by Kimley-Horn and Associates, Inc. to perform the study.

Upon Regional Council approval of this recommendation, a contract will be developed and executed. It is anticipated that work on this project would begin in August 2016. Oversight for this study will be provided by a Working Group consisting of members of the MAG ITS Committee and some members of the Transportation Review Committee.

The terminology, Systems Management and Operations (SM&O), refers to one of the federally required planning factors to ensure that the planning process addresses the safe, efficient and reliable operation of the transportation system. The MAG Regional Transportation Plan describes how this planning factor is addressed through a range of SM&O programs and projects. The full spectrum of transportation technology applications, also known as Intelligent Transportation Systems or ITS, has been the foundation of SM&O efforts in the MAG region.

At the national level, many transportation agencies have shifted their focus from building more capacity to an increased focus on improving the management and operation of the system. The Arizona DOT, among many other DOTs, has followed this trend by reorganizing and creating a new Transportation Systems Management & Operations division, to provide more focus and resources for SM&O. This study will help establish a path for a similar shift in emphasis, in the regional planning arena. A fundamental premise for this new approach is that, in addition to making investments in essential ITS infrastructure, funding is also needed to provide support to critical operations. The value of such investments to support critical operations was recently demonstrated for the pilot project to co-locate DPS troopers at the Arizona DOT Traffic Operations Center, which had a benefit-to-cost ratio of 368 to 1.

It is anticipated that the resulting Systems Management and Operations Plan would produce a 10-year plan to guide the MAG region in making the necessary investments related to SM&O, leading to

improved safety, efficiency and reliability of the transportation system. The study recommendations will be presented to MAG committees for review and approval at least at two key project milestones.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The resulting SM&O Plan would be the MAG region’s first roadmap for making systematic regional investments for improving the operation and management of the region’s transportation system. It would also be a pioneering planning effort for an urban region.

CONS: This study will address the need to fund to transportation operations that are critical to the region, and hence would be a departure from the current practice of programming funds for transportation improvements that is somewhat limited to infrastructure improvements.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting SM&O Plan is expected to recommend a data-driven methodology for prioritizing road facilities to be targeted for programming SM&O investments. While this methodology would be more focused on making investments in key facilities important to the regional economy, all other facilities would also be addressed.

POLICY: The implementation component of this Plan will rely on future MAG policy decisions to make funds available for continued investment in ITS technology infrastructure and funding support for critical traffic operations, in FY 2021 and beyond. All Regional Transportation Plan funds earmarked for ITS infrastructure on arterial streets have been fully programmed through FY 2019 and some unprogrammed funds remain for future ITS infrastructure on freeways.

ACTION NEEDED:

Recommend approval of the selection of the firm Kimley-Horn and Associates for conducting a study to develop a Systems Management and Operations Plan for the MAG region for an amount not to exceed \$300,000.

PRIOR COMMITTEE ACTIONS:

MAG Intelligent Transportation Systems Committee: On May 4, 2016, the MAG Intelligent Transportation Systems Committee, based on the recommendation of the study panel, recommended approval of the firm Kimley-Horn and Associates, Inc. for performing the Systems Management and Operations Study at a cost not to exceed \$300,000.

MEMBERS ATTENDING

- Farzana Yasmin for Reza Karimvand, Arizona DOT
- # Yingyan Lou, ASU
- Chris Hamilton, City of Avondale
- Tammy Valdez Paz, City of Buckeye
- Mike Mah, City of Chandler
- # Sgt. John Paul Cartier, DPS
- # Bryce Christo, City of El Mirage
- * Toni Whitfield, FHWA
- * Leslie Bubke, Town of Gilbert

- * Debbie Albert, City of Glendale
- Luke Albert, City of Goodyear
- * Nicolaas Swart, Maricopa County
- Avery Rhodes, City of Mesa
- Steve McKenzie, City of Peoria
- Marshall Riegel, City of Phoenix (Chair)
- * Reginald Fitzpatrick, City of Scottsdale
- Albert Garcia, City of Surprise
- David Lucas, City of Tempe
- Abhishek Dayal, Valley Metro

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

A multi-agency study panel evaluated all three proposals and on April 25, 2016, finalized their evaluation and recommended to MAG the selection of the team led by Kimley-Horn and Associates for conducting the study.

STUDY PANEL

Jim Windsor, Arizona DOT
Faisal Saleem, Maricopa County
Steve McKenzie, City of Peoria
Marshall Riegel, City of Phoenix
David Lucas, City of Tempe

Bill Tsuei, Valley Metro
Bob Hazlett, MAG
Margaret Boone, MAG
Sarath Joshua, MAG

CONTACT PERSON:

Sarath Joshua (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including 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. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by May 20, 2016.

PUBLIC INPUT:

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

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and 2035 Regional Transportation Plan.

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

May 4, 2016

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Misael Cabrera, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Scott Smith, Valley Metro/RPTA
Philip McNeely, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Irene Higgs, Sun Corridor Metropolitan Planning Organization
Jerry Wamsley, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION
IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. Comments on the conformity assessment are requested by May 20, 2016.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on April 27, 2016 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Marina Mejia, Arizona Department of Environmental Quality
Dallas Hammit, P.E., Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (RI 8-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on April 27, 2016 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	RARF	(1,156,950)	-	1,156,950	-	2016	RARF	1,156,950	Amend: Increase 2016 project right-of-way phase reimbursement from ACI-ELM-20-03-F ROW phase.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-103RRB	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2016	RARF	(292,821)		292,821		2016	RARF	292,821	Amend: Decrease 2016 project ROW phase reimbursement to match actuals and transfer balance to ACI-ELM-20-03-E ROW phase.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-102RWZ	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Local	3,404,053	-	-	3,404,053	--	--	--	Amend: Delete TIP listing. No right-of-way needed.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM16-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	RARF	(625,000)	-	625,000	-	2016	RARF	625,000	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM17-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2017	RARF	(625,000)	-	625,000	-	2017	RARF	625,000	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM18-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2018	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837	Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM25-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2016	RARF	(625,000)	-	625,000	-	2016	RARF	625,000	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
ELM26-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2017	RARF	(625,000)	-	625,000	-	2017	RARF	625,000	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ELM27-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2018	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837	Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	RARF	(928,331)	-	928,331	-	2016	RARF	928,331	Amend: New TIP listing. Advance project right-of-way phase from 2021 to 2016. FY 2016 RARF Closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	RARF	(106,441)	-	106,441	-	2016	RARF	106,441	Amend: New TIP listing. Advance project right-of-way phase from 2025 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	RARF	(6,520,156)	-	6,520,156	-	2016	RARF	6,520,156	Amend: New TIP listing. Advance project construction phase reimbursement from 2025 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	RARF	(3,095,175)	-	3,095,175	-	2016	RARF	3,095,175	Amend: New TIP listing. Advance project construction phase reimbursement from 2026 to 2016. FY 2016 RARF closeout.	Minor project revision is needed to add new TIP listing and revise reimbursement year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102GTEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2016	CMAQ	452,455	7,485,345	-	7,937,800	2016	CMAQ	7,485,345	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to advance year for reimbursement. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
VMR18-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2016	CMAQ	244,301	4,041,678	-	4,285,979	2016	CMAQ	4,041,678	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2019	STP-MAG	232,212	3,841,678	-	4,073,890	2019	STP-MAG	3,841,678	Amend: Delete TIP listing and combine with VMR18-102PFZ. Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR19-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2016	CMAQ	12,090	200,000	-	212,090	2016	CMAQ	200,000	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR20-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2020	STP-MAG	6,045	100,000	-	106,045	2016	STP-MAG	100,000	Amend: Combine with VMR19-102RWZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR18-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	CMAQ	75,976	1,256,939	-	1,332,915	2016	CMAQ	1,256,939	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR21-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	CMAQ	31,192	516,038	-	547,230	2016	CMAQ	516,038	Amend: Advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
VMR17-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2017	STP-MAG	235,294	3,892,674	-	4,127,968	2017	STP-MAG	3,892,674	Amend: Combine portion of expenses with VMR21-102SSCZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
VMR19-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2019	CMAQ	16,763	277,326	-	294,089	2019	CMAQ	277,326	Amend: Combine with VMR18-102SSCZ and advance to FFY2016; ALCP Closeout.	Minor project revision is needed to combine projects and advance year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2016	DOT17-419	10 (Papago): SR85 - Verrado (WB)	Construct pavement preservation	8	4	4	NHPP	5,678,746	-	343,254	6,022,000	Amendment: Advance project from FY 2017 to FY 2016.	Minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-443	60 (Superstition): Kings Ranch Road (EB)	Design left turn bay extension	0.1	4	4	NHPP	122,590	-	7,410	130,000	Amendment: Add a new turn lane improvement design project in FY 2016 for \$130,000.	The new project is considered an intersection channelization project that is exempt from regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-444	60 (Grand Ave): Los Altos Dr - Kerkes St	Design pavement preservation	1.5	4	4	NHPP	330,050	-	19,950	350,000	Amendment: Add a pavement preservation design project in FY 2016 for \$350,000.	The new project is considered to be exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT13-107D4	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	NHPP	198,030	-	11,970	210,000	Amend: Add new workphase with additional funding.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2017	AVN16-410	Avondale (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	207,000	-	-	207,000	Amend: Defer project from 2016 to 2017 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2018	AVN18-460	Dysart Rd: Van Buren Rd to north of I-10	Install fiber backbone to connect two existing backbone runs on Dysart Rd fiber	0.5	6	6	CMAQ	278,279	-	16,821	295,100	Amend: Reduce local match from \$159,321 to \$16,821.	Minor project revision is needed to adjust the programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Buckeye	2017	BKY14-403	Buckeye (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	167,400	-	-	167,400	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Goodyear	2017	GDY16-406	Goodyear (Citywide)	Procure and Install Sign Management System and Sign Upgrade	0	0	0	HSIP-MAG	75,000	-	-	75,000	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2017	MAR16-470	Maricopa (Citywide)	Preliminary Engineering/Design/Procurement/Installation for Sign Management System and Sign Upgrade (Phase II)	0	0	0	HSIP-MAG	241,800	-	-	241,800	Amend: Defer project from 2016 to 2017 per ADOT request.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Peoria	2017	PEO16-401	75th Ave, 2,500 ft north of Greenway to Paradise Ln; Paradise Ln, 75th Ave to 77th Ave	Traffic Signal Communications Deployment	0	0	0	CMAQ	206,772	-	12,499	219,271	Amend: Defer project from 2016 to 2017. This will exercise the one-time deferral option.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX17-447	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	Local	-	-	291,750	291,750	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	Minor project revision is needed to change funding source and year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2017	PHX18-414D	Various locations in Phoenix	Design eighteen HAWK signals to be constructed in three phases	0	0	0	Local	-	-	270,000	270,000	Amend: Change work year to 2017. Change funding to all local. No change in total cost.	Minor project revision is needed to change funding source and year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2018	SCT12-102	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	HSIP-AZ	1,240,631	-	1,500,000	2,740,631	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2018	SCT12-102C2	Hayden Rd/Thomas Rd	Construct Intersection improvement	0.1	6	6	HSIP-MAG	324,440	-	19,611	344,051	Amend: Defer project from 2016 to 2018 per ADOT request. Change MAG mode to Safety.	Minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. Pursuant to the process detailed in the ALCP Policies and Procedures, this is a request to advance programmed reimbursements through the ALCP closeout process.

Projects in the ALCP are funded through a combination of the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF), and federal funds. Section 250 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with RARF from future fiscal years to the current fiscal year. If there is a balance of RARF funding available in the current fiscal year, closeout funds are awarded to projects based on the following order:

1. Projects scheduled for reimbursement in the next fiscal year;
2. All other projects according to the chronological order of the programmed reimbursement;
3. The fiscal year work was completed on the project;
4. The date of the project's final invoice; and
5. The date the final Project Reimbursement Request was accepted by MAG Staff.

Section 260 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with federal funding from future fiscal years to the current fiscal year. Projects are advanced based on their readiness and ability to obligate before the Arizona Department of Transportation (ADOT) fiscal year deadline.

In March 2016, MAG staff performed an analysis on the ALCP revenues and expenditures and determined that federal and RARF closeout funds would be available in Fiscal Year (FY) 2016. As a result, MAG staff issued a call-for-applications to the ALCP Working Group in early March. Applications were due on April 4, 2016 and two applications were received for RARF funding and three for federal funding.

MAG staff reviewed the applications for eligibility, FY 2016 programmed reimbursements versus actual reimbursements, historical trends in revenue collections, and the impact of closeout scenarios on the draft FY 2017 ALCP. During that review, one project submitted for RARF closeout was determined to be ineligible. Based on the analysis, MAG staff recommends that the remaining project, Lake Pleasant Parkway: West Wing Parkway to Loop 303, receive full funding advancement to FY 2016.

It is estimated that \$13.5 million of federal fund obligation authority will need to be used by the end of the fiscal year. However, the exact total is subject to change based on many factors, including final vouchers issued by ADOT and project deferrals. Based on the review of projects and discussions with the Lead Agencies, MAG staff recommends that the Gilbert Road Light Rail project receive an advancement of \$13.5 million of federal fund closeout, and that the remaining two projects advance to FY 2017 in the draft FY 2017 Arterial Life Cycle Program. If advanced to FY 2017 in the draft FY 2017 Arterial Life Cycle Program, the projects can obligate after the new state fiscal year (July 1) as needed to use MAG's obligation authority.

Please refer to the attached table summarizing the list of eligible projects, copies of the closeout applications, and a copy of the relevant excerpts from the ALCP Policies and Procedures detailing the closeout process.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The closeout process provides a mechanism to distribute RARF to agencies with completed projects to help offset costs and encourage additional investment in roadway improvements and distribute federal funds to agencies with projects that are ready to ensure no federal funding is lost from the region.

CONS: The closeout process advances reimbursements from future fiscal years which increases the financial risk to future reimbursements in the program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The closeout process encourages agencies to complete their projects early.

POLICY: The closeout process is detailed in Section 250 and Section 260 of the Arterial Life Cycle Program Policies and Procedures.

ACTION NEEDED:

Recommend approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On April 28, 2016, the Transportation Review Committee recommended approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Avondale: David Janover
- ADOT: Mike Kies
- * Apache Junction: Giao Pham
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook, Chair

- * El Mirage: Jorge Gastelum
- Florence: Christian Collins for Jess Knudson
- * Fountain Hills: Randy Harrel
- * Gila River Indian Community: Tim Oliver
- Gilbert: Kristin Myers for Leah Hubbard

Glendale: Debbie Albert, Vice Chair
Goodyear: Rebecca Zook
Litchfield Park: Woody Scoutten
Maricopa County: Clem Ligocki for
Jennifer Toth
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina

Pinal County: Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
* Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Chris Hauser, City of
El Mirage
* ITS Committee: Marshall Riegel, City of
Phoenix
* FHWA: Ed Stillings

* Bicycle/Pedestrian Committee: Jim
Hash, City of Mesa
* Transportation Safety Committee: Dana
Alvidrez, City of Chandler

* Members neither present nor represented by proxy.
Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

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

FY2016 Regional Area Road Fund (RARF) Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount Programmed in Millions (2015\$)	Amount Eligible in Millions (2015\$)	Recommended Advancement in Millions (2015\$)	Note
2024/2025	ACI-SGB-10-03-B	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	2009-Current	9.436	8.677	0.000	Project ineligible for closeout; not yet completed.
2025/2026	ACI-LKP-10-03-A	Peoria	Lake Pleasant Pkwy: West Wing Pkwy to L303	2010-2015	12.546	10.650	10.650	Recommend full advancement

FY2016 Federal Fund Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Recommended Advancement in Millions (2015\$)	Note
2016-2022	ACI-LRT-10-03	Mesa	Mesa Main Street: Mesa Dr to Gilbert Rd Light Rail Extension	13.500	Recommend \$13.5 m advancement to FFY 2016
2023	ACI-PRC-10-03-B	Chandler	Chandler Heights Rd: McQueen Rd to Gilbert Rd	1.721	Recommend \$1.721 advancement to FY17 as part of the draft FY17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.
2022	ACI-OCT-10-03	Chandler	Ocotillo Rd: Gilbert Rd to 148th Street	0.820	Recommend \$0.820 advancement to FY 17 as part of the draft FY 17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.



**ARTERIAL LIFE CYCLE PROGRAM
FY 2016 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 4, 2016. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency City of Peoria
 Contact Name Andrew Granger
 Title Director of Development and Engineering
 Telephone 623-773-7215 E-mail Address Andrew.Granger@peoriaaz.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2016 Arterial Life Cycle Program published on March 23, 2016 to complete the fields listed below. To download a copy of the FY 2016 ALCP, please visit the MAG website at:

<http://www.azmag.gov/ALCP>

Project #1 Lake Pleasant Pkwy: West Wing Parkway to Loop 303
 RTPID ACI-LKP-10-03-A TIP # PEO21-101RRB, PEO25-101RRB, PEO25-101CRB, PEO26-101CRB
 Project Completion Date June 2015 Final Invoice Date March 4, 2015
 Remaining Regional Budget \$14,795,532.82 (including FY16)

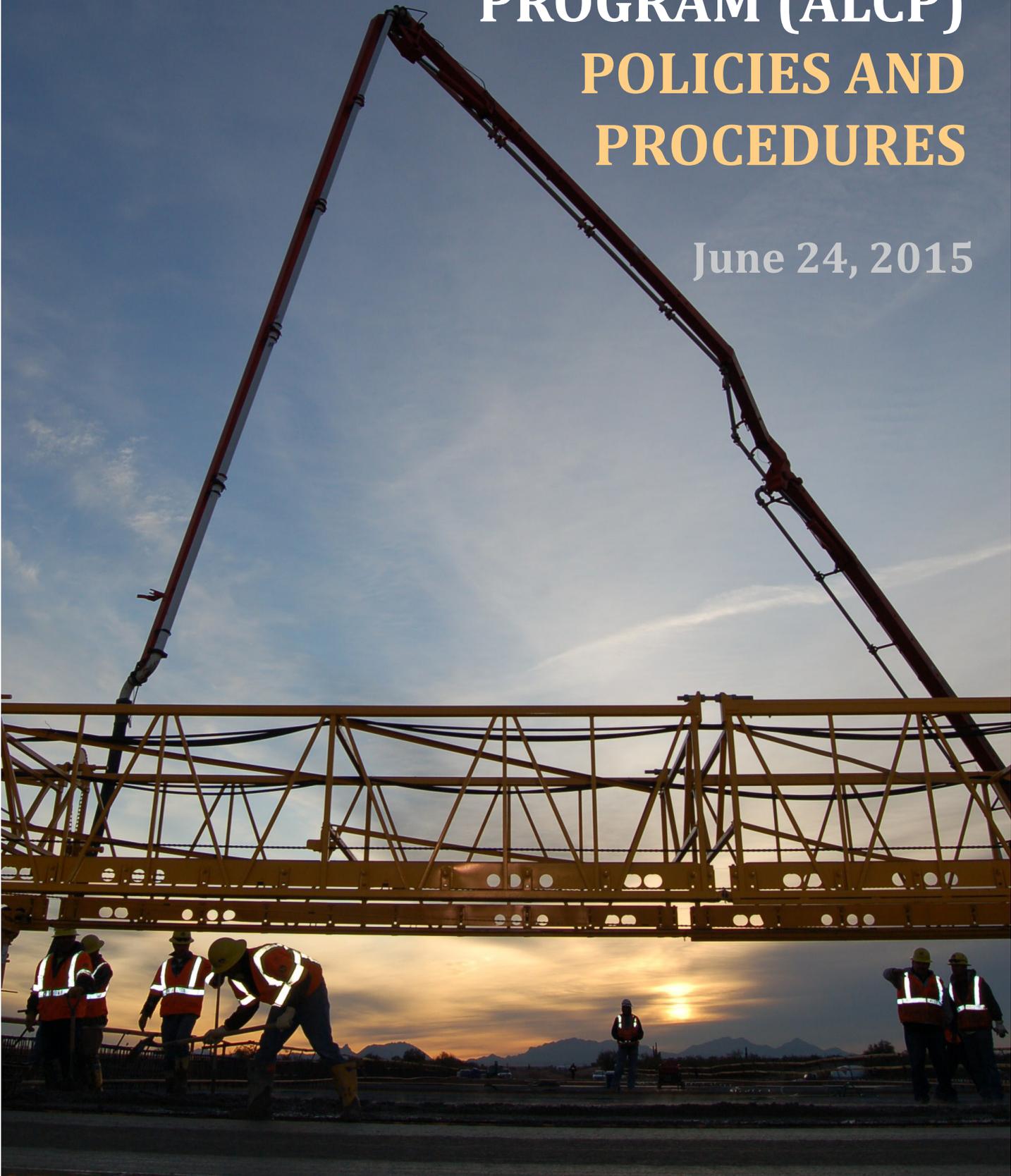
Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement
Pre-Design	2010	2012	\$735,311.44 (already reimbursed)
Design	2011-2013	2012	\$1,257,604.16 (already reimbursed)
Design	2011-2013	2016	\$841,608.64 (already reimbursed)
ROW	2011/2012	2012	\$651,760.40 (already reimbursed)
ROW	2011/2012	2016	\$350.00 (already reimbursed)
ROW	2011/2012	2021	\$928,331.30
ROW	2011/2012	2025	\$106,440.88
Construction	2013-2015	2016	\$1,408,041.36 (already reimbursed)
Construction	2013-2015	2025	\$6,520,156.38
Construction	2013-2015	2026	\$3,095,174.71
Project Savings	--	2026	\$1,895,429.55
Total			\$17,440,208.82

***Requested closeout amount totals \$10,650,103.27 based on reimbursable expenses**



ARTERIAL LIFE CYCLE PROGRAM (ALCP) POLICIES AND PROCEDURES

June 24, 2015



Projects be carried forward to the next year and adjusted to account for the past years' inflation.

- B. Programmed reimbursements may not be inflated when there is a deficit of program funds. Any exception to this Section will be approved through the MAG Committee process.
- C. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
 - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0.
 - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.
- D. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.

SECTION 250: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.
 - 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 - 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 - 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
 - 1. The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including relevant due dates.
 - 2. MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.
- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:

1. The Project or Project segment must be completed/closed out at the time the project is submitted for consideration.
 2. The Lead Agency must have completed and submitted final copies the following Project Requirements:
 - a. Project Overview;
 - b. Project Agreement; and,
 - c. Project Reimbursement Request.
 3. All three requirements must be accepted by MAG Staff as complete.
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
1. Projects scheduled for reimbursement in the next fiscal year;
 2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):
1. The payment date by the Lead Agency of the project final invoice.
 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 260: ALCP FEDERAL FUNDS CLOSEOUT

- A. Annually, MAG staff will determine the availability of federal funds to use in the ALCP Federal Funds Closeout.
1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP federal fund Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the award of federal funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive federal Closeout funds will not be liable to reimburse the federal funds to the Program if a Program deficit occurs in the future.

SECTION 270: AVAILABILITY OF PROGRAM FUNDS

- A. If there is a balance of program funds in a given year, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
1. For Projects to be accelerated, matching local funds must be committed.
 2. If a surplus of program funds occurs within the first two-year programming window, and the Program cash flow does not support RARF closeout, reimbursements will be advanced in the following order:
 - a. Completed Project

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	0.5	4	4	RARF	(1,156,950)	-	1,156,950	-	2016	RARF	1,156,950		Amend: Increase 2016 project right-of-way phase reimbursement from ACI-ELM-20-03-F ROW phase.	ACI-ELM-20-03-E
ELM16-103RRB	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.0	2	4	RARF	(292,821)		292,821		2016	RARF	292,821		Amend: Decrease 2016 project ROW phase reimbursement to match actuals and transfer balance to ACI-ELM-20-03-E ROW phase.	ACI-ELM-20-03-F
ELM16-102RWZ	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	Local	(3,404,053)			(3,404,053)	-	-	-		Amend: Delete TIP listing. No right-of-way needed.	ACI-ELM-30-03-A
ELM16-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2016	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM17-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2017	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM18-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)		1,132,837		2018	RARF	1,132,837		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM25-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2016	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM26-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2017	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM27-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(928,331)	-	928,331	-	2016	RARF	928,331		Amend: New TIP listing. Advance project right-of-way phase from 2021 to 2016. FY 2016 RARF Closeout.	ACI-LKP-10-03-A
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(106,441)	-	106,441	-	2016	RARF	106,441		Amend: New TIP listing. Advance project right-of-way phase from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(6,520,156)	-	6,520,156	-	2016	RARF	6,520,156		Amend: New TIP listing. Advance project construction phase reimbursement from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(3,095,175)	-	3,095,175	-	2016	RARF	3,095,175		Amend: New TIP listing. Advance project construction phase reimbursement from 2026 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
VMR19-102GTEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2016	Dec-18	2.0	4	2	CMAQ	452,455	7,485,345	-	7,937,800	2016	CMAQ	7,485,345		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

4/20/2016

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
VMR18-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2016	Dec-18	2.0	4	2	CMAQ	244,301	4,041,678	-	4,285,979	2016	CMAQ	4,041,678		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2019	Dec-18	2.0	4	2	STP-MAG	232,212	3,841,678		4,073,890	2019	STP-MAG	3,841,678		Amend: Delete TIP listing and combine with VMR18-102PFZ. Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2016	Dec-18	2.0	4	2	CMAQ	12,090	200,000	-	212,090	2016	CMAQ	200,000		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR20-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2020	Dec-18	2.0	4	2	STP-MAG	6,045	100,000		106,045	2016	STP-MAG	100,000		Amend: Combine with VMR19-102RWZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR18-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	75,976	1,256,939	-	1,332,915	2016	CMAQ	1,256,939		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR21-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	31,192	516,038	-	547,230	2016	CMAQ	516,038		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR17-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2017	Dec-18	2.0	4	2	STP-MAG	235,294	3,892,674	-	4,127,968	2017	STP-MAG	3,892,674		Amend: Combine portion of expenses with VMR21-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2019	Dec-18	2.0	4	2	CMAQ	16,763	277,326		294,089	2019	CMAQ	277,326		Amend: Combine with VMR18-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

1. Rows in the report are sorted in order by the following columns: Agency, RTP ID, Project Description, Fiscal Year, and Fund Type. Changes are in red font. Deletions are show in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Regional Freeway and Highway Program Update – 2016 Rebalancing

SUMMARY:

Arizona Revised Statutes (ARS) 28-6352 (A) requires a budget process that ensures the estimated cost of the freeways and other controlled access highways in the Regional Transportation Plan (RTP) does not exceed the total amount of revenues estimated to be available. The MAG Regional Freeway and Highway Program is subject to this requirement. In an oversight capacity, MAG staff collects and reviews project and financial data related to the Program from the Arizona Department of Transportation (ADOT). The program is reviewed from year-by-year, corridor, and individual project perspectives to ensure the funds are available for program delivery. The year-by-year process, referred to as “cash flow” is completed through a modeling effort for the program between Fiscal Years (FY) 2006 and 2026. These horizon years coincide with the life of the half-cent Maricopa County Transportation Excise Tax, which was passed by the voters of Maricopa County in November 2004. This funding is placed in the Proposition 400 Regional Area Roadway Fund (RARF).

In 2009, the Regional Freeway and Highway Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. In 2012, based upon MAG and ADOT estimates, the Program was reviewed and the Regional Council approved a scenario to balance an additional \$390 million shortfall due to even lower revenue projections in the RARF. Since 2009, approximately \$7 billion was balanced from the Regional Freeway and Highway Program.

Since 2012, MAG has been working with ADOT and the Federal Highway Administration (FHWA) to improve upon project development by (a) improving upon designs and maximizing safety to minimize right-of-way and construction material needs; (b) identifying and planning for alternative delivery strategies to advance early design and construction; and (c) developing a better understanding of project risks to improve design and construction management, and ultimately performance. These three-step initiatives, coupled with improving RARF, Highway User Revenue Fund (HURF), and projected revenues from federal legislation (Fixing America's Surface Transportation Act), have helped the Regional Freeway and Highway Program realize a surplus in available cash flow. Given this surplus, it is possible to reprogram projects balanced out of the program in both 2009 and 2012 for delivery by the 2026 program horizon.

In initiating this reprogramming process, there are a number of factors to consider before identifying the specific projects to include in a 2016 rebalancing scenario. At the time of this summary transmittal, the following four issues have been identified based upon continuing conversations with ADOT, FHWA, and MAG member agencies:

- **Project Priorities** - When Maricopa County voters passed Proposition 400 in 2004, the Regional Freeway and Highway Program was also simultaneously approved with specific

projects and timing. In both 2009 and 2012, the rebalancing scenarios approved by the Regional Council were based upon principles consistent with the original planning goals and objectives used to establish the Regional Transportation Plan in 2003. This meant that projects programmed in later phases of the program, such as the entire SR-30/Interstate 10 Reliever Freeway corridor, portions of SR-24/Gateway Freeway, full build-out of Loop 303 in the North Valley, and capacity expansion projects along Loop 101/Agua Fria and Loop 202/Santan Freeways, were deferred. Regional Council minutes from 2009 and 2012 are clear that these project priorities were paramount in establishing the rebalancing scenarios and that these needs should be considered if and when funding is available.

- **Travel Demand** - Since adopting the Regional Transportation Plan in 2003, development patterns throughout metropolitan Phoenix have changed, especially in light of the 2008-2009 economic downturn. Parts of the Valley economy have reemerged since the recession. However, the growth has not been uniform and as a result there are portions of the system that are seeing congestion and developing bottlenecks not anticipated when the Plan was initially identified in 2003. Therefore, it may be a necessity to consider projects that may be outside of the original Program, to meet the evolving travel demand needs.
- **Project Readiness** - As projects were deferred beyond the 2026 horizon and outside Proposition 400 funding, ADOT, FHWA, and MAG slowed their development process. The development process includes pre-design and conceptual planning, environmental clearances, and the potential for early right-of-way acquisition. It is also important to consider that the Program is also delivering the largest Proposition 400 projects (Loop 202/South Mountain and the Interstate 10/Interstate 17 SPINE corridor) over the next five years that command considerable resources. All potential projects will need to undergo evaluation and risk analyses to assess readiness and program budgets.
- **Funding Realities** - While the cash flow surplus does account for upwardly revised RARF and HURF revenue projections, along with the expanded federal FAST surface transportation act recently approved by the United States Congress and President, unforeseen economic realities still exist during the final ten years of the Regional Freeway and Highway Program. Therefore, it may be prudent to consider retaining a portion of the surplus in 2016 and revisit this matter again at a later date to monitor these realities.

Policy guidance is an important step in establishing the 2016 rebalancing scenario for the Regional Freeway and Highway Program. Consideration of these four issues and applying their criteria for identifying the scenario initiate the rebalancing process. It is recommended that this process conclude in Fall 2016 for incorporation into the next update of the Regional Transportation Plan and Air Quality Conformity analysis.

PUBLIC INPUT:

No public input has been received at this time.

PROS & CONS:

PROS: Development of the 2016 scenario, based upon principles consistent with the original planning goals and objectives used to initially establish the Regional Transportation Plan in 2003, provides a basis and direction for governing the remaining funds available for regional freeway and highway construction.

CONS: The policy issues identified in this narrative demonstrate the complexity of reprogramming the Regional Freeway and Highway Program. Although it is possible to consider these broad-based policy issues, not all travel demand needs will be met with this 2016 rebalancing effort. The Program will

need continual monitoring to keep costs contained and risks managed to enable future rebalancing efforts that could deliver additional projects for meeting travel demand.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2016 scenario for reprogramming additional projects into the Regional Freeway and Highway Program has technical implications for meeting performance and air quality targets. The reprogrammed projects could address congestion and bottlenecks not anticipated during the initial development of the Regional Transportation Plan in 2003. This congestion could affect the air quality.

POLICY: The process used to develop the 2016 Scenario for the Regional Freeway and Highway Program builds upon the rebalancing efforts undertaken in 2009 and 2012. Additional policy considerations, noted above, are needed to reflect the dynamic nature and change in travel demand that has evolved since the initial development of the Program in 2003.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

No previous actions have been taken on the 2016 rebalancing of the Regional Freeway and Highway Program.

On April 28, 2016, the MAG Transportation Review Committee received a presentation on the 2016 rebalancing of the Regional Freeway and Highway Program.

MEMBERS ATTENDING

- | | |
|--|---|
| Avondale: David Janover | Maricopa County: Clem Ligocki for Jennifer Toth |
| ADOT: Mike Kies | Mesa: Jeff Martin for Scott Butler |
| * Apache Junction: Giao Pham | * Paradise Valley: Jim Shano |
| * Buckeye: Scott Lowe | Peoria: Andrew Granger |
| * Cave Creek: Ian Cordwell | Phoenix: Ray Dovalina |
| Chandler: Dan Cook, Chair | # Pinal County: Louis Andersen |
| * El Mirage: Jorge Gastelum | Queen Creek: Mohamed Youssef |
| Florence: Christian Collins for Jess Knudson | Scottsdale: Todd Taylor for Paul Basha |
| * Fountain Hills: Randy Harrel | Surprise: Mike Gent |
| * Gila River Indian Community: Tim Oliver | # Tempe: Shelly Seyler |
| Gilbert: Kristin Myers for Leah Hubbard | Valley Metro: John Farry |
| Glendale: Debbie Albert, Vice Chair | * Wickenburg: Vince Lorefice |
| Goodyear: Rebecca Zook | * Youngtown: Grant Anderson |
| Litchfield Park: Woody Scoutten | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Street Committee: Chris Hauser, City of El Mirage | * Bicycle/Pedestrian Committee: Jim Hash, City of Mesa |
| * ITS Committee: Marshall Riegel, City of Phoenix | * Transportation Safety Committee: Dana Alvidrez, City of Chandler |
| * FHWA: Ed Stillings | |

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

On April 20, 2016, the Transportation Policy Committee received a presentation on the rebalancing of the Regional Freeway and Highway Program.

MEMBERS ATTENDING

- Mayor Jerry Weiers, Glendale, Chair
- * Mayor John Giles, Mesa, Vice Chair
- # Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation
- Vice Mayor Bridget Binsbacher, Peoria
- Councilmember Jenn Daniels, Gilbert
- Mr. Doug DeClusin, Sunland Asphalt
- * Supervisor Clint Hickman, Maricopa County
- # Mr. Charles Huellmantel, Huellmantel and Affiliates
- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community

- Mayor Georgia Lord, Goodyear
- * Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mr. Mark Reardon, Vulcan Materials Company
- * Vice Mayor Jack Sellers, Chandler
- Vice Mayor David N. Smith, Scottsdale
- * Mayor Greg Stanton, Phoenix
- Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineering Manager, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Ozone Boundary Designations

SUMMARY:

At the March 23, 2016 Regional Council meeting, MAG staff discussed the ozone boundary designation process being conducted by the Arizona Department of Environmental Quality (ADEQ) to address the new strengthened 2015 ozone standard. Based upon 2013-2015 data, the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County slightly exceed the new ozone standard of 0.070 parts per million (ppm). MAG staff has provided information to ADEQ showing a downward trend in the concentrations at the monitors and that the two monitors are at 0.071 ppm. Due to the downward trend and that the monitors are only slightly over the standard, MAG staff indicated to ADEQ that the Maricopa ozone boundary should not be expanded at this time. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to expand the boundary.

On April 14, 2016, ADEQ conducted a stakeholder meeting and proposed an expansion of the Maricopa eight-hour ozone nonattainment area to include portions of Pinal County and Gila County (see Attachment A). On April 27, 2016, the MAG Regional Council approved sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation (see Attachment B).

PUBLIC INPUT:

No public comments were provided at the April 27, 2016 MAG Regional Council meeting.

PROS & CONS:

PROS: In accordance with the Clean Air Act, states are required to submit their area designation recommendations by October 1, 2016 to the Environmental Protection Agency (EPA) based upon 2013-2015 data. By October 1, 2017, EPA will finalize the designations based upon 2014-2016 data. For this reason, EPA encourages states to review and consider preliminary 2016 air quality data in their designation recommendations. This is stated on page 4 of the EPA memorandum, Area Designations for the 2015 Ozone National Ambient Air Quality Standards dated February 25, 2016. Consideration of the 2016 data in recommending a boundary designation is consistent with the EPA guidance. EPA may also consider 2017 data.

CONS: If the Maricopa eight-hour ozone nonattainment area is expanded as ADEQ is proposing, there will be tighter controls on business and industry in the new area and transportation conformity requirements will apply. These requirements could have a negative impact on economic development in Pinal County. It would be important to consider 2016 data to avoid recommending a boundary expansion prematurely to EPA.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The current Maricopa eight-hour ozone nonattainment area encompasses 5,017 square miles. Within the nonattainment area, 13 of the 20 monitors do not meet the new 2015 ozone standard. There are two monitors outside of the nonattainment area that exceed the ozone standard. Based upon 2013-2015 monitor data, the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County are at 0.071 parts per million compared to the 2015 ozone standard of 0.070 parts per million. The data for the Tonto monitor excludes an exceedance caused by a wildfire exceptional event in 2015. There is a downward trend in the concentrations at both monitors from 2001-2015.

Background ozone is an emerging issue on a national basis. It includes natural sources (plants, vegetation, trees, wildfires, and stratospheric ozone intrusion); transport from other states; and international transport. EPA estimates that in 2017, background ozone will be 52 percent of the concentration in the Maricopa nonattainment area, 67 percent of the concentration at the Queen Valley monitor and 64 percent at the Tonto monitor. Based upon EPA data, the intermountain west has the highest background ozone due to higher elevations, rural location, wildfires, international transport, and stratospheric ozone intrusion.

POLICY: In the EPA guidance for area designations, EPA encourages states to consider preliminary 2016 data in their boundary recommendations, since EPA will be considering 2014-2016 data in making the final designations by October 1, 2017. If the Maricopa eight-hour ozone nonattainment area is expanded as ADEQ is proposing, there will be tighter controls on business and industry in the new area and transportation conformity requirements will apply. These requirements could have a negative impact on economic development in Pinal County. It would be important to consider 2016 data to avoid recommending a boundary expansion prematurely to EPA.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

MAG Regional Council: On April 27, 2016, the MAG Regional Council approved sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation.

MEMBERS ATTENDING

- | | |
|--|--|
| <ul style="list-style-type: none"> * Mayor W.J. "Jim" Lane, Scottsdale, Chair * Mayor Greg Stanton, Phoenix, Vice Chair Vice Mayor Robin Barker, Apache Junction Mayor Kenneth Weise, Avondale Mayor Jackie Meck, Buckeye Councilmember Mike Farrar, Carefree # Councilmember Dick Esser, Cave Creek Mayor Jay Tibshraeny, Chandler Mayor Lana Mook, El Mirage * Mayor Tom Rankin, Florence * President Bernadine Burnette, Fort McDowell Yavapai Nation * Mayor Linda Kavanagh, Fountain Hills * Mayor Chuck Turner, Gila Bend * Governor Stephen Roe Lewis, Gila River Indian Community Mayor John Lewis, Gilbert Mayor Jerry Weiers, Glendale | <ul style="list-style-type: none"> Mayor Georgia Lord, Goodyear Mayor Angie Perez, Guadalupe Mayor Thomas Schoaf, Litchfield Park Mayor Christian Price, City of Maricopa Supervisor Denny Barney, Maricopa County * Mayor John Giles, Mesa Mayor Michael Collins, Paradise Valley Mayor Cathy Carlat, Peoria Supervisor Todd House, Pinal County # Vice Mayor Dawn Oliphant for Mayor Gail Barney, Queen Creek * President Delbert Ray, Salt River Pima-Maricopa Indian Community Mayor Sharon Wolcott, Surprise Mayor Mark Mitchell, Tempe * Mayor Adolfo Gamez, Tolleson Mayor John Cook, Wickenburg |
|--|--|

Mayor Michael LeVault, Youngtown
Mr. Roc Arnett, Citizens Transportation
Oversight Committee

* Mr. Joseph La Rue, State Transportation
Board
* Vice Mayor Jack Sellers, State
Transportation Board

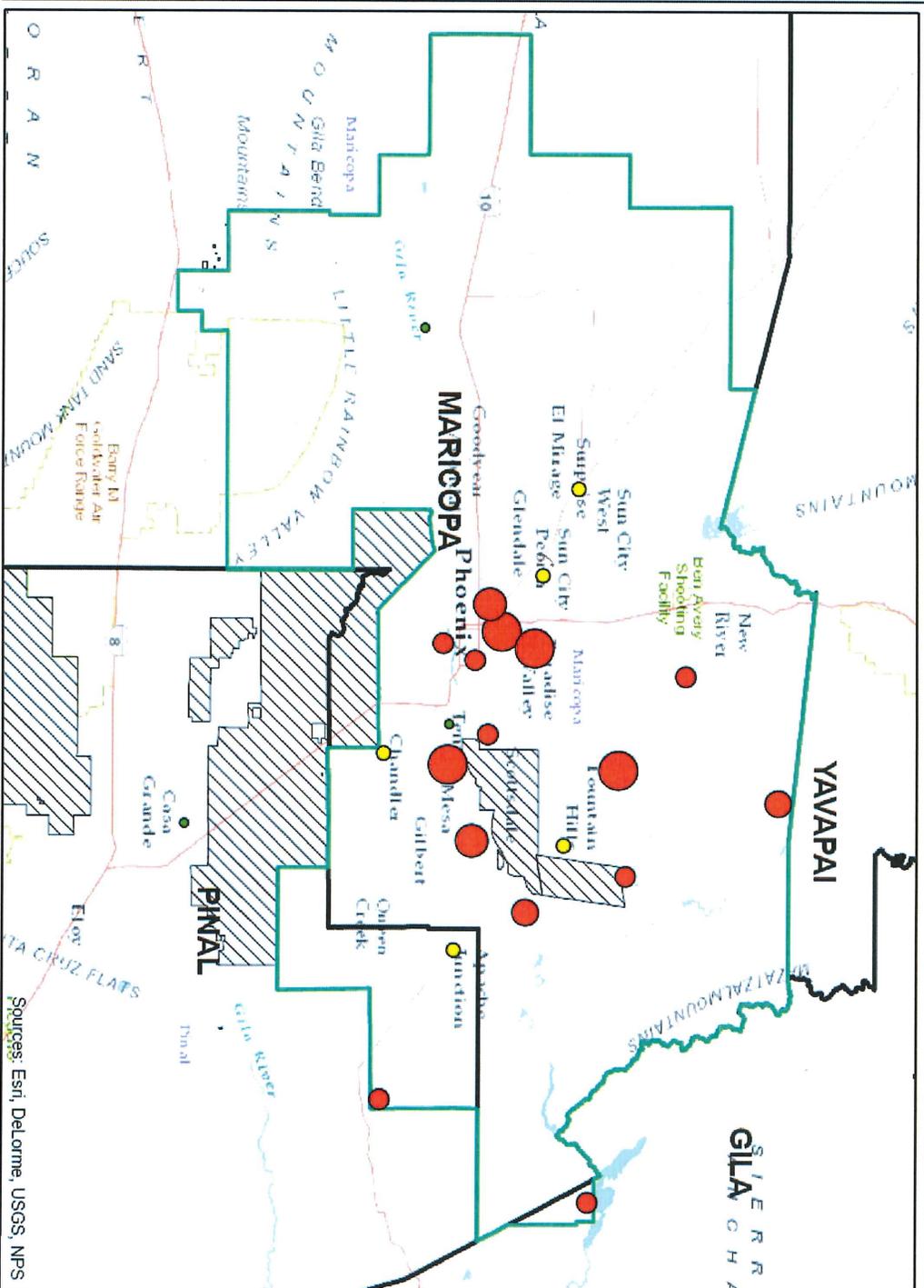
* Those members neither present nor represented by proxy.
Attended by telephone conference call.

+ Attended by videoconference

CONTACT PERSON:

Lindy Bauer, Environmental Director, (602) 254-6300.

Proposed Maricopa-Pinal-Gila Nonattainment Area *



*ADEQ is not recommending any tribal land for nonattainment.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
 Phone (602) 254-6300 ▲ FAX (602) 254-6490
 E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

May 3, 2016

Mr. Misael Cabrera, Director
 Arizona Department of Environmental Quality
 1110 West Washington Street
 Phoenix, Arizona 85007

Dear Mr. Cabrera:

The Maricopa Association of Governments (MAG) has appreciated the opportunity to participate in the Arizona Department of Environmental Quality (ADEQ) stakeholder meetings on the 2015 Ozone Standard Boundary Designations. On April 27, 2016, the MAG Regional Council took action to approve sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation.

On April 14, 2016, ADEQ conducted a stakeholder meeting and proposed an expansion of the Maricopa eight-hour ozone nonattainment area to include portions of Pinal County and Gila County. Based upon 2013-2015 monitor data, the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County are at 0.071 parts per million compared to the 2015 ozone standard of 0.070 parts per million. The data for the Tonto monitor excludes an exceedance caused by a wildfire exceptional event in 2015. On February 29, 2016, MAG staff provided information to ADEQ showing a downward trend in the concentrations at both monitors from 2001-2015 (see attachment).

In accordance with the Clean Air Act, states are required to submit their area designation recommendations by October 1, 2016 to the Environmental Protection Agency (EPA) based upon 2013-2015 data. By October 1, 2017, EPA will finalize the designations based upon 2014-2016 data. For this reason, EPA encourages states to review and consider preliminary 2016 air quality data in their designation recommendations. This is stated on page 4 of the EPA memorandum, Area Designations for the 2015 Ozone National Ambient Air Quality Standards dated February 25, 2016.

If the Maricopa eight-hour ozone nonattainment area is expanded as ADEQ is proposing, there will be tighter controls on business and industry in the new area and transportation conformity requirements will apply. These requirements could have a negative impact on economic development in Pinal County.

Again, MAG is requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation.

A Voluntary Association of Local Governments in the Maricopa Region

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

We look forward to working cooperatively with the Arizona Department of Environmental Quality in our continuing efforts to improve air quality. If you have any questions, please do not hesitate to contact Lindy Bauer or me at (602) 254-6300.

Sincerely,

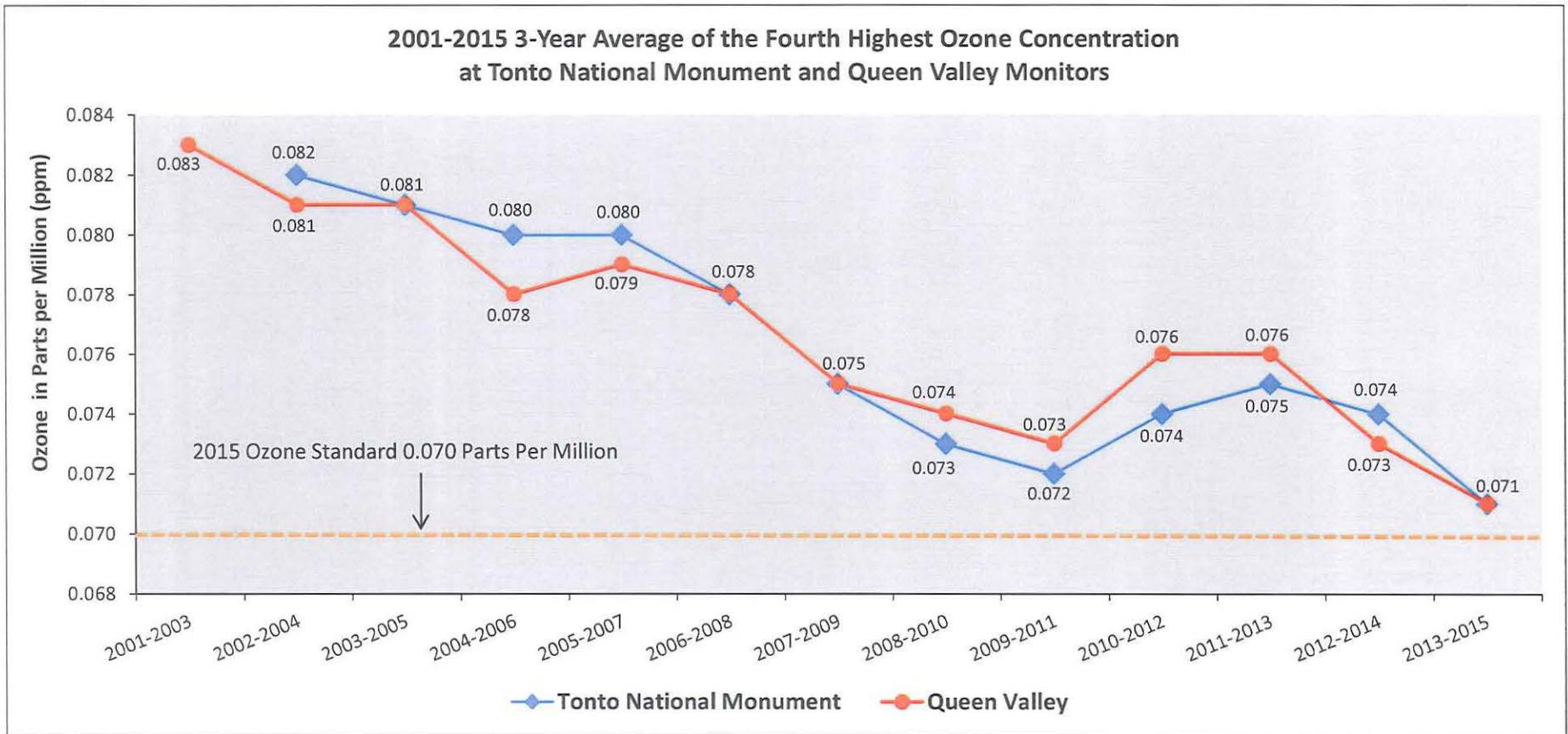
A handwritten signature in black ink, appearing to read "Dennis Smith". The signature is fluid and cursive, with the first name "Dennis" being more prominent than the last name "Smith".

Dennis Smith
Executive Director

cc: MAG Regional Council
Greg Stanley, Pinal County
Irene Higgs, Sun Corridor Metropolitan Planning Organization
Ken Hall, Central Arizona Governments
Timothy Franquist, Arizona Department of Environmental Quality

Monitor	2001-2015 FOURTH HIGHEST OZONE CONCENTRATIONS (parts per million)														
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Tonto National Monument	0.087	0.084	0.077	0.084	0.081	0.076	0.078	0.072	0.070	0.076	0.078	0.072	0.072	0.072	0.070
Queen Valley	0.079	0.083	0.087	0.073	0.084	0.079	0.076	0.080	0.070	0.072	0.078	0.078	0.073	0.068	0.074

Monitor	2001-2015 3-YEAR AVERAGE OF THE FOURTH HIGHEST OZONE CONCENTRATIONS (parts per million)												
	2001-2003	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015
Tonto National Monument	0.081	0.081	0.080	0.080	0.078	0.075	0.073	0.072	0.074	0.075	0.074	0.071	
Queen Valley	0.083	0.081	0.081	0.078	0.079	0.078	0.075	0.074	0.073	0.076	0.076	0.073	0.071



Data Source: U.S. EPA Air Data (<http://www3.epa.gov/airdata>) accessed on April 26, 2016.

Note: The June 20, 2015 exceedance of 0.079 ppm at the Tonto monitor is excluded from the data as an exceptional event caused by the Lake Fire in San Bernardino County, California

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 4, 2016

SUBJECT:

Approval of the Draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in early spring by the federal agencies and approved by the Regional Council in May. The proposed budget information was presented incrementally each month, and adjustments have been made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 7, February 10, March 9, and April 13, 2016. The Regional Council Executive Committee reviewed the draft budget document at its meetings on January 11, February 16, March 16, and April 18, 2016. The Regional Council reviewed the draft budget document at its meetings on January 27, February 24, March 25, and April 27, 2016. At the April 27th Regional Council meeting, a question was raised regarding the request for three positions for FY 2017. Additional information describing the anticipated workload for each of the three requested positions is attached for your review.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2017 were first presented at the February 10, 2016, Management Committee meeting, the February 16, 2016, Executive Committee meeting, and the February 24, 2016, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. Since the April 13, 2016, Management Committee meeting, there have been no revisions to the proposed budget items presented.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on March 11, 2016, was very positively received by both the federal, state and other parties and we have not received any recommendations as the result of this meeting for the FY 2017 Work Program and Annual Budget document at this time.

The draft FY 2017 Work Program and Annual Budget reflects a decrease in total expenditures budgeted. This decrease in budgeted expenses is primarily due to a decrease in new pass-through projects budgeted for FY 2017. For FY 2017 there is an anticipated net decrease in personnel costs of .84 percent and a slight increase in overhead costs of 1.32 percent. The budgeted personnel cost decrease reflects an estimated over budgeting for medical expenses in anticipation of staying in compliance with the new health insurance laws and the potential increase in medical expenses, as well as the anticipated health insurance coverage requirements for part-time staff. The largest percentage increase is for subscriptions and reference material costs and this is due to additional needs for these items for FY 2017. The largest percentage decrease in overhead is for budgeted printing costs and this is due to completion of printing the bicycle and pedestrian maps during the current fiscal year.

Overall, the overhead budget remains consistent for FY 2017 with a small increase of 1.32 percent. The capital budget includes a \$200,000 carry forward budget for the completion of the implementation of the

Enterprise Resource Planning (ERP) system. The ERP system was originally budgeted in FY 2013 and remaining implementation modules have carried forward in the capital budget since this time. It is anticipated that the final implementation will take place during FY 2017. The remaining portion of the capital budget is for ongoing computer equipment and software scheduled for ongoing replacement. The proposed capital budget reflects a decrease of 26.53 percent from the prior year due to prior year capital purchases needed to replace backup network equipment and the purchase of the two vehicles MAG was leasing. Overall, including carryforward totals, the final draft budget for FY 2017 reflects a decrease of 8.06 percent from the prior year.

The draft of the FY 2017 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. In March, MAG presented a draft summary for the FY 2017 budget document, "MAG Programs in Brief." The revisions to the consultant pages for new and carryforward consultants were also presented in March, along with the updated budgeted positions, overall funding allocations, and a copy of the executed Transit Planning Agreement.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of the resolution adopting the draft FY 2017 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

PRIOR COMMITTEE ACTIONS:

This item was on the April 27, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair
* Mayor Greg Stanton, Phoenix, Vice Chair

Vice Mayor Robin Barker, Apache Junction
Mayor Kenneth Weise, Avondale

Mayor Jackie Meck, Buckeye
 Councilmember Mike Farrar, Carefree
 # Councilmember Dick Esser, Cave Creek
 Mayor Jay Tibshraeny, Chandler
 Mayor Lana Mook, El Mirage
 * Mayor Tom Rankin, Florence
 * President Bernadine Burnette, Fort McDowell Yavapai Nation
 Mayor Linda Kavanagh, Fountain Hills
 * Mayor Chuck Turner, Gila Bend
 * Governor Stephen Roe Lewis, Gila River Indian Community
 Mayor John Lewis, Gilbert
 Mayor Jerry Weiers, Glendale
 Mayor Georgia Lord, Goodyear
 Mayor Angie Perez, Guadalupe
 Mayor Thomas Schoaf, Litchfield Park
 Mayor Christian Price, City of Maricopa
 Supervisor Denny Barney, Maricopa County

* Mayor John Giles, Mesa
 Mayor Michael Collins, Paradise Valley
 Mayor Cathy Carlat, Peoria
 Supervisor Todd House, Pinal County
 # Vice Mayor Dawn Oliphant for Mayor Gail Barney, Queen Creek
 * President Delbert Ray, Salt River Pima-Maricopa Indian Community
 Mayor Sharon Wolcott, Surprise
 Mayor Mark Mitchell, Tempe
 * Mayor Adolfo Gamez, Tolleson
 Mayor John Cook, Wickenburg
 Mayor Michael LeVault, Youngtown
 # Mr. Roc Arnett, Citizens Transportation Oversight Committee
 Mr. Joseph La Rue, State Transportation Board
 * Vice Mayor Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the April 18, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair
 Mayor Greg Stanton, Phoenix, Vice Chair
 Mayor Jackie Meck, Buckeye, Treasurer

Mayor Gail Barney, Queen Creek
 Mayor Michael LeVault, Youngtown
 Mayor Mark Mitchell, Tempe
 Mayor Lana Mook, El Mirage

* Not present

Participated by video or telephone conference call

This item was on the April 13, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair
 Ed Zuercher, Phoenix, Vice Chair
 Bryant Powell, Apache Junction
 David Fitzhugh, Avondale
 Roger Klingler for Stephen Cleveland, Buckeye
 * Gary Neiss, Carefree
 Peter Jankowski, Cave Creek
 Marsha Reed, Chandler
 Dr. Spencer Isom, El Mirage
 # Jess Knudson for Brent Billingsley, Florence
 * Phil Dorchester, Fort McDowell Yavapai Nation
 # Grady Miller, Fountain Hills
 * Michael Celaya, Gila Bend
 * Pamela Thompson, Gila River Indian Community

Patrick Banger, Gilbert
 Brent Stoddard for Kevin Phelps, Glendale
 Brian Dalke, Goodyear
 # Rosemary Arellano, Guadalupe
 Gregory Rose, City of Maricopa
 Christopher Brady, Mesa
 Kevin Burke, Paradise Valley
 Jeff Tyne for Carl Swenson, Peoria
 # Greg Stanley, Pinal County
 # John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa Indian Community
 Brad Lundahl for Brian Biesemeyer, Scottsdale
 # Bob Wingenroth, Surprise
 Marge Zylla for Andrew Ching, Tempe
 * Reyes Medrano, Jr., Tolleson

Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
* John Halikowski, ADOT

Joy Rich for Tom Manos,
Maricopa County
Scott Smith, Valley Metro/RPTA

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

This item was on the March 23, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair
Mayor Greg Stanton, Phoenix, Vice Chair
Vice Mayor Robin Barker, Apache Junction
Mayor Kenneth Weise, Avondale
Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar, Carefree
Councilmember Dick Esser, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* Mayor Tom Rankin, Florence
* President Bernadine Burnette, Fort
McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Chuck Turner, Gila Bend
* Governor Stephen Roe Lewis, Gila River
Indian Community
Councilmember Jenn Daniels for Mayor
John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
* Mayor Georgia Lord, Goodyear
Mayor Angie Perez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park

Mayor Christian Price, City of Maricopa
Supervisor Denny Barney, Maricopa County
Mayor John Giles, Mesa
Councilmember Mark Stanton for Mayor
Michael Collins, Paradise Valley
Mayor Cathy Carlat, Peoria
Supervisor Todd House, Pinal County
Mayor Gail Barney, Queen Creek
* President Delbert Ray, Salt River
Pima-Maricopa Indian Community
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg
Mayor Michael LeVault, Youngtown
Mr. Roc Arnett, Citizens Transportation
Oversight Committee
Mr. Joseph La Rue, State Transportation
Board
Vice Mayor Jack Sellers, State
Transportation Board

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

This item was on the March 23, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair
Mayor Greg Stanton, Phoenix, Vice Chair
Mayor Jackie Meck, Buckeye, Treasurer

Mayor Gail Barney, Queen Creek
Mayor Michael LeVault, Youngtown
Mayor Mark Mitchell, Tempe
Mayor Lana Mook, El Mirage

* Not present
Participated by video or telephone conference call

This item was on the March 9, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park,
Chair
Ed Zuercher, Phoenix, Vice Chair
Bryant Powell, Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree

* Peter Jankowski, Cave Creek
Marsha Reed, Chandler
Dr. Spencer Isom, El Mirage
Lisa Garcia for Brent Billingsley, Florence
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation

- # David Trimble for Grady Miller, Fountain Hills
- * Terry Weter, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Kevin Phelps, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- # Gregory Rose, City of Maricopa
- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- Greg Stanley, Pinal County
- John Kross, Queen Creek

- * Bryan Meyers, Salt River
- Pima-Maricopa Indian Community
- Brad Lundahl for Brian Biesemeyer, Scottsdale
- Rick Buss for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- * Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- # Jeanne Blackman, Youngtown
- Eric Gudino for John Halikowski, ADOT
- Jennifer Toth for Tom Manos, Maricopa County
- Scott Smith, Valley Metro/RPTA

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

This item was on the February 24, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- # Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- # Councilmember Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- * Mayor Lana Mook, El Mirage
- # Mayor Tom Rankin, Florence
- * President Bernadine Burnette, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- # Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- * Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park

- Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa Co.
- # Mayor John Giles, Mesa
- # Councilmember Mark Stanton for Mayor Michael Collins, Paradise Valley
- * Mayor Cathy Carlat, Peoria
- * Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- * Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Mayor Michael LeVault, Youngtown
- # Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- Vice Mayor Jack Sellers, State Transportation Board

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

This item was on the February 16, 2016, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Mayor Jackie Meck, Buckeye, Treasurer

- Mayor Gail Barney, Queen Creek
- Mayor Michael LeVault, Youngtown
- Mayor Mark Mitchell, Tempe
- * Mayor Lana Mook, El Mirage

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

This item was on the February 10, 2016, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Jim Rumpeltes for Darryl H. Crossman, Litchfield Park
- Ed Zuercher, Phoenix, Vice Chair
- * Bryant Powell, Apache Junction
- Jessica Blazina for David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Marsha Reed, Chandler
- Amber Wakeman for Dr. Spencer Isom, El Mirage
- # Brent Billingsley, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller, Fountain Hills
- * Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Brent Stoddard for Kevin Phelps, Glendale
- # Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- Gregory Rose, City of Maricopa
- Christopher Brady, Mesa
- Kevin Burke, Paradise Valley
- Carl Swenson, Peoria
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- # Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Jr., Tolleson
- Joshua Wright, Wickenburg
- * Jeanne Blackman, Youngtown
- Eric Gudino for John Halikowski, ADOT
- Joy Rich for Tom Manos, Maricopa Co.
- John Farry for Scott Smith, Valley Metro/RPTA

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

This item was on the January 27, 2016, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- Mayor Greg Stanton, Phoenix, Vice Chair
- Vice Mayor Robin Barker, Apache Jct.
- Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- Councilmember Dick Esser, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- # Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- * Supervisor Denny Barney, Maricopa Co.
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- Supervisor Todd House, Pinal County
- * Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- * Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- # Mayor Michael LeVault, Youngtown
- * Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- Vice Mayor Jack Sellers, State Transportation Board

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

This item was on the January 11, 2016, MAG Regional Council Executive Committee agenda for information and discussion:

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair
Mayor Greg Stanton, Phoenix, Vice Chair
Mayor Jackie Meck, Buckeye, Treasurer

Mayor Gail Barney, Queen Creek
Mayor Michael LeVault, Youngtown
Mayor Mark Mitchell, Tempe
Mayor Lana Mook, El Mirage

* Not present
Participated by video or telephone conference call

This item was on the January 6, 2016, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

Jim Rumpeltes for Darryl H. Crossman,
Litchfield Park
Ed Zuercher, Phoenix, Vice Chair
Bryant Powell, Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Peter Jankowski, Cave Creek
Marsha Reed, Chandler
Dr. Spencer Isom, El Mirage
Brent Billingsley, Florence
Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation
Grady Miller, Fountain Hills
Ernest Rubi, Gila Bend
* Tina Notah, Gila River Indian Community
Marc Skocypec for Patrick Banger,
Gilbert
Jenna Goad for Dick Bowers, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe

Gregory Rose, City of Maricopa
Christopher Brady, Mesa
Kevin Burke, Paradise Valley
Carl Swenson, Peoria
Louis Andersen for Greg Stanley, Pinal
County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
* Fritz Behring, Scottsdale
Rick Buss for Bob Wingenroth, Surprise
Andrew Ching, Tempe
* Reyes Medrano, Jr., Tolleson
Joshua Wright, Wickenburg
* Jeanne Blackman, Youngtown
Sintra Hoffman for John Halikowski,
ADOT
Joy Rich for Tom Manos, Maricopa Co.
John Farry for Eric Anderson, Valley
Metro/RPTA

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

CONTACT PERSON:

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

Justification for New Staff Request

Date: May 4, 2016

Division: Information Technology

Position: Application Developer I

Request: Information Technology is requesting converting the existing Intern position to an Application Developer I. This position would be part of a small development team that creates custom databases and applications for internal MAG use and the use of our member agencies. These applications and databases standardize data for modeling, track modeling requests and results, simplify communication between MAG and its member agencies, and increase the efficiency of data handling for MAG staff and to meet external obligations to maintain funding.

Current Condition: The existing development team has proven itself to be more cost effective than consultants and capable of producing a better work product for our specialized requirements. The ability to work closely with our clients prevents projects from veering off track and allows for rapid course correction if the needs change. An internal team also relieves us of escalating support contracts for custom software derived through consultants and allows us to share any development products with our members and partnering agencies without additional charge. Our success in providing usable solutions, internally and externally, has increased demand to the point where we have a significant deficit in our ability to complete requests in the near term. Many requests will need to wait years before they can be started and our internal clients are clamoring for more. We currently receive a request for at least one new major project every year. Additionally, we maintain and expand existing applications. In the interim, MAG must either continue to use manual, less efficient processes or rely on solutions that do not fully meet our requirements for a variety of projects.

Proposed Solution: Replacing the internship with a full time position will allow us to avoid continually replacing and retraining that position as the interns complete their education and move into new positions elsewhere. This continuity in staffing and skill will allow us to reduce our backlog by completing the equivalent of one additional major project per year.

Impact: Replacing the intern with a full time developer will increase the efficiency of that position, provide greater continuity in the development and maintenance of applications, and continue to reduce our dependence on external consultants, who cost almost twice as much as the position requested. This will allow Information Technology to accelerate development by up to a year to support critical transportation functions and increase internal efficiencies saving the region development costs which we estimate to be more than the increase in salary from an intern to a full time developer.

Justification for New Staff Request

Date: May 4, 2016

Division: Human Services Division

Position: Human Services Planner I

Request: The MAG Continuum of Care Board voiced the need for additional staff dedicated to the Continuum of Care (CoC) to complete requirements from HUD, detailed in the Homeless Emergency and Rapid Transition to Housing (HEARTH) Act, legislation governing the work of the Continuum of Care. The CoC Board recommended approval of the increased funding request to HUD. In November, 2015, the MAG Regional Council Executive Committee was informed that the MAG Human Services Division was intending to apply for additional funding from the U.S. Department of Housing and Urban Development (HUD). The additional funding is to hire one additional full-time staff person dedicated to the work of the Continuum of Care, addressing homelessness across the Region. MAG received notice from HUD, in March, that we were awarded the full funding request of \$265,000 for the Continuum of Care planning grant.

Current Condition: MAG has been the lead agency for the CoC since 1999. Since MAG became the lead agency, we have increased the annual homeless assistance funding from \$7 million to over \$26 million. CoC homeless assistance funding provides housing and services to more than 50 programs and 5,000 beds throughout the Region. In 2012, HUD made Continuum of Care Planning grant funds available to lead agencies. Since that time, MAG has successfully received \$180,000 annually in planning funds. This is the first year we have been able to apply for increased CoC planning funds from HUD. We requested the increased funding to hire one additional full-time staff who will be responsible for project monitoring and performance evaluation. The planning funds represent .8 percent of the total CoC funding request. We operate a very lean division with one full-time staff position, one part-time staff person, and one intern dedicated to the CoC. In contrast, other Continua, of similar size, have as many as ten staff dedicated to this work.

Proposed Solution: In order to be good stewards of the CoC homeless assistance funding awarded to programs throughout the Region, we must comply with the requirements in the HEARTH Act, which include monitoring all the funded projects. With the additional funding, we plan to hire one full-time staff person who will be dedicated to CoC planning activities, as defined by HUD. These activities include, but are not limited to, monitoring and performance evaluation of all 50 plus CoC funded homeless assistance projects. MAG will provide the required 25 percent cash match in the amount of \$66,250 using dedicated homeless assessment funding. The request from HUD in the amount of \$265,000 plus cash match of \$66,250 brings the total budget to \$331,250.

Impact: The additional full-time staff position will ensure that MAG, as the lead agency for the CoC, has the capacity to comply with federal requirements to monitor and evaluate the performance of CoC funded homeless assistance providers. Our overall application to HUD will score higher because we are meeting HUD requirements and a higher-scoring application would put our region in a better position to receive new funding for homeless assistance. In addition, the new staff will be working to improve the performance of all the housing providers in the region ensuring that homeless individuals and families are receiving the best possible housing and services. This will ensure that MAG, as the lead agency, is in good standing with HUD.

Without this new staff position, we will not have staff to effectively monitor and evaluate program performance. This could jeopardize the overall funding award for homeless programs in the Region. Another potential negative impact for not adding a staff position would be that the Continuum of Care Board could decide to explore other options for the lead agency. If this were to happen, we would lose all the Continuum of Care planning funds as well as our current staff dedicated to the Continuum.

Justification for New Accounting/Contracts Staff Request

Date: May 4, 2016

Division: Fiscal Services Division

Position: Accountant I

Request: The purpose of this position is to provide backup and support in two areas within the Fiscal Services Division: general accounting and contracts. This position will typically split the work 50/50. Additional support is needed in general accounting to assist with general ledger account reconciliations and provide backup support for accounts payable, accounts receivable, billings, audit schedules, tax return completion and other areas of accounting as needed.

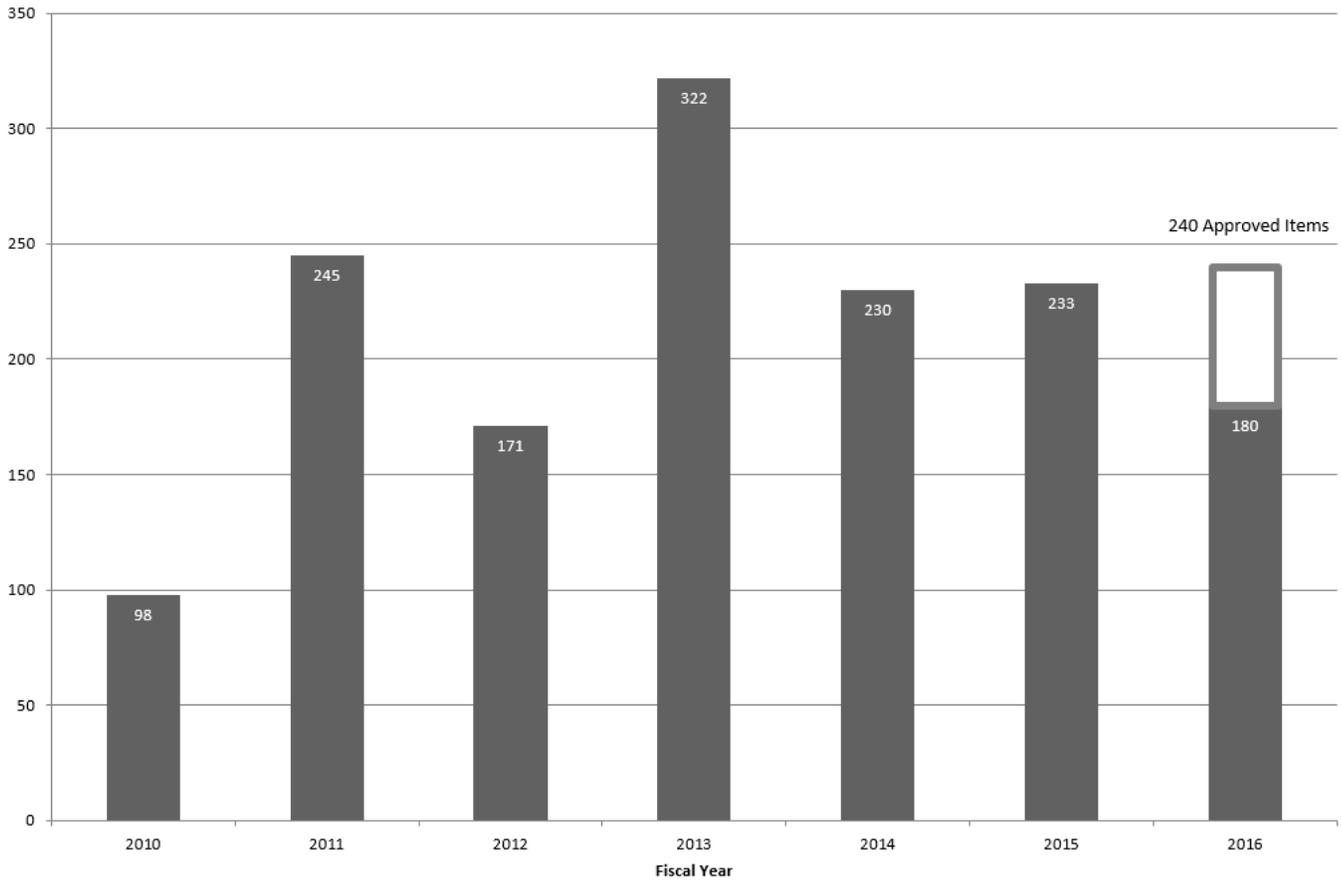
Additional support is needed in the contracts area to provide contract initiation, reviews and execution as a backup to one Contracts Officer position. Previous to this request, Fiscal Services has had two intern positions, one in accounting and one in contracts. This position is needed to provide continuity for both operations and this position will replace the intern positions.

Current Condition: There has been an increasing workload in both contracts and general accounting. There is an increase of 25 percent in general accounting and an overall increase of almost 50 percent in contracts and procurement. Contracts: One FTE position is currently dedicated to contracts and procurement work. There is no staff backup for this position. Fiscal Services is proposing eliminating two internship positions to replace these with one full time position in order to provide continuity of support for the growing work load in both accounting and contracts. See Attachment I-Workload in Procurements and Contracts. Accounting: Currently, two FTE positions are dedicated to work in the area of general accounting. The additional accounting position at 50 percent is needed in order to assist in the areas of reconciliations for each account balance, maintaining and reconciling the balances in accounting sub-ledgers for project contracts, provide support for financial reporting and audit schedules, as well as assist with budget and tax returns. See Attachment II-Workload in General Accounting.

Proposed Solution: The additional accounting position targeted to work in two areas in the Fiscal Services Division will provide ongoing continuity and timeliness in both processing of contract work and accounting. It is critical in accounting and contracts that records are maintained timely in order to responsibly do our fiduciary duty. MAG processes approximately \$23 million in financial transactions per year and approximately \$10 to \$12 million of this total is for contracts. The additional work in both areas is being performed by two part-time intern positions and has increased each year since 2010. In order to provide efficiency and continuity for approximately the same cost, the Fiscal Services Division is requesting a full time position to perform this work and we are proposing the elimination of the interns for our division. Adding an FTE saves staff time spent training and retraining interns.

Impact: The additional position will ensure that the Fiscal Services Division is able to process all financial accounting, budget and contract information for MAG in a fiscally responsible and timely manner. With the number of transactions increasing each year for both procurements and in accounting, it is our responsibility to maintain the integrity of the accounting system and records.

Total Work Items per Fiscal Year



*FY 2016 projection based on projects approved in FY16 UPWP but not initiated yet. Ex: ITS Safety and Behavioral Model. Note too that outlier years with large increases include FY 2011 and FY 2013.

- **Average 29% increase in contract work volume year over year, ie. contracts, task orders, amendments,**
- Consultant contracts and pass thru agreements accounted for an average of 51% of MAG's total expenditures from 2010-2016. **Average increase in number of contracts of 3% year over year.**
- Only one FTE position is dedicated to contracts work. **No current backup for the position.**
- **Eliminating two internship positions for one position to work 50 percent in this area.**
- Average of 19 additional consultant projects per year since 2010.

DBE Contract Administration

Estimated 4-5 additional hours of labor is required for each federally funded consultant project:

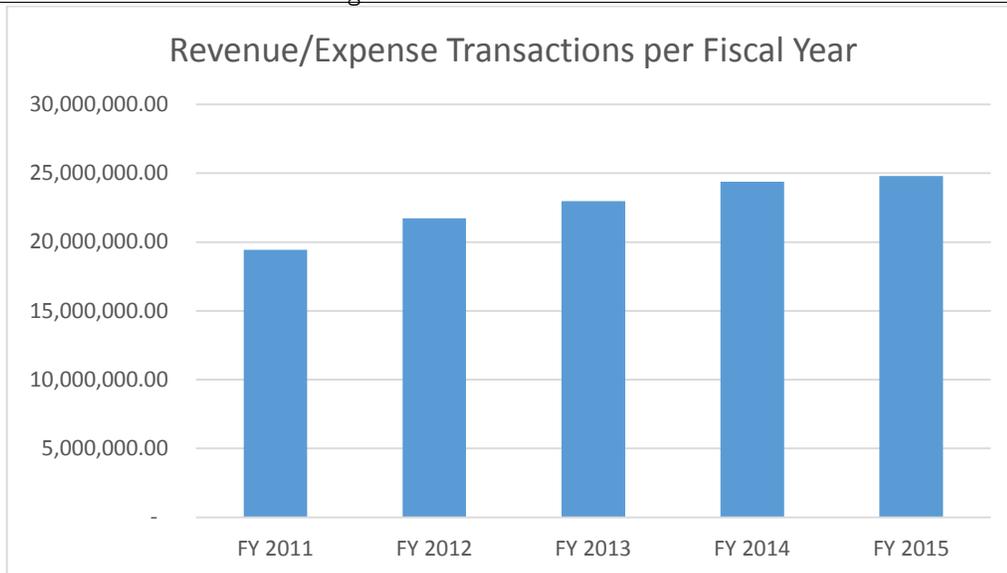
- Break down project scope and submit DBE goal request to ADOT.
- Insert appropriate DBE language into contract files.
- Review and submit DBE affidavits and other forms during contracting process.
- Enter project information into ADOT LPA system and enter all consultant invoices monthly.
- Review and submit Certificates of Payment once contracts are closed out.
- Ensure on time payment by prime consultant to sub-consultants.

2013: 10 DBE contracts/task orders

2015: 46 DBE contracts/task orders

2014: 34 DBE contracts/task orders

2016: 50 (Projected) DBE contracts/task orders



- **Average 25% increase in revenue and expenses work volume from 2011 to 2015.**
- **Average increase of 6.33% transactions year by year.**
- Currently, two FTE positions are dedicated to billings, reconciliations and general ledger accounting
- **Eliminating two internship positions (one FTE to work 50/50 on contracts and general accounting)**
- Average of 1,358 new revenue and expenses transactions per year since 2011

Account Reconciliations

Accounting has 130 general ledger main accounts to reconcile by division and department each month (with 9 divisions and 18 departments)

- Each account takes on average 2-5 hours to reconcile monthly depending on the account type.
- Revenue and expense reconciliations take an approximate 80/hrs per month. Balance sheet accounts take approximately 50/hrs per month. (Fewer balance sheet accounts but these are more complex.)
- Processes for reconciling in the monthly accounting cycle include 1. Processing and reviewing all transactions – approximate 10,000 transactions a month, 160/hrs per year. 2. Journal Entries – 1,000 approximate per year, 500/hrs per year. 3. Posting – payroll, accounts payable, billings, project accounting, grants take approximate 80/hrs per year. 4. Reconciliations of the Trial Balance – approximate 960/hrs per year. 6. Financial Statements – approximate 80/hrs per year. 7. Closing – approximate 16/hrs per year.
- Activities outside of the normal monthly accounting cycle include 1. Preparation of the budget – approximate 250/hrs per year, 2. Preparation for the audit and CAFR production – approximate 360/hrs per year. 3. Preparation of billings monthly – approximate 256/hrs per year. 4. Accounting for fixed assets – approximate 50/hrs per year. 5. Preparation of 3 tax returns – approximate 150/hrs per year. 6. Review and follow-up of accounts receivable – approximate 25/hrs per year. 7. Reconciliation of bank accounts – approximate 140/hrs per year. 8. Project and grant reconciliations - 900 projects with 20 grants approximate 400/hrs per year. Other accounting activities are meetings, staff reviews, bank and wire transfers and process, preparation of billing for ADOT and FHWA, training and education, indirect cost plan preparation, annual ADOT FTA and Governor's Office audit preparation, researching budget and audit GFOA points.
- Accountants also perform occasional other work including review of accounting policies and procedures, documenting procedures, researching system issues, and gathering information for member agencies.
- Request for one additional staff will support an approximate 900 additional work hours in each area for general accounting and contracts and procurement.