MARICOPA ASSOCIATION of GOVERNMENTS

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

July 29, 2014

TO: Members of the MAG Management Committee

FROM: Christopher Brady, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, August 6, 2014 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

Please park in the garage under the building, bring your ticket, parking will be validated. For those 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
August 6, 2014

	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.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Management Committee on activities of general interest.	4. Information.
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 (*).	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the June 11, 2014, Meeting Minutes	5A. Review and approval of the June 11, 2014, meeting minutes.

TRANSPORTATION ITEMS

*5B. FY 2015 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

The MAG region receives approximately $4.4 million per year in Transportation Alternatives funds. Transportation Alternatives funds can be used to fund two categories of projects: (1) Transportation Alternatives Infrastructure and (2) Transportation Alternatives Non-Infrastructure Safe Routes to School (SRTS) projects. Through previous MAG action a total of $400,000 per year was allocated to fund qualifying SRTS projects that would not involve any road improvements. In January 2014, MAG issued a call for projects for FY 2015-2017. Three project applications were received and recommended, resulting in remaining funds in the amounts of $285,500 in FY 2015 and $310,000 in each FY 2016 and FY 2017. Based on the recommendation of the MAG Transportation Safety Committee, MAG issued a second call for SRTS projects, on May 27, 2014, to help expedite the programming of remaining FY 2015 funds and help meet the June 30, 2015, obligation deadline. Projects from the first call for projects, previously programmed in FY 2016 and FY 2017, were eligible to be advanced to FY 2015 and the funding levels for projects were increased from $45,000 to $135,000. MAG received a total of five project applications. Two of the projects involved the advancement of previously programmed Transportation Alternatives projects to FY 2015 did not require an evaluation. All applications were reviewed by the Transportation Safety Committee and a recommendation generated on July 22, 2014. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Another call for SRTS projects in FY 2016 - 2017 is anticipated to be issued early in 2015. Please refer to the enclosed material.

5B. Recommend approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

*5C. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development

5C. Information and discussion.

activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notification from January 1, 2014 to June 30, 2014. Nine of the 68 notices received have an impact to the state highway system. The Red Letter process will be presented to the Transportation Review Committee on July 31, 2014. Please refer to the enclosed material.

*5D. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program and the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 25, 2014, and have been modified four times. The FY 2015 Arterial Life Cycle Program (ALCP) was approved on June 25, 2014. Since then there is a need to make project changes. Highway and transit project changes are included in Table A. Arterial Life Cycle Project changes are included in Tables B and C. The conformity consultation is considered as a separate agenda item. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5D. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

*5E. Job Access and Reverse Commute Priority Ranking and Funding Recommendations

On March 26, 2014, the MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. In March 2014, MAG initiated a call for projects for funding under the JARC program. Twenty (20) applications totaling $3.5 million in funding requests were received. One project was deemed ineligible. On May 5, 2014, an evaluation panel composed of representatives from the MAG Transit Committee interviewed the project applicants and ranked the project applications. On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding

5E. Recommend approval of programming the project ranking noted in Option 1.

recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action. On July 10, 2014, MAG staff presented three programming options for Transit Committee discussion and possible recommendation. The Transit Committee voted to recommend approval of funding option number one. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5F. MAG Federally Funded, PM-10 Street Sweeper Policy Revision

Member agencies have requested that MAG review the replacement policies for useful life of the federally funded PM-10 certified street sweepers. Many agencies maximize their equipment by sweeping larger areas, or by increasing the frequency of sweeping for units. Staff researched and developed a proposal that includes an hours used and miles of operation for policy modification consideration. Current Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ) funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. A modification to the MAG PM-10 Street Sweeper replacement policy was recommended by the MAG Street Committee on June 10, 2014. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5F. Recommend approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

Revised Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ) funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

AIR QUALITY ITEMS

*5G. Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area

The Maricopa Association of Governments has prepared the Draft MAG 2014 State Implementation Plan Revision for the Removal of

5G. Recommend adoption of the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. In accordance with the Clean Air Act Section 202(a)(6), the Environmental Protection Agency (EPA) made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet, effective May 16, 2012. Since Stage II is a duplicative system, this plan revision requests that EPA remove the requirement for Stage II vapor recovery in this area for new gasoline dispensing facilities beginning in 2014 and for existing facilities beginning in October 2016, before a regional disbenefit begins to occur in 2018. On June 3, 2014, a public hearing was conducted on the draft plan and no comments were received. On June 26, 2014, the MAG Air Quality Technical Advisory Committee recommended adoption of the draft plan. It is anticipated that the MAG Regional Council may take action on August 27, 2014. The complete Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls is posted at the following link on the MAG website: http://www.azmag.gov/Documents/AQTAC_2014-05-01_DRAFT-MAG-2014-State-Implementation-Plan-Revision-for-the-Removal-of-Stage-II-Vapor-Recovery-Controls-in-the-Maricopa-EightHour-Ozone-Nonattainment-Area.pdf. Please refer to the enclosed material.

*5H. 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 the 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arizona Department of Transportation projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5H. Consultation.

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To 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 FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015. Please refer to the enclosed material.

51. Information and discussion.

ITEMS PROPOSED TO BE HEARD

6. Locally Preferred Alternative and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan

METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central Avenue and to add the five-mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately $680 million and will be funded through City of Phoenix sales tax funds and potentially, federal funds. No regional Public Transportation Funds/Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration and possible approval. The MAG

6. Recommend approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

Transit Committee recommended approval of this item on July 10, 2014. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. The South Central Corridor Alternatives Analysis Locally Preferred Alternative Report can be found online at: http://www.azmag.gov/Events/Event.asp?CMSID=5712. Please refer to the enclosed material.

7. Funding for Department of Public Safety Officers to Co-Locate in the Arizona Department of Transportation Traffic Operations Center

At the June 11, 2014, MAG Management Committee meeting, a proposal was discussed to share funding with the Arizona Department of Transportation (ADOT) of the co-location of Department of Public Safety (DPS) officers in the ADOT Traffic Operations Center (TOC). The Management Committee requested this item be brought back with answers to a number of questions that were asked by committee members. This proposal would implement one element of the near-term improvements strategy for the Interstate 10 and Interstate 17corridors. It would fund a three-year pilot project for stationing three DPS officers (three eight-hour shifts) and one DPS supervisor at the TOC. It is anticipated that this would lead to improved coordination between ADOT freeway operations and DPS traffic incident management, enabling rapid responses to major traffic incidents including crashes and wrong-way drivers. The total cost estimate for the first year is $450,000 with annual costs of approximately $425,000 thereafter. MAG is proposing that the funding for this recommendation be shared equally with ADOT. It is proposed that half of these funds be provided from ADOT federal funds. The MAG portion would come from the current Regional Freeway and Highway Program Management Consultants' budget already received by ADOT. Presently, the Management Consultants provide oversight, environmental, and preliminary engineering services for the freeway program and are funded with the Proposition 400 sales tax. At this point in the implementation of the MAG Regional Freeway and Highway Program, most Management Consultant duties have been

7. Information, discussion, and possible action to recommend approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of $450,000 and subsequent annual cost of $425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of $225,000 for the first year and $212,000 annually for the second and third years.

completed, and MAG and ADOT staff believe that the funding redirection for the DPS officers can be accommodated without compromising program delivery. Due to the agency priority and urgency of this regional strategy, ADOT has funded a temporary position that has resulted in co-locating one DPS officer at the TOC starting on July 26, 2014. Please refer to the enclosed material for more information and responses to the questions posed at the June meeting.

8. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

The federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), added 60,000 miles of roadways classified as principal arterials to the National Highway System (NHS). Approximately 850 miles of these roadways are owned by MAG member agencies and are now subject to increased federal regulation. MAG member agencies have requested to remove and reclassify principal arterials as appropriate. Federal guidance prohibits the en masse removal of principal arterial roadways from the NHS. Removal of roadways from the NHS where the roadways are reclassified to a lower functional category is allowed. Roadways may also be removed from the NHS by request, but only on a case-by-case basis. As a result of MAP-21, the number and layout of principal arterials in the region fail to meet federal functional guidelines and exacerbate problems associated with the expansion of the NHS. To address these issues, the Street Committee has reviewed the functional classification of principal arterial roadways and NHS designation and is recommending Option 2E as identified in the enclosed material. These changes include reclassifying approximately 576 miles of principal arterial to minor arterial and removal of their NHS designation; reclassifying approximately four miles of the Northern Parkway to principal arterial and requesting that it be added to the NHS; reclassifying approximately 88 miles of roadway to principal arterial in outlying areas (NHS designation is not requested); requesting the removal of NHS designation from approximately 29 miles of principal arterial as these roadways stub end at non-NHS roadways and/or terminate in outlying suburban

8. Recommend approval of the included map Option 2E that updates the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System for the MAG region and, as appropriate, to the 2035 Regional Transportation Plan.

areas. This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

9. Representation by Providers of Public Transportation on MPO Boards

A new requirement under the federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), requires transit representation on the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. Options for the transit representative position on the MAG Regional Council have been developed. Discussions of the options will be held during August, with action on a recommended option and any associated By Laws changes brought forward for action during September. Please refer to the enclosed material.

9. Information and discussion.

10. Legislative Update

An update will be provided on legislative issues of interest.

10. Information, discussion, and possible action.

11. Request for Future Agenda Items

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

11. Information.

12. Comments from the Committee

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

12. Information.

Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
June 11, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

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

1. Call to Order

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

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Brian Dalke, Mr. Greg Stanley, Ms. Chris Hagen, and Mr. Matt Busby joined the meeting via teleconference.

Chair Isom noted that this was his last meeting as Chair of the Management Committee.

Chair Isom noted that material was at each place and on each side of the room for agenda item #5E (the addendum to the agenda) and for agenda item #14 (a flyer for a domestic violence event on August 12).

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

3. Call to the Audience

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

Chair Isom recognized public comment from Mr. John Rusinek, who read the article from USA Today regarding Ms. Dianne Barker being banned from doing cartwheels at MAG meetings due to safety liability and disruption. Mr. Rusinek stated that the cartwheel took only about two seconds and received a lot of notoriety. He said he spoke to MAG about his dust problem two years ago, but heard that it was not under MAG's jurisdiction, however, he got a hold of a Phoenix zoning guide on dustproofing dated July 3, 2013, that mentions MAG Specifications Sections 321, 324, 400, amd 313. Mr. Rusinek stated that this shows that MAG evidently does have something to do with dust problems. He stated that he hoped MAG would provide copies of the specifications, as he is not able to get them off the computer. Mr. Rusinek remarked that he might not have to speak any more at MAG if he can get his dust problem resolved. He said he would speak another time on ARS title 9 500.04. Chair Isom thanked Mr. Rusinek for his comments.

Chair Isom recognized public comment from Ms. Dianne Barker, who said she resides in downtown Phoenix. She said that multimodalism feels good and that was the point of her doing a cartwheel. Ms. Barker mentioned that her high school friend saw her on television, and her story on Yahoo generated 1,400 comments. She said that for doing one cartwheel and the splits she was called disruptive and unprofessional. Ms. Barker stated that the liability is on her, and she added that most people understood her point. She said that Mayor Stanton indicated that Ms. Barker does her homework, and she noted that she does read the material before speaking. Ms. Barker indicated that it is possible for this area to have cleaner air and she wants to be part of that. She said that if anyone misses a cartwheel, maybe they will give her a job. Ms. Barker stated that she has heard people ask why MAG does not let her do her cartwheels. She stated that she did not see any liability on MAG's part if she performed cartwheels at MAG and that the risk was on her.

Ms. Barker indicated that she was in shape because of multimodal transportation. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from Mr. Pat Vint, who indicated that he and Chair Isom had become friends, but he gets the feeling that the Executive Director felt that citizens were the enemy. Mr. Vint stated that citizens pay your salaries. He said he had been in business in the Valley for 57 years. Mr. Vint expressed that treating Ms. Barker like an enemy is wrong. He stated that MAG hired an attorney to write the letter to Ms. Barker. Mr. Vint stated that the City of Phoenix is sick; it paid $400,000 for attorneys. He stated that pension spiking is a total disaster. Mr. Vint stated that the mayor and council are overpaid and not accountable. He stated that the city attorney, who recently quit, indicated that the council, manager and attorney (but not the public) are immune to being sued. Mr. Vint remarked that there are thousands of attorneys out there just looking for a job, and he added that he had just gone through a big deal with attorneys. He stated that attorneys are immune and we need to get back to lawyers. Mr. Vint stated that this was a sick situation. Chair Isom thanked Mr. Vint for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, stated that MAG received the Public Relations Society of America 2014 Bronze Anvil award for campaign tactics for the Don't Trash Arizona anti litter campaign. He noted that at the May meeting, the MAG Regional Council asked many questions on the campaign and expressed interest in materials being developed for their communities.

Mr. Smith encouraged members to register for the biennial Desert Peaks Awards event that will be held on June 25, 2014, in conjunction with the MAG Annual Meeting that begins at 5:00 p.m. He noted that so far, more than 270 people have registered. Mr. Smith added that the deadline to RSVP is June 18, 2014.

Chair Isom thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

Chair Isom recognized public comment from Mr. Vint, who commented on agenda item #5C. He said that a lot of money has been spent on useless light rail, which he thought should have been elevated like the system at Disneyland. Mr. Vint noted that the agenda material says the administrative modification includes minor project revisions that do not require a conformity determination. He stated that millions of dollars have been spent on light rail, which destroys businesses and anything along its path. Mr. Vint stated that elevated rail could have been built more economically because components could be pre-built elsewhere and brought in for assembly. He stated that every downtown worker should be required to ride to work on light rail or the bus. Mr. Vint stated that every transportation system in the country runs on a deficit because they are designed for poor people, who do not contribute. He stated that the people who make a living and

do things to hire other people get the shaft. Mr. Vint stated that people who do not ride light rail should be fired. Either you contribute or you do not, but being a burden on society is a disgrace. Chair Isom thanked him for his comments.

Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

No requests or questions were noted.

Chair Isom called for a motion to recommend approval of Consent Agenda, items #5A, #5B, #5C, #5D, and #5E.

Ms. Barker spoke from the audience that she had submitted a card. Chair Isom noted that Ms. Barker had submitted a card for agenda item #6.

Mr. Darryl Crossman moved, Mr. John Kross seconded, and the motion passed unanimously.

5A. Approval of the May 14, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the May 14, 2014, meeting minutes.

5B. Draft MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area

The MAG Management Committee, by consent, recommended adoption of the Draft MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area. The Draft MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area has been prepared in accordance with Section 182(a) of the Clean Air Act. On May 21, 2012, the Environmental Protection Agency (EPA) designated the Maricopa nonattainment area as a Marginal Area for the 2008 eight-hour ozone standard of 0.075 parts per million. The draft plan addresses the Marginal Area requirements, such as an Emissions Statement, Baseline Emissions Inventory, Periodic Emissions Inventory, Corrections to Pre-1990 Reasonably Available Control Technology, New Source Review, Corrections to Pre-1990 Previously Required Vehicle Inspection and Maintenance Programs, and Transportation Conformity. The Maricopa nonattainment area will have a December 31, 2015 attainment date. EPA assumes that Marginal Areas will be in attainment of the eight-hour ozone standard within three years of designation without any additional control measures. The deadline for plan submittal to EPA is July 20, 2014. On May 15, 2014, a public hearing was conducted on the draft plan. Following the consideration of comments received, the MAG Air Quality Technical Advisory Committee recommended adoption on May 22, 2014. It is anticipated that the MAG Regional Council may take action on June 25, 2014.

5C. 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 Arizona Department of Transportation, Valley Metro Rail, and other miscellaneous 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.

5D. Support Planning to Address Domestic Violence Consultant Selection

The MAG Management Committee, by consent, recommended approval of the selection of Behavior Research Center to provide Quantitative and/or Qualitative Survey Services for the Protocol Evaluation Project for an amount not to exceed $38,465. On February 18, 2014, the MAG Regional Council Executive Committee approved amending the FY 2014 MAG Unified Planning Work Program and Annual Budget to accept $160,428 in renewal STOP Violence Against Women grant funding awarded by the Governor's Office for Children, Youth and Families to support the MAG Protocol Evaluation Project. The goal of this project is to assess the protocols used in the criminal justice system's response to domestic violence calls. The grant funding includes up to $38,465 for a survey services consultant to develop, conduct, and analyze a survey with victims of domestic violence about their experiences with the criminal justice system to contribute to the work of the Protocol Evaluation Project. A Request for Qualifications for Quantitative and/or Qualitative Survey Services was posted on April 16, 2014. Two proposals were received. A multi-agency evaluation team reviewed the proposal documents. On June 2, 2014, the proposal evaluation team recommended to MAG the selection of Behavior Research Center to receive the contract to provide Quantitative and/or Qualitative Survey Services in an amount not to exceed $38,465.

5E. Federal Transit Administration Discretionary Grant - Bus and Bus Facilities, Ladders of Opportunity Initiative

On June 4, 2014, the Federal Transit Administration (FTA) and the U.S. Department of Transportation (DOT) released a notice of funding availabilities (NOFAs) for $100 million in competitive grant funding from unspent section 5309 Bus and Bus Facilities funds that were authorized under the previous transportation authorization act. This nationwide competitive grant opportunity can be used to ‘purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities) in urban, suburban, and rural communities. Competitive proposals must also directly address ladders of opportunity for riders, including: enhancing access to work, supporting economic opportunities, and supporting partnerships and coordinated planning.' MAG staff, in coordination with the MAG Transit Committee, will review the NOFA's evaluation criteria, review and selection process; and recommend a project/projects to the MAG Regional Council for their support. The MAG Transit Committee will be meeting on either June 12 or June 16, 2014, to discuss. Proposals are due to the FTA through grants.gov by August 4, 2014.

6. New Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, As Amended

Dean Giles, MAG staff, stated that MAG has conducted a conformity analysis for an amendment to the Fiscal Year 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan. He noted that the amendment includes projects only in Maricopa County and includes Freeway Life Cycle Program and Arterial Life Cycle Program projects, considered under separate agenda items.

Mr. Giles reported that transportation and air quality are linked. He said that the Clean Air Act requires that transportation plans, programs, and projects conform to the purpose of regional air quality plans, which ensures that transportation activities do not cause violations of the federal air quality standards. Mr. Giles stated that air quality plans establish the motor vehicle emissions budgets used in the regional emissions analysis.

Mr. Giles explained an analysis was conducted for carbon monoxide, the eight hour ozone precursors volatile organic compounds (VOC) and nitrogen oxides, and PM-10 for years 2015, 2025, and 2035. He reported that for carbon monoxide the projected emissions from implementation of the TIP, plan and amendment, are less than the EPA-approved budget set in the MAG 2003 Carbon Monoxide Maintenance Plan.

Mr. Giles stated that for eight hour ozone, the projected volatile organic compound emissions from implementation of the TIP, plan and amendment, are less than the EPA-approved VOC budget set in the MAG 2007 Eight-Hour Ozone Plan. For eight hour ozone, the projected nitrogen oxides (NOx) emissions from implementation of the TIP, plan and amendment are less than the EPA-approved NOx budget set in the MAG 2007 Eight-Hour Ozone Plan.

Mr. Giles noted that for PM-10 the projected emissions from implementation of the TIP, plan and amendment are less than the EPA-approved PM-10 budget set in the Revised MAG 1999 Serious Area Particulate Plan for PM-10.

Mr. Giles stated that the results of the regional emissions analysis indicates that federal transportation and conformity requirements have been met and a new finding of conformity of the TIP, as amended, is supported.

Chair Isom thanked Mr. Giles for his report and asked members if they had questions. None were noted.

Chair Isom recognized public comment from Ms. Barker, who apologized for the confusion over her public comment request. She referenced the EPA measures and said that this region needs to be watchdogs of pollutants because we have aging and young populations who are sensitive, especially to particulates. Ms. Barker said that she had not heard back on her public records request to MAG regarding liability in public places. She said she would like MAG staff to provide her with the list of those jurisdictions and their enforcement efforts on state law 9-500.04. Ms. Barker explained that the law requires that cities of more than 50,000 adjust the work hours

of municipal employees by at least 85 percent each year from October to April to reduce various pollutants caused by vehicular traffic. She noted that she obtained a copy of the law at a Phoenix Street Committee meeting. Chair Isom thanked Ms. Barker for her comments.

Mr. Ken Buchanan moved to recommend approval of the new Finding of Conformity for the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, as amended. Mr. David Fitzhugh seconded, and the motion passed unanimously.

7. Arterial Life Cycle Program Status Report December 2013 - April 2014

Mr. John Bullen, MAG staff, provided a report on the Arterial Life Cycle Program (ALCP) Status Report. He said that the ALCP serves as the financial management tool for the arterial component of the RTP, and the Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2013 and April 2014.

Mr. Bullen stated that the ALCP, which contains 198 projects across 13 jurisdictions, is guided by the ALCP Policies and Procedures. He noted that a status report is required and is traditionally done on a semi-annual basis. Mr. Bullen added that this is the second report for FY 2014.

Mr. Bullen then reported on sales tax collections. He said that approximately $32 million has been collected through April of FY 2014, which is an increase of approximately $2.2 million, or 7.5 percent, over FY 2013. Mr. Bullen stated that an increase of approximately $500,000, or 1.3 percent, is projected.

Mr. Bullen stated that member agency staff have been doing a tremendous job in meeting all of the ALCP requirements. He said that 40 of 46 Project Overviews and 38 of 47 Project Agreements have been received. Mr. Bullen stated that Regional Area Road Fund (RARF) reimbursements are on track at $34 million out of $49 million. He added that federal obligation is at $12 million out of $25 million and requests have been received to close out the balance. Mr. Bullen pointed out a correction to the Status Report that tables four and five should read tables three and four.

Mr. Bullen stated that 48 projects are scheduled for work and/or reimbursement in FY 2014. He said that 11 are in the design phase, 13 are in the right-of-way phase, and 24 are in the construction phase. Mr. Bullen indicated that 10 projects are expected to or will be completed and open to traffic by July 1, 2014. He added that six projects are closed out and open to traffic.

Mr. Bullen stated that on May 28, 2014, the MAG Regional Council approved the revised ALCP Policies and Procedures, but also requested some changes. He noted that the Working Group will be reconvened to address the Regional Council's requests. Mr. Bullen noted that this item was on the Management Committee agenda for information and discussion.

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

8. Draft Fiscal Year 2015 Arterial Life Cycle Program

Mr. John Bullen then presented a report on the Draft Fiscal Year 2015 Arterial Life Cycle Program (ALCP). Mr. Bullen noted that the ALCP is the financial management tool for the arterial section of the RTP, and is updated annually. Mr. Bullen noted that state statute requires that costs cannot exceed available revenues in the program. Additionally, federal statute requires that the program must show fiscal constraint in the Transportation Improvement Program (TIP). Mr. Bullen provided an overview of the development process for the ALCP. The first step is to update project work schedules and costs. The second step is to update revenue forecasts, and the third step is to adjust reimbursements as needed.

Mr. Bullen explained that project workbooks were distributed to all agencies in February 2014. He noted that the lead agencies provided updated project costs and schedules. Then, MAG analyzed the updated cost schedules and projects and adjusted reimbursements accordingly. Mr. Bullen stated that six project change requests were reviewed and recommended for approval by the MAG Street Committee. Mr. Bullen noted that multiple project change requests were heard at the MAG Street Committee this year.

Mr. Bullen informed the committee that Regional Area Road Fund (RARF) revenue forecasts have increased by approximately $2.5 million from FY 2012 to FY 2013, but that federal revenue forecasts fell from FY 2012 to FY 2013, and again from FY 2013 to FY 2014. The decreased forecast represents about five percent of the federal program. Mr. Bullen noted that from FY 2015 to FY 2020, there is a surplus projected for the ALCP, but that projections indicate a deficit in the ALCP after FY 2020. He noted that this is predicated on the federal transportation bill, which expires September 30, 2014.

Mr. Bullen explained that due to the long-term deficit, continuing the temporary elimination of program inflation and bonding is proposed for FY 2015. He said that no program rebalancing is needed due to the variance of federal revenues, which is predicated on the expiration of MAP-21 on September 30, 2014. Mr. Bullen stated that near-term advancements were made consistent with the priorities established in the May 28, 2014, ALCP Policies and Procedures. He said that the FY 2017 to FY 2020 fund balance will be maintained to help mitigate any further decreases in federal revenues.

Mr. Bullen noted that after near-term advancements to match work schedules, the fund balance is maintained from FY 2017 to FY 2020, which will help offset any losses if a new federal transportation bill reduces revenues.

Mr. Bullen stated that the Draft FY 2015 Arterial Life Cycle Program continues the elimination of program inflation and bonding, is consistent with the programming principles in the ALCP Policies and Procedures, as approved May 28, 2014, and maintains a conservative approach while meeting near-term needs. Mr. Bullen stated that staff will continue to monitor changes in the federal transportation program.

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

Mr. Rick Buss moved to recommend approval of (1) the draft FY 2015 Arterial Life Cycle Program and (2) amendments and administrative modifications to the 2035 Regional Transportation Plan and the FY 2014-2018 MAG Transportation Improvement Program, as appropriate. Mr. Stephen Cleveland seconded, and the motion passed unanimously.

9. MAG Federally Funded, Locally Sponsored Project Development Status Report

Ms. Teri Kennedy, MAG staff, presented the MAG Development Status Report on projects that are locally sponsored and funded with Federal Highway Administration suballocated funding. She explained that the Status Report is produced twice a year and covers the federally funded projects that are expected to authorize in the near term, two-year period (FY 2015 and FY 2016).

Ms. Kennedy stated that the projects use suballocated federal funds, such as Congestion Mitigation and Air Quality Improvement Program bicycle/pedestrian projects, arterial ITS projects, paving of unpaved road projects, safety projects, and Transportation Alternatives infrastructure and non-infrastructure projects. Ms. Kennedy added that the Status Report does not cover the Regional Transportation Plan freeway program, the Arterial Life Cycle Program, or Transit Life Cycle Program projects.

Ms. Kennedy stated that the Status Reports allow MAG staff and managers to monitor the status of federally funded projects and ensure that they are on schedule. She advised that a one-time deferral is allowed, if needed. Ms. Kennedy the Status Report prepares for the closeout process if funds are available. She added that the closeout process will not be conducted until MAG receives news of the federal transportation legislation. Ms. Kennedy stated that the Status Report ensures that all suballocated federal funding is efficiently utilized, and gets projects back on track.

Ms. Kennedy provided a summary of the status of projects. For FY 2015, 48 projects were on time, with three projects requesting deferrals. For FY 2016, 39 projects were on time, with no projects requesting deferrals. Ms. Kennedy explained that the trend from 2009 has been a sharp increase in deferrals through 2011, and then a decrease in deferrals since that time. Ms. Kennedy noted that the goal for the program is to have more on-time projects and fewer deferrals. Ms. Kennedy also explained that carry forward funding has been reduced in recent years due in large part to the Project Status Reports. Carry forward funds have fallen from more than $30 million a year to nearly non-existent levels.

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

Mr. Stephen Cleveland moved to recommend approval of the MAG Federally Funded, Locally Sponsored Project Development Status Report, of actions that defer, delete, advance, and change projects, and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. Mr. Rick Buss seconded, and the motion passed unanimously.

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

Ms. Teri Kennedy stated that this agenda item covers items listed in Tables C and D that were included in the agenda packet. She said that the requested project changes include 35 ADOT regionwide projects, 22 CMAQ ITS projects, four CMAQ bicycle and pedestrian projects, four CMAQ paving projects, one Highway Safety Improvement Program-MAG Safety project, seven locally sponsored or privately funded projects, one general public transit change (5307, 5337, 5339), 10 FTA CMAQ-Flex transit projects, and assorted clerical corrections.

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

Mr. John Kross moved to 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. Mr. Stephen Cleveland seconded, and the motion passed unanimously.

11. Funding for Department of Public Safety Officers to Co-locate in the ADOT Traffic Operations Center

Mr. Sarath Joshua, MAG staff, introduced staff present at the meeting who were familiar with the project: From the Department of Public Safety (DPS), Major Kelly Heape and Captain Chris Hemmen; from the Arizona Department of Transportation (ADOT), Trent Kelso and Assistant State Engineer Dalles Hammit; Chair of the ITS Committee and Tempe City Engineer, Catherine Hollow.

Mr. Joshua noted that Mr. Bob Hazlett, MAG staff, recently reported on a near-term improvement strategy for the Interstate 10 and Interstate 17 corridors ("The Spine") to MAG committees. He stated that $1.47 billion is included in the Regional Transportation Plan for improvements to the 35-mile Spine corridor, but some near term corridor improvements are being developed that could rapidly meet environmental requirements and a near-term construction timeframe.

Mr. Joshua stated that one possible near-term improvement is to co-locate DPS officers in the ADOT Traffic Operations Center (TOC). He noted that the MAG ITS Committee recommended this to improve incident response times and potentially provide more rapid response to events such as wrong-way drivers.

Mr. Joshua explained the benefits of having a DPS officer at the ADOT TOC. He said that the officer establishes a direct link between on-scene Traffic Incident Management and ADOT traffic management functions, improves decision support for managing traffic during major freeway incidents and closures (the ability to see larger regional impact via cameras and vehicle sensors), improves coordination with local agency police departments, enables quicker implementation of traffic diversion strategies, and reduces the number of secondary crashes.

Mr. Joshua stated that other areas where an officer is co-located with a traffic operations center include the Utah Department of Transportation in Salt Lake City, the Nevada Department of Transportation in Las Vegas, the Texas Department of Transportation in Houston and Austin, Texas, and the California Department of Transportation (CalTrans) in San Diego. He noted that the CalTrans Business Model for traffic management centers calls for co-location of the centers with the California Highway Patrol.

Mr. Joshua stated that they are proposing an evaluation with a performance monitoring process that would be developed by MAG, DPS and ADOT. He noted that the recommendation is to approve equally sharing the first year cost of $450,000 and subsequent annual cost of $425,000 with ADOT to co-locate three Department of Public Safety officers and one DPS supervisor in the ADOT Traffic Operations Center and redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of $225,000 for the first year, and $212,500 annually thereafter. Mr. Joshua stated that this project should be considered a three-year pilot project with an evaluation component.

Mr. Dennis Smith stated that a number of questions have been asked on this item. He proposed that the Management Committee present their questions today and then staff could come back to the August meeting with answers. Mr. Smith noted that there is some confusion over the source of MAG funds proposed for this project, which are Proposition 400 sales tax funds that are already going to Managed Consultant Programs at ADOT. Mr. Smith stated that when the ITS Committee looked at this, it seemed like the biggest return on the investment of all the near-term improvements. He noted that six months training would be needed. Mr. Smith stated that another concern raised is whether this is setting a precedent to use sales tax funds toward this operations program. He indicated he thought it was somewhat of a precedent, but the proposal had been modified to make it a three-year pilot program with an evaluation component. Mr. Smith explained that MAG has done projects in the past similar to this, like the Freeway Service Patrol, which was a three-year pilot program between MAG and ADOT, and then ADOT took it over. Mr. Smith stated that because ADOT was having a difficult time with funding operations, MAG included funding in the 2004 sales tax for freeway landscaping, maintenance and trash pickup. Mr. Smith also noted that Proposition 400 also included funds for rubberized asphalt. He said that he thought this was a good opportunity to ask questions that could then be answered and action taken at the August Management Committee meeting.

Chair Isom asked members if they had questions or comments.

Mr. Patrick Banger stated that there is ongoing dialogue from the June 9 East Valley Managers meeting. He moved to move consideration of this item to the August agenda and they will have staff contact MAG staff with questions to work through these issues. Mr. Banger indicated that they are intrigued with the idea of the program, but need some questions answered before making a decision.

Mr. Jim Bacon expressed support for the motion. He said that would like to see a list of examples of previous projects where MAG provided operating funds to another political subdivision. Mr.

Bacon requested that the performance metrics be framed before funds for the project are committed.

Chair Isom noted that a concern of his related somewhat to this topic. He noted that public safety officers have dangerous jobs and his main observance is the size of the state highway shoulders and his concern with the risks the officers take. Chair Isom commended the officers and expressed his hope that broadening the shoulders to improve safety might be considered in future planning.

Mr. Stephen Cleveland asked the DPS officers if they could share the mechanics that DPS officers would be expected to play in the TOC and how the officers' presence would improve response times and the ability to improve the situation.

Major Kelly Heape, Chief of Staff for the Highway Patrol Division, noted that he has worked for DPS for 27 years. Major Heape noted that the concept of DPS officers in the TOC has been discussed for about one year. He said that while it is certainly better to have civilian staff at the TOC than no staff at all, there are advantages to having a sworn officer on site. Major Heape stated that a sworn officer would have instantaneous access to traffic cameras that are not available in patrol cars and in their sworn capacity that a civilian employee would not have, they have the authority to call in manpower and resources, such as tow trucks, fire trucks, and ambulances. Major Heape stated that sworn personnel could also reduce the amount of manpower at an incident, which is an efficiency. He added that having DPS in the TOC would be a huge benefit in reducing secondary crashes, injuries, fatalities, and property damage. Major Heape noted that other incidents along the highways include jumpers from bridges. Sworn personnel would also have access to the DPS dispatch center, which would remain separate, but would provide another resource for calling helicopters and notifying other agencies.

Mr. Cleveland expressed appreciation for the clarification of daily operations in the world of public safety. He expressed that he would like to see performance evaluation metrics as Mr. Bacon suggested before the August meeting to determine if the pilot project is working and the impacts of funding in the long-term.

Mr. John Hauskins stated that he did not want to express an opinion about funding, but wondered of there was any summary of performance or had anyone visited the other areas where sworn officers were co-located in traffic operations centers. Mr. Hauskins noted that he had visited the San Diego co-location facility and the staff there seemed excited about the benefits they were obtaining, and they might have some reports or information available. Mr. Hauskins expressed that he had not heard anything negative from any co-located sites. As a former district engineer for ADOT, he spent a lot of time working with incidents, traffic operations centers, incident command, etc., and he thought looking at those items would be helpful in developing metrics.

Mr. Andrew Ching asked for clarification if the MAG funding would be used to hire officers who would backfill the positions who were assigned to the TOC. Major Heape stated that DPS has staffing concerns as do many agencies around the world. He noted that this was a consideration at DPS when staffing at the TOC was being discussed. Major Heape stated that the funding was

designed to backfill the positions of a sergeant and three to four officers taken from the roadway for this pilot program so there would be replacements in the field.

Mr. Ching referenced having sworn personnel in the TOC who would have the ability to direct resources in the field that non-sworn personnel could not. He asked if it was a matter of a lack of authority for non-sworn personnel and could they be empowered, perhaps through some sort of protocol, to make decisions like that?

Major Heape stated that considerations are mostly operational. He said that the Highway Patrol and their sworn elements will respond to collisions and utilize resources, such as calling tow trucks, fire departments, and other agencies, to clear the roadway and deal with incidents on the freeways. He stated that he was not sure if DPS, or even ADOT would be comfortable with ADOT staff calling in their resources. While it seems advantageous that ADOT staff could call a tow truck, there are guidelines, such as the class of tow truck, how many tow trucks, etc., but calling more equipment than needed can be costly for someone. Major Heape stated that civilians could take on some roles, but there are concerns for another agency calling on DPS resources, and he noted that DPS operational resources are needed to shut down a roadway.

Mr. Ching asked for clarification that DPS has its own dispatch. Major Heape replied yes. Mr. Ching asked if DPS dispatch would still need to coordinate with DPS in the TOC. Major Heape replied yes. Mr. Ching stated that additional information would be helpful because he was not clear why a protocol could not be created to address operational concerns.

Mr. Ching asked if the DPS dispatch center is staffed with non-sworn personnel. Major Heape replied yes, they call the resources to the field required by the incident based on their training and working with DPS sworn personnel. He gave as an example: If a major incident occurred blocking three lanes of a freeway, an officer in the TOC could start calling resources for a more timely response. Major Heape noted that with each passing minute, the potential for secondary crashes, more injuries to the public and first responders and fatalities, increases. He explained that the information coming in to DPS dispatch is not always clear, but DPS in the TOC would know exactly what equipment and personnel are required to be called. Major Heape stated that dealing with the situation as quickly as possible reduces the secondary crash rates on nearby arterials. Major Heape stated that they predict DPS in the TOC would accomplish clearing the roadways more quickly and more efficiently than officers responding to the scene through heavy traffic as they do now.

Mr. Ching asked if there were any comparisons to show that which Major Heape described could not be accomplished with training existing or non sworn personnel. He commented on improving the existing communications between the TOC and DPS dispatch.

Major Heape said that the officers have a trained eye and will know what to look for based on experience. He added that civilian personnel would not view a situation in the same way as a sworn officer, who would realize the implications of certain indicators investigatively, such as the potential for criminal charges, what takes precedence – clearing a roadway or conducting an investigation, etc. Major Heape remarked that although he personally has not delved into the

research noted by Mr. Ching, the trend across the country has been going toward co-location rather than training civilians and giving them that authority.

Mr. Ching expressed his appreciation for this element, but said he would like to have the information before making a decision.

Mr. Ed Zuercher asked Mr. Smith to explain the basis for this being considered an efficient use of funds.

Mr. Smith stated that last month, Mr. Bob Hazlett, MAG staff, presented a report on the operations side to increase the efficiency of traffic flow if freeway incidents were cleared faster.

Mr. Joshua noted that the MAG ITS Committee was asked to develop some operational improvements with ADOT and DPS. He stated that this was one key item for improvement that was identified and is in practice across the country. Mr. Joshua remarked that this particular strategy to improve freeway operations and safety has been discussed for a number of years, He noted that traffic operations centers across the country are moving toward this as normal operation. Mr. Joshua stated that the opportunity to continue the discussion began when a near term strategy for improvements to Interstates 10 and 17 was being developed. He added that the recommendation was based on collective experience and knowledge of the ITS Committee.

Mr. Zuercher asked if it was a best practice. Mr. Joshua replied yes. Mr. Zuercher asked if funding was the reason that DPS and ADOT had not implemented the practice.

Mr. Smith stated that not enough funds were available for some of the capital improvements planned for Interstates 10 and 17, so operations improvements were considered to get traffic relief quicker. Mr. Smith stated that a lot of thoughtful questions have been asked by the Management Committee. He requested that staff could research evaluation methods, if there is a better protocol than a sworn officer, the reasons other states went to sworn officers in their TOCs, and any quantification of the return of investment.

Mr. Zuercher remarked that there were some issues, but it seems like the professionals at ADOT and DPS think having sworn personnel in the TOC is a good idea. He remarked that Phoenix has one of the largest freeway networks in the Valley and he thought it important to do things like this. Mr. Zuercher stated that this is a much less expensive option to keep freeway traffic moving than making capital improvements. He said that he is hearing if it is such a good idea, why was it not done before? And he suspected the reason was lack of funding at the state. Mr. Zuercher expressed his personal support for using the funds this way. He noted that it does not increase the funds already going to ADOT, it just reprioritizes the funding ADOT is already receiving. Mr. Zuercher stated that he thought it was a good idea to answer people's questions, but he thought there was a hangup on whether this is something cities should pay for. Mr. Zuercher indicated that he thought that barrier already had been broken on other things. Mr. Zuercher said that he thought it was important to move this forward for traffic flow and safety. He added that he supported getting information and whether there is a return on the investment, but ultimately he thought Phoenix would support this.

Mr. Smith noted that this discussion almost mirrors the discussion at MAG on the Freeway Service Patrol until MAG stepped in and put money toward the pilot program for a short time. He asked Mr. Joshua the annual number of Freeway Service Patrol incidents. Mr. Joshua replied that the Freeway Service Patrol, currently funded through the Regional Transportation Plan, assists approximately 10,000 motorists each year. Mr. Smith noted that getting the program going is a matter of an incentive.

Mr. Jim Bacon seconded the motion made by Mr. Banger.

Mr. Brad Lundahl asked if ADOT or DPS had plans to make this a part of their budget request for next year.

Major Heape replied that they had not planned this as budget request, and this discussion was being used as a springboard.

Mr. Scott Butler expressed Mr. Chris Brady's regrets that he had a schedule conflict and was unable to attend the meeting today. Mr. Butler said that Mr. Brady would like to hear an evaluation of the response times before and after the pilot program is implemented. He said that the City of Mesa echoes Phoenix's call on this, it is something it feels is important and would ultimately like to support.

Mr. Ching requested contacting those jurisdictions that have adopted co-location to see if they have any before-and-after data.

Mr. Paul Jepson asked about utilizing retired DPS personnel, not someone actively sworn, but whose wealth of experience and knowledge could be helpful.

Chair Isom stated that it will be a valuable discussion on having a trained officer present to view incidents and direct resources. He expressed appreciation to Major Kelly Heape and Captain Chris Hemmen for coming to the meeting. Chair Isom asked Mr. Trent Kelso if he any additional comments to add. Mr. Kelso had no additional comments.

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

12. Draft MAG 208 Water Quality Management Plan Point Source Update

Julie Hoffman, MAG staff, stated that MAG has been in the process of revising the Point Source section of the MAG 208 Water Quality Management Plan, which describes the preferred wastewater treatment configuration for the region over a 20-year planning horizon. She said that in 1974, MAG was designated by the Governor as the Regional Water Quality Management Planning Agency for the Maricopa County area. It is in this capacity that MAG prepares the 208 Water Quality Management Plan.

Ms. Hoffman stated that the initial 208 Plan was completed in 1979 with major revisions in 1982, 1993, and 2002. She reported that the plan consists of two major elements: the Point Source

element and the Nonpoint Source element. Ms. Hoffman stated that the Point Source element describes the preferred wastewater treatment system to serve the wastewater treatment needs of the region over a 20-year time period. The Nonpoint Source element primarily includes a description of regional surface and groundwater quality, and the federal and state program activities designed to control Nonpoint Source pollution.

Ms. Hoffman stated that the 208 Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment plants in the region. She noted that consistency with the 208 Plan is required for permit approvals. Ms. Hoffman stated that there are two ways to modify the plan outside a major revision: through the 208 Amendment Process or the Small Plant Review and Approval Process.

Ms. Hoffman reported that there have been twenty-two 208 Amendments and six Small Plant Review and Approvals since the plan was last updated in 2002, which have been incorporated into the Point Source Update. She noted that the latest socioeconomic projections and Municipal Planning Area boundaries have been included as well.

Ms. Hoffman stated that the draft descriptions were sent out to the MAG member agencies for their review. The MAG member agencies updated their sections and the draft document was then sent to MAG member agencies in March. Ms. Hoffman stated that the MAG Water Quality Advisory Committee reviewed the document and on April 1, 2014, authorized the public hearing.

Ms. Hoffman stated that since then, comments were submitted by MAG member agencies. She added that these changes were not significant, and the majority of the changes were incorporated into the document prior to it being made available for the 30-day public review period. Ms. Hoffman stated that all of the comments received after the April 1, 2014, Water Quality Advisory Committee meeting are addressed in the response to comments provided in the agenda packet.

Ms. Hoffman reported that the Point Source Update includes 122 wastewater treatment facilities. There are 35 new facilities added to the 208 Plan through 208 Amendments and Small Plant Review and Approvals. Two additional future facilities, the Special Planning Area 6 facility in Surprise and the Pecos water reclamation facility in Goodyear, were also added. Ms. Hoffman noted that almost 20 plants are being removed from the Plan.

Ms. Hoffman reviewed the schedule. She noted that immediately following the public hearing, the Water Quality Advisory Committee recommended approval of the Draft MAG 208 Water Quality Management Plan Point Source Update. Ms. Hoffman stated that the MAG Management Committee is being requested to make a recommendation to the Regional Council. She said that it is anticipated that the MAG Regional Council could take action on the Update on June 25, 2014, after which MAG would submit it to the State Working Group to make a recommendation to the Arizona Department of Environmental Quality (ADEQ), which after certification, would submit it to the Environmental Protection Agency for approval.

Chair Isom thanked Ms. Hoffman for her report. He asked for an update on streamlining the 208 process at ADEQ. Ms. Hoffman replied that the ADEQ is currently discussing updating the State

Water Quality Management Plan, which was done in 1979. She added that they are looking at the 208 process and ways to streamline the process to make it shorter.

Mr. Smith stated that options being considered by ADEQ include not as much local control by cities and streamlining the process to get the permits out faster. He noted that the 208 process is a precursor to development. Mr. Smith noted that MAG receives only about $5,000 from the state to provide water quality planning and MAG member agencies pay an assessment for MAG to conduct this exercise because they realize it is beneficial. Mr. Smith stated that MAG might need to notify ADEQ that it wants to be included in its review process. He stated that the 208 process at MAG was developed in 1970s by a group of city managers.

Mr. Cleveland asked if the MAG 208 Water Quality Management Plan included any agencies outside Maricopa County. Ms. Hoffman replied that MAG's designation is only for Maricopa County and the Central Arizona Governments operates a 208 water quality management program for Pinal County.

With no further questions, Mr. Rick Buss moved to recommend approval of the Draft MAG 208 Water Quality Management Plan Point Source Update. Mr. John Kross seconded, and the motion passed unanimously.

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

Lindy Bauer, MAG staff, provided an update on the MAG 2012 Five Percent Plan for PM-10. She indicated that it includes a wide variety of controls on unpaved roads, trackout, open burning, unpaved shoulders, vacant lots, earthmoving, all terrain vehicles, weed abatement, leaf blowers, street sweepers, and mineral and mining.

Ms. Bauer stated that on May 30, 2014, EPA signed a final notice to approve the MAG 2012 Five Percent Plan for PM-10 and published it in the Federal Register on June 10, 2014. She explained that EPA determined that the Maricopa County Nonattainment Area has met the PM-10 standard based upon three years of clean data for 2010-2012. Ms. Bauer stated that July 10, 2014, is the effective date of final action.

Ms. Bauer stated that a number of prevention activities were carried out that were critical to the success of the PM-10 Plan, for example the Dust Reduction Task Force established by the City of Phoenix, a PM-10 prevention video produced by MAG, the rapid response plans implemented by a number of MAG member agencies, the real-time monitoring data system established by Maricopa County (utilizing funding provided by MAG), and the dust control action forecasts sent out by ADEQ in advance of incidents. Ms. Bauer explained an incident occurred on May 29, when the County sent out a dust alert caused when a farmer was tilling his fields nearby the West Chandler monitor. She stated that ADEQ could not reach the farmer on his cell phone, so the City of Chandler sent out a water truck and notified the property owner, Microchip, which went to the farmer and got him to stop tilling. Ms. Bauer stated that an exceedance of the standard was avoided through these efforts.

Ms. Bauer reviewed the next steps. She said that aggressive prevention efforts must continue. Ms. Bauer stated that clean data at the monitors and throughout the region must be maintained, otherwise the region will go back into nonattainment. Ms. Bauer stated that MAG will be preparing its redesignation request and maintenance plan for PM-10. She remarked that the EPA flawed exceptional events rule and process still need to be streamlined, however, rule revisions have been delayed due to EPA resource constraints and they are about one year behind schedule. Ms. Bauer added that proposed revisions are anticipated for mid 2015 with final revisions anticipated in mid 2016.

Ms. Bauer stated that exceptional events will stay on the radar screen, however, the process is very resource intensive and costly. She displayed a photograph of the press conference at MAG on June 2, 2014, announcing the approval of MAG's PM-10 Plan by the EPA. Ms. Bauer noted the those attending included Regional Council members, ADEQ, ADOT, and the Maricopa County Air Quality Department. She extended her appreciation to each of the Management Committee members for committing their staff resources toward dust control efforts and she said that their efforts paid off. Ms. Bauer thanked the EPA, ADEQ, ADOT, Maricopa County Air Quality Department, the Congressional Delegation, business, industry, and agriculture. She noted that it took everyone at all levels to achieve the standard.

Chair Isom thanked Ms. Bauer for her report and asked if there were questions.

Mr. Cleveland commended Ms. Bauer and MAG staff and the Air Quality Technical Advisory Committee for their efforts on air quality. He said that there have been many times when MAG was on the verge of losing federal funds because the region was close to an exceedance. Mr. Cleveland encouraged his peers to chair the Air Quality Technical Advisory Committee, which to him was a rewarding experience to work with all of its associated groups.

14. Regional Coordination to End Domestic Violence

As part of the Protocol Evaluation Project, the Maricopa Association of Governments and Maricopa County Attorney's Office will co-host the Solutions for Safety event on August 12, 2014. The purpose of the event is to explore challenges and develop solutions for enhancing the way the criminal justice system responses to domestic violence. The event invites elected officials, law enforcement, prosecutors, victim advocates and others working to address domestic violence to participate in discussions and action planning to increase victim safety and hold more offenders accountable.

Chair Isom suggested that in the interest of time, he would move that no report on this item be provided. Mr. Cleveland seconded, and the motion passed unanimously. Material for the Solutions for Safety event was at each place.

15. Election of Officers

Chair Isom stated that each June, the positions of Chair and Vice Chair are elected by the Management Committee. According to the MAG Committee Operating Policies and Procedures,

approved by the MAG Regional Council, the Chair works with members to nominate a manager for the Vice Chair position and the current Vice Chair is nominated for the position of Chair. The positions serve one-year terms. Chair Isom called for nominations.

Mr. Darryl Crossman moved to elect Mr. Chris Brady, Mesa, as Chair, and Mr. Rick Buss, Gila Bend, as Vice Chair. Mr. John Kross seconded, and the motion passed unanimously.

16. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He said that a provision in the current federal transportation legislation, MAP-21, requires that metropolitan planning organizations that serve as a transit management area include a public transit representative on their boards by October 1, 2014. Mr. Pryor noted that guidance by Federal Transit Administration and the Federal Highway Administration has been published in the Federal Register. He added that staff is working on the process for implementing this and will be bringing it back at a future date.

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

17. 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.

18. 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.

Chair Isom stated that his perspective of MAG has given him new found appreciation for its work with member agencies. He commended MAG on their efforts for the region. Chair Isom said that in the past, smaller cities felt they were not included, but during his term as Chair, he has observed an increasing atmosphere of inclusion at MAG. Chair Isom noted that there is less of the east/west issues, and what he saw in the past year was neighbors helping neighbors. He remarked that from El Mirage's perspective, MAG staff has been phenomenal in helping communities achieve their plans. Chair Isom thanked MAG staff and asked they be applauded. Chair Isom thanked Mr. Dennis Smith, Ms. Teri Kennedy, Mr. John Bullen, Mr. Bob Hazlett, Mr. Eric Anderson, Mr. Nathan Pryor, Ms. Valerie Day, Ms. Eileen Yazzie and brought them a token of his appreciation.

Mr. Stephen Cleveland, past Chair of the MAG Management Committee, presented Chair Isom with a plaque in appreciation of his service as Chair of the MAG Management Committee from 2013 to 2014.

Chair Isom thanked the Committee for the recognition.

Adjournment

There being no further business, the meeting was adjourned at 1:47 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
FY 2015 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

SUMMARY:
The MAG region receives approximately $4.4 million per year in Transportation Alternatives funds. Transportation Alternatives funds can be used to fund two categories of projects: (1) Transportation Alternatives Infrastructure and (2) Transportation Alternatives Non-Infrastructure Safe Routes to School (SRTS) projects.

Through previous MAG action a total of $400,000 per year was allocated to fund qualifying SRTS projects that would not involve any road improvements. In January 2014, MAG issued a call for projects for Fiscal Year (FY) 2015-2017. Three project applications were received and recommended, resulting in remaining funds in the amounts of $285,500 in FY 2015 and $310,000 in each FY 2016 and FY 2017.

Based on the recommendation of the MAG Transportation Safety Committee, MAG issued a second call for SRTS projects, on May 27, 2014, to help expedite the programming of remaining FY 2015 funds and help meet the June 30, 2015, obligation deadline. Projects from the first call for projects, previously programmed in FY 2016 and FY 2017, were eligible to be advanced to FY 2015 and the funding levels for projects were increased from $45,000 to $135,000. MAG received a total of five project applications. Two of the projects involved the advancement of previously programmed Transportation Alternatives projects to FY 2015 did not require an evaluation. Another call for SRTS projects in FY 2016 - 2017 is anticipated to be issued early in 2015.

PUBLIC INPUT:
None has been received.

PROS & CONS:
PROS: Approval of the recommended projects will result in the implementation of SRTS projects and SRTS studies. The projects target the 5E's of the core SRTS program – Education, Engineering, Enforcement, Evaluation, and Encouragement – to improve the safety of school children walking and biking to school.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The implementation of SRTS projects and the timely obligation of federal Transportation Alternatives Non-Infrastructure funds programmed by MAG requires close

coordination between local agencies and the Arizona Department of Transportation (ADOT) Local Public Agency Section. ADOT will be the administrator of these projects.

POLICY: None.

ACTION NEEDED:

Recommend approval to advance projects to FY 2015 from FY 2016 and FY 2017; of the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for fiscal year 2015; and to forward the remaining funds to be programmed in a future year with a January 2015 call for projects.

PRIOR COMMITTEE ACTIONS:

This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

The MAG Transportation Safety Committee conducted a detailed review of project applications and unanimously recommended to 1) accept the advancement of the Maricopa County funding request to FY 2015, 2) fully fund the City of Surprise project, and 3) to forward the remaining funds to the January call for projects for programming in a future year.

MEMBERS ATTENDING

Mike Duhame for Linda Gorman, AAA Arizona
* Tom Burch, AARP
Kohinoor Kar, ADOT
* Shane Kiesow, Apache Junction
Dana Chamberlin, Avondale
Chris Lemka, Buckeye
* Martin Johnson, Chandler
Bob Senita, El Mirage
* Kelly LaRosa, FHWA
Erik Guderian, Gilbert
Kiran Guntupalli, Glendale
* Alberto Gutier, GOHS
# Luke Albert for Hugh Bigalk, Goodyear
* Nicolaas Swart, Maricopa County
Renate Ehm (Chair), Mesa
* Jeremy Knapp, Paradise Valley
# Mannar Tamirisa for Jamal Rahimi, Peoria
Kerry Wilcoxon, Phoenix
George Williams, Scottsdale
Mike Mecham, Surprise
Julian Dresang, Tempe
* Sam Diggins for Gardner Tabon, RPTA

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

CONTACT PERSON:

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

Funding Recommendation for FY2015 TA Non-Infrastructure Safe Routes to School Projects
Second Call for Projects

Applicant	Requested FY2015 Funds	Project	Recommended Award	Previously Approved FY2015 Funds	Total FY2015 Funds for Project
Maricopa County DPH	$ 90,000.00	DPH - Walk N Rollers - Advance previously approved FY2016 & FY2017 project phases to FY2015	**$ 90,000.00**	$ 45,000.00	$ 135,000.00
Maricopa County DPH	$ 90,000.00	SKMC - Safe Routes for Safe Kids - Advance previously approved FY2016 & FY2017 project phases to FY2015	**$ 90,000.00**	$ 45,000.00	$ 135,000.00
City of Surprise	$ 48,000.00	SRTS Study for City of Surprise Schools - Amend current FY2015 project scope to add SRTS studies for additional schools and increase amount already approved	**$ 48,000.00**	$ 24,500.00	$ 72,500.00
City of Glendale	$ 128,000.00	Cityscape - Mapping, Signing & Striping	None	N/A	None
Valley Metro	$ 124,315.18	Valley Metro Be Bright "Be Safe, Be Seen, Be Bright"	None	N/A	None

Total Requested **$ 480,315.18**

Total Recommended **$ 228,000.00**

Total Available for Second Call for Projects **$ 285,500.00**

Remaining FY2015 funds to be programmed **$ 57,500.00**

Agenda Item #5C

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

DATE:
July 29, 2014

SUBJECT:
ADOT Red Letter Process

SUMMARY:
The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:
- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:
- ADOT is authorized to proceed with advance right-of-way acquisitions up to $2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within a quarter-mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2014, to June 30, 2014 . Nine of the 68 notices received have an impact to the state highway system.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
The Red Letter process will be presented to the Transportation Review Committee on July 31, 2014.

CONTACT PERSON:
Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085

ADOT

Intermodal Transportation

Janice K. Brewer, Governor
John S. Halikowski, Director
Jennifer Toth, State Engineer
Robert Samour, Senior Deputy State Engineer, Operations
Dallas Hammit, Senior Deputy State Engineer, Development

Maricopa Association of Governments
Received
JUL - 9 2014

July 07, 2014

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Red Letter Report - Notices from January 01, 2014 to June 30, 2014

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 01, 2014 to June 30, 2014. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

LOCAL MUNICIPALITIES	NOTICES RECEIVED	IMPACT RESPONSES
Arizona State Land Dept.	00	00
City of Avondale	00	00
Town of Buckeye	00	00
City of Chandler	12	01
Town of Gilbert	01	00
City of Glendale	00	00
City of Goodyear	00	00
Maricopa County	09	00
City of Mesa	06	00
City of Peoria	01	00
City of Phoenix	25	08
City of Scottsdale	07	00
City of Surprise	07	00
City of Tempe	00	00
Other	00	00
Total Received	**68**	**09**

MARICOPA ASSOCATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER:

March 24, 2014 – Willis Gated Community – Site Plan

The proposed project will have an impact to City of Chandler retaining wall improvement project located at I-10 between 32nd St. and SR202. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact response sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX:

February 24, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 01, 2014 – Norterra – Site Plan

This proposed project will have an impact to I-17 North of Happy Valley Pkwy. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

April 15, 2014 –PH II Southwest Village Apartments – Site Plan

This proposed project will have an impact to NEC of 59th Ave and Fillmore. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Reggie Rector.

May 13, 2014 – Solar Technologies – Site Plan

This proposed project will have an impact to I-10. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards.

May 14, 2014 – Foothills West – Site Plan

This proposed project will have an impact to Pecos & 31st Ave. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Merrisa Marin.

June 06, 2014 – Middle Mountain– Site Plan

This proposed project will have an impact to SWC of Dixileta Dr and I-17. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 19, 2014 – Circle K – Site Plan

This proposed project will have an impact to I-17 Indian School Rd. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

June 30, 2014 – Metro Marketplace – Site Plan

This proposed project will have an impact to NEC of 29th Ave and Dunlap. ADOT does reserve the right to review and comment on all development plans. Project Coordinator for this project is Dave Edwards

CITY OF SCOTTSDALE: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

OTHER: No impact responses sent.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at RErickson@azdot.gov .

Sincerely,

Richard Erickson, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Paula Gibson, Chief Right of Way Agent
Kwisung Kang, ADOT

Agenda Item #5D

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program and the 2035 Regional Transportation Plan

SUMMARY:
The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 28, 2014 and have been modified four times. The MAG Arterial Life Cycle Program was approved by the MAG Regional Council on June 25, 2014. Since then there is a need to make project changes.

The project changes in Table A include changes requested by the Arizona Department of Transportation and member agencies. The changes include revisions to project budgets and work years.

Additionally, the agencies of Phoenix and Tempe requested to split the Phoenix lead project, funding and scope into two projects from the originally awarded Congestion Mitigation and Air Quality Improvement funded joint 2015 bike share project. The Bicycle and Pedestrian Committee recommended the division of the project, funding and scope at the June 17, 2014 meeting.

The project changes in Table B (modifications to the TIP) and Table C (non-TIP modifications) contain modifications to the FY 2015 Arterial Life Cycle Program (ALCP). These modifications represent clerical corrections to match the TIP with the FY 2015 ALCP as approved by the Regional Council on June 25, 2014. The conformity consultation is considered as a separate agenda item.

PUBLIC INPUT:
None has been received.

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

CONS: None.

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, to the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

On July 15, 2014, the MAG Bicycle and Pedestrian Committee recommended approval to split the bike share project into two projects; one led by the City of Phoenix and the other by the City of Tempe.

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair
Tracy Stevens, Avondale, Vice-Chair
Michael Sanders, ADOT
Raquel Schatz, Apache Junction
* Robert Wisener, Buckeye
D.J. Stapley, Carefree
Ian Cordwell, Cave Creek
Jason Crampton, Chandler
* Jose Macias, El Mirage
Kristin Myers, Gilbert
Purab Adabala, Glendale
Joe Schmitz, Goodyear
Thomas Chlebanowski, Litchfield Park
David Maestas, Maricopa
Denise Lacey, Maricopa Coounty
Jim Hash, Mesa
Brandon Forrey, Peoria
* Rich Purcell, Queen Creek
Amanda Leuker for Ben Limmer, Valley Metro
Susan Conklu, Scottsdale
Stephen Chang, Surprise
Eric Iwersen, Tempe
* Robert Carmona, Wickenburg
Grant Anderson, Youngtown

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

CONTACT PERSON:

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

Table B. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program

7/23/2014

ALCP - IN TIP

TIP #	Agency	Project Location	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.	Notes:	RTP ID
CHN15-101CZ	Chandler	McQueen Road: Chandler Heights to Riggs Road	Construct roadway widening	2015	Jul-16	1	2	4	Local	5,478,000	-	-	10,956,000	--	--	--	Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ.	ACI-PRC-10-03-J
CHN17-118RRB	Chandler	Old Price Rd at Queen Creek Rd: Intersection Improvements	Acquisition of right-of-way for roadway widening	2018	Jul-15	0.8	6	6	RARF	(1,141,000)		1,141,000	-	2018	RARF	1,141,000	Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB.	ACI-PRC-10-03-G
GLB15-107DRB	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2015	Dec-15	0.5	4	6	RARF	(135,995)	-	135,995	-	2015	RARF	135,995	Amend: Correct amount to match FY 2015 ALCP.	AII-GUD-30-03
GLB18-110DRB	Gilbert	Elliot Rd at Gilbert Rd	Design intersection improvement	2018	Dec-19	0.5	4	6	RARF	$ (739,272)	$ -	$ 739,272	$ -	2018	STP-MAG	$ 739,272	Amend: Correct year to match FY 2015 ALCP	AII-ELT-40-03
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2016	Feb-19	0.1	0	4	STP-MAG	85,714	200,000	-	285,714	2016	STP-MAG	200,000	Amend: Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
MMA16-118CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2016	Jul-16	2.5	2	4	Local	8,062,611	-	-	8,062,611	--	--	--	Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed.	ACI-NOR-10-03-B
MMA17-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2017	Feb-19	0.1	0	4	STP-MAG	1,049,742	2,449,399	-	3,499,141	2017	STP-MAG	2,449,399	Admin: Change TIP ID from MMA16-113DZ to MMA17-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP.	ACI-NOR-10-03-E
~~PHX15-102CZ~~	~~Phoenix~~	~~Black Mountain Blvd: SR 51 and Loop 101 (Pima Fwy) to Deer Valley Rd~~	~~Reimbursement for Advanced Construct Roadway Widening~~	~~2015~~	~~Oct-15~~	~~2~~	~~0~~	~~6~~	~~Local~~	~~10,730,955~~			~~10,730,955~~	~~--~~	~~--~~	~~--~~	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-BMT-10-03
~~SCT13-105SAVZ~~	~~Scottsdale~~	~~Northsight Blvd: Hayden to Frank Lloyd Wright~~	~~Project Savings for Roadway Widening~~	~~2015~~	~~Jun-14~~	~~0.4~~	~~2~~	~~4~~	~~RARF~~			~~1,194,568~~	~~1,194,568~~	~~2015~~	~~RARF~~	~~1,194,568~~	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-SAT-10-03-C
SCT16-107DRB	Scottsdale	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	2016	Jun-18	1.2	2	4	RARF	(352,073)	-	352,073	-	2016	RARF	352,073	Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP.	ACI-SAT-10-03-E
SCT14-122RRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Acquisition of right-of-way for roadway widening	2016	Dec-17	1	0	2	RARF	(5,016,725)	-	5,016,725	-	2016	RARF	5,016,725	Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB.	ACI-SAT-10-03-F
~~SSCT18-125CZ~~	~~Scottsdale~~	~~Pima Rd: Pinnacle Peak Rd to Happy Valley Rd~~	~~Construct roadway widening~~	~~2018~~	~~Jun-19~~	~~1~~	~~4~~	~~6~~	~~Local~~	~~4,571,429~~			~~4,571,429~~	~~2019~~	~~RARF~~	~~3,200,000~~	Amend: Delete TIP listing to match FY 2015 ALCP.	ACI-PMA-10-03-C
SCT14-118DZ	Scottsdale	Raintree Drive: Hayden Road to Loop 101	Design roadway widening	2016	Jun-17	1	4	6	Local	1,005,922	-	-	1,005,922	--	--	--	Amend: Defer project design phase from 2015 to 2016.	ACI-SAT-10-03-G

Red indicates a change to the TIP

Table C. ALCP Project Changes to the FY 2015 ALCP (Non-TIP Changes)

7/23/2014

ALCP - OUT OF TIP

TIP #	Agency	Project Location	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.	Notes:	RTP ID
--	Chandler	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	2024	Jun-25	0.3	4	6	STP-MAG	(545,864)	545,864	-	-	2024	STP-MAG	545,864	Amend: Previous listing incorrectly recorded as $54,586.36. Increase to $545,863.56 to match FY 2015 approved ALCP.	AII-RAY-40-03
--	Mesa	Southern Ave at Lindsay Rd	Construct intersection improvement	2024	Jun-22	0.5	4	6	RARF	(1,764,272)	-	1,764,272	-	2024	RARF	1,764,272	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-10-03-C
--	Mesa	Signal Butte Rd: Ray Rd to Pecos Rd	Design roadway widening	2024	Jun-26	2	0	6	STP-MAG	(1,688,490)	1,688,490	-	-	2024	STP-MAG	1,688,490	Amend: Correct year to match FY 2015 ALCP	ACI-SGB-10-03-C
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	2027	Jun-25	2	4	6	RARF	(2,193,915)	-	2,193,915	-	Unfunded	RARF	2,193,915	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Construct Roadway Widening	2027	Jun-25	2	4	6	RARF	(2,371,033)	-	2,371,033	-	Unfunded	RARF	2,371,033	Amend: Correct amount to match FY 2015 ALCP.	ACI-SOU-20-03-B

Red indicates a change

Agenda Item #5E

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
Job Access and Reverse Commute Priority Ranking and Funding Recommendations

SUMMARY:
On March 26, 2014, MAG Regional Council approved the Job Access and Reverse Commute (JARC) policy guidelines for inclusion in the Regional Programming Guidelines for Federal Transit Formula Funds. The memorandum to the MAG Regional Council outlines the JARC guidelines (Attachment A).

In March 2014, MAG initiated a call for projects for funding under the JARC program. The program goal, as approved by MAG Regional Council was "To improve access for low-income persons to jobs and job-related services." Twenty (20) applications totaling $3.5 million in funding requests were received. One project was deemed ineligible.

On May 5, 2014, an evaluation panel composed of representatives from the Transit Committee interviewed the project applicants and ranked the project applications (Attachment B). The evaluation panel applied the following methodology:

1) Each project was ranked based on the four criteria approved by the MAG Regional Council:
   - **Target Population**: Has the applicant demonstrated their commitment to providing a service/resource that directly benefits the target population?
   - **Performance Indicators**: Is the project an efficient utilization of public resources?
   - **Coordination and Outreach**: Has the applicant conducted outreach and coordination with the community to help understand the greatest needs of the target population?
   - **Meets the program intent** "To improve access for low-income persons to jobs and job-related services."

2) Instead of applying a points-based system to each category, each project was ranked relative to the other projects submitted in each of the four criteria.

On May 8, 2014, the MAG Transit Committee reviewed the project rankings and funding recommendations made by the evaluation panel and requested additional information from MAG staff prior to taking action.

On July 10, 2014, the MAG Transit Committee was presented the three programming scenarios. (Attachment C)

Option 1:
Recommend approval of the rankings and funding recommendations of the evaluation panel for fiscal years 2014 and 2015, and the re-evaluation of the JARC guidelines and principles for fiscal years 2016 and beyond.

Option 2:
Recommend approval of the rankings and funding recommendations of the evaluation panel, for fiscal year 2014 only, and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond.

Option 3:
Recommend approval of the rankings of the evaluation panel, fund projects to the "natural breaking point," normalize funding requests to available funding amount and the re-evaluation of the JARC guidelines and principles for fiscal years 2015 and beyond. Please refer to Attachment D for an illustration of the "weighted project rankings."

The MAG Transit Committee, by a 15-3 vote, voted to recommend approval of funding option number one.

PUBLIC INPUT:
The project did not receive any public input.

PROS & CONS:
PROS: Approval of programming Option 1 funds the existing JARC routes for fiscal years 2014 and 2015.

CONS: Option 1 does not allow for modifications to the JARC program until fiscal year 2016.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: Option 1 recommends policy updates for the JARC program for the fiscal year 2016 and beyond.

ACTION NEEDED:
Recommend approval of programming the project ranking noted in Option 1.

PRIOR COMMITTEE ACTIONS:
This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

On July 10, 2014, the Transit Committee with 15 yes votes and three no votes (*in Italics*), recommended the approval of Option 1.

MEMBERS ATTENDING
ADOT: Nicole Patrick
Avondale: Kristen Sexton
* Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Jorge Gastelum
Gilbert: Kristin Myers
Glendale: Matthew Dudley for Debbie Albert
Goodyear: Cato Esquivel
Maricopa: David Maestas
* Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Bill Mattingly as Proxy
Phoenix: Ken Kessler for Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Madeline Clemann, Chair
Surprise: Martin Lucero for David Kohlbeck
Tempe: Robert Yabes
Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

*Members neither present nor represented by proxy.

+ - Attended by Videoconference
# - Attended by Audioconference

On May 5, 2014, an evaluation panel composed of representatives from the Transit Committee interviewed the project applicants and ranked the project applications.

Buckeye: Andrea Marquez
Chandler: Anne Marie Riley
Glendale: Matt Dudley
Phoenix: Wendy Miller
Surprise: Janeen Gaskins
Valley Metro/RPTA: Bob Antila

CONTACT PERSONS:

Alice Chen, Transportation Planner III, or Teri Kennedy, Transportation Programming Manager, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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

Attachment A

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Alice Chen, Transportation Planner III
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014, Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

The recommended draft set of guidelines and principles for the JARC program, upon Regional Council approval, will be incorporated into the MAG Transit Programming Guidelines. A draft set of guidelines and principles for the JARC program is outlined below.

Program Goals
To improve access for low-income persons to jobs and job-related services

Eligibility
The JARC eligible activities can be found in the FTA Circular C9050.1:
(http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)

Funding Guidelines
Operating
- Two years funding
- May reapply with demonstration of success.

Non-Operating
- One year funding period
- May reapply with demonstration of its success

Funding Amounts

- $30,000 minimum and $200,000 maximum funding request. $400,000 maximum in a multiagency application.

Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

Evaluation Process/Team

Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

Date	Description
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
May 8, 2014	MAG Transit Committee recommends a list of projects for approval
May 29, 2014	MAG Transportation Review Committee recommends a list of projects for approval
June 11, 2014	MAG Management Committee recommends a list of projects for approval
June 18, 2014	MAG Transportation Policy Committee recommends a list of projects for approval
June 25, 2014	Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan

If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov or 602- 254-6300.

Attachment B

JARC Project Ranking

Rank	Project Name	Applicant(s)	Target Population Avg Rank	Performance Indicator Avg Rank	Coordination and Outreach Avg Rank	Meets Program Intent Avg Rank	Weighted Rank Points	FY 14 Funding Request	FY 15 Funding Request	Notes
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	5.60	2.80	5.00	5.00	4.46	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	5.80	6.20	3.00	3.00	5.00	400,000	400,000	
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	6.40	5.20	5.20	5.20	5.40	400,000	400,000	Scottsdale maintenance portion not eligible due to no prior JARC funding.
4	Route 59	City of Glendale and ~~City of Phoenix~~	5.20	3.83	7.40	7.40	5.71	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
5	Zoom	City of Tolleson	6.33	8.33	6.17	6.17	6.85	128,870	128,870	
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	6.60	8.20	8.40	8.40	7.66	200,000	200,000	
7	Route 60	City of Glendale and City of Phoenix	7.25	6.60	9.50	9.50	7.90	360,000	360,000	
8	Route 685	Valley Metro	9.40	9.40	6.00	6.00	7.98	15,000	55,000	
9	Route 96	Valley Metro RPTA and City of Chandler	9.75	9.25	6.25	6.25	8.05	36,000	59,000	
10	Route 72	Valley Metro	8.80	8.40	7.20	7.20	8.44	70,000	72,000	
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	11.33	9.67	5.50	5.50	8.62	15,000	15,000	
12	Route 70	Valley Metro and ~~City of Phoenix~~	7.25	5.40	13.50	13.50	9.16	200,000	200,000	Phoenix portion not eligible due to no prior JARC funding.
13	Route 571	Valley Metro	8.40	9.60	10.40	10.40	9.76	125,000	130,000	
14	Miller Road Trolley service	City of Scottsdale	6.83	5.50	14.67	14.67	9.88	200,000	200,000	
15	Route 251	Valley Metro	9.60	11.80	9.80	9.80	10.22	200,000	200,000	
16	Route 184	Valley Metro	8.60	11.20	11.80	11.80	10.56	-	68,000	
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	12.40	9.33	8.80	8.80	10.71	66,670	66,670	
18	Route 66	Valley Metro	13.20	11.20	10.60	10.60	11.90	20,000	86,000	
19	Earning a Paycheck	The Centers for Habilitation/TCH	14.17	14.17	10.83	10.83	12.53	100,000	100,000	
20	~~Tempe Collaborative~~	~~#N/A~~						~~400,000~~	~~400,000~~	Vouchers not eligible. Oribit not eligible due to no prior JARC funding.

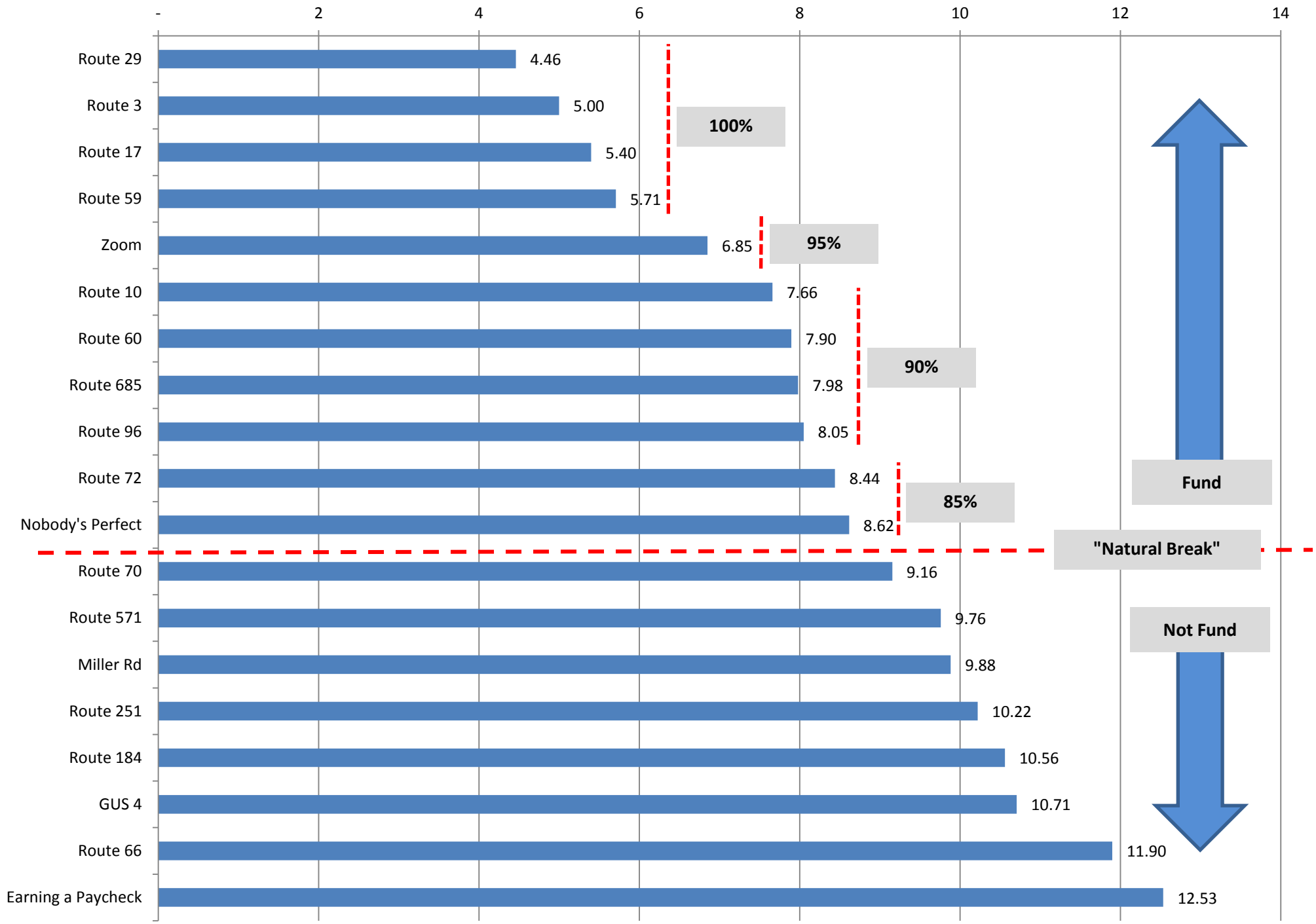
Attachment C

JARC Project Funding Award Options

					Option 1		Option 2		Option 3		
Rank	Project Name	Applicant(s)	FY 14 Funding Request	FY 15 Funding Request	FY 14 Award	FY 15 Award	FY 14 Award	FY 15 Award	Funding Factor	Normalized %	FY 14 Award
1	JARC Maintenance Route 29 with increased frequencies- Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
2	JARC Maintenance Route 3 with increased frequencies - Phoenix and Tolleson Joint Application	City of Phoenix and City of Tolleson	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
3	JARC Maintenance Route 17 with increased frequencies - Phoenix and Scottsdale Joint Application	City of Phoenix and City of Scottsdale	400,000	400,000	400,000	400,000	400,000	-	1.00	0.8745	349,818
4	Route 59	City of Glendale and ~~City of Phoenix~~	200,000	200,000	200,000	200,000	200,000	-	1.00	0.8745	174,909
5	Zoom	City of Tolleson	128,870	128,870	128,870	128,870	128,870	-	0.95	0.8745	107,067
6	JARC Extension of Route 10 - Phoenix Application	City of Phoenix	200,000	200,000	200,000	200,000	200,000	-	0.90	0.8745	157,418
7	Route 60	City of Glendale and City of Phoenix	360,000	360,000	146,657	146,657	146,657	-	0.90	0.8745	283,352
8	Route 685	Valley Metro	15,000	55,000	-	-	-	-	0.90	0.8745	11,806
9	Route 96	Valley Metro RPTA and City of Chandler	36,000	59,000	-	-	-	-	0.90	0.8745	28,335
10	Route 72	Valley Metro	70,000	72,000	-	-	-	-	0.85	0.8745	52,035
11	Nobody's Perfect Employment Services Expansion	Nobody's Perfect Inc	15,000	15,000	-	-	-	-	0.85	0.8745	11,150
12	Route 70	Valley Metro and ~~City of Phoenix~~	200,000	200,000	-	-	-	-	-	-	-
13	Route 571	Valley Metro	125,000	130,000	-	-	-	-	-	-	-
14	Miller Road Trolley service	City of Scottsdale	200,000	200,000	-	-	-	-	-	-	-
15	Route 251	Valley Metro	200,000	200,000	-	-	-	-	-	-	-
16	Route 184	Valley Metro	-	68,000	-	-	-	-	-	-	-
17	Glendale Urban Shuttle 4 (GUS 4)	City of Glendale	66,670	66,670	-	-	-	-	-	-	-
18	Route 66	Valley Metro	20,000	86,000	-	-	-	-	-	-	-
19	Earning a Paycheck	The Centers for Habilitation/TCH	100,000	100,000	-	-	-	-	-	-	-
20	~~Tempe Collaborative~~	~~#N/A~~	~~400,000~~	~~400,000~~	Not eligible				Not eligible		
			3,536,540	**3,740,540**	**1,875,527**	**1,875,527**	**1,875,527**	**-**			**1,875,527**

Attachment D

"Weighted Rank Points" of Eligible Projects



Agenda Item #5F

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

DATE:
July 29, 2014

SUBJECT:
MAG Federally Funded, PM-10 Street Sweeper Policy Revision

SUMMARY:
On October 11, 2011, the MAG Street Committee requested a review of eligibility criteria for the replacement of PM-10 certified street sweepers that are funded with the Congestion Mitigation and Air Quality Improvement (CMAQ) funds allocated to the MAG Region. The current policy for replacing sweepers uses an eight-year useful life as the replacement criteria. Due to many agencies maximizing their equipment by sweeping larger areas, or by increasing the frequency of sweeping, the MAG Street Committee requested MAG staff to consider additional eligibility requirements which would allow funding the replacement of a PM-10 certified street sweeper with less than eight years of service, as the current policy requires.

MAG staff researched and worked with the Federal Highway Administration and the Arizona Department of Transportation (ADOT) Equipment Services on developing a proposal to modify the PM-10 Street Sweeper policy on useful life. On June 10, 2014, the MAG Street Committee recommended a proposed change to the policy which would allow the replacement of a PM-10 certified street sweeper with less than eight years of service by including total hours of service and total miles as criteria. The change to the policy will continue to meet the intent of the CMAQ program and reduce the level of PM-10 pollution in the MAG region.

Background
Table 1 shows a comparison of useful life policy criteria as currently used by MAG, the Arizona Department of Transportation (ADOT), and the California Department of Transportation (Caltrans).

Table 1
Comparison of Street Sweeper Useful Life Policies

Useful life	Current MAG policy	ADOT	Caltrans
Years	8 years	10 years	10 years
Hours	N/A	9,000 hours	N/A
Miles	N/A	100,000 miles	N/A

For estimating capital costs and depreciation of street sweepers, an eight-year useful life was used for the MAG region (Most Stringent PM-10 Control Measure Analysis, May 1998).

The California Air Resources Board uses a 10-year useful life as part of calculations to determine the air quality benefits from replacing a conventional street sweeper with a Rule 1186 certified sweeper (Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, dated May 2005).

Current Policy
PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace a Rule 1186 certified unit that is at least

eight years old, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. (Page 40 of Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects, September 30, 2011. Reviewed by the MAG Air Quality Technical Advisory Committee, December 2010)

Methodology
To determine an appropriate number of miles and hours of service for replacement based on current utilization of street sweepers within the MAG region, a rounded average of two estimates of the 75th percentile total miles and hours of service on an annual and eight-year basis has been calculated and shown in Table 2.

As part of the application submittal for CMAQ funding for PM-10 certified street sweepers, the applying agency provides sweeping cycle length in days, lane miles to be swept per cycle, and the number of hours in service of the sweeper that is being replaced. The information found in funded Fiscal Year 2014 applications for street sweeper replacements was used to estimate a 75th percentile number of annual miles and hours of service for street sweepers currently being used in the MAG region. Additionally, a Sierra Auction list of retired MAG region street sweepers and their age in years, along with recorded miles and hours of service provided a second estimate of the 75th percentile number of annual miles and hours of service for sweepers in the MAG region.

Table 2
Street Sweeper Replacement Evaluation Criteria

	75th Percentile Total Miles of Service (1 Year)	75th Percentile Total Miles of Service (8 Years)	75th Percentile Total Hours of Service (1 Year)	75th Percentile Total Miles of Service (8 Years)
2013 Funded Street Sweeper Replacements	15,841 miles	126,728 miles	1,876 hours	15,004 hours
Sierra Auction Retired Street Sweeper List	7,914 miles	63,312 miles	1,137 hours	9,096 hours
Rounded Average	12,000 miles	96,000 miles	1,500 hours	12,000 hours

Proposed Change to Policy
PM-10 certified street sweepers are eligible for purchase with CMAQ funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

PUBLIC INPUT:
None has been received.

PROS & CONS:
PROS: Approval of this action will update the street sweeper useful life policy to include hours or miles swept or eight years of age, allowing for earlier replacement of equipment while still meeting the goal to reduce the level of PM-10 pollution in the MAG region.

CONS: Approval of this proposal may increase the frequency in which sweepers are eligible to be replaced. The Federal Highway Administration provides CMAQ funding for the PM-10 certified street sweepers and funding is limited and is contingent upon continued federal support.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Some sweeper models may not automatically calculate and record the hours of sweeping (use) and would not be eligible for these specific criteria in order to qualify for replacement.

POLICY: Agencies will need to report to MAG on the hours (if available), miles and years of current PM-10 sweepers at the time of requesting replacement during the application process.

ACTION NEEDED:

Recommend approval to revise the MAG policies for determining eligibility for replacement (useful life) of certified PM-10 Street Sweepers.

> Revised Policy: PM-10 certified street sweepers are eligible for purchase with Congestion Mitigation and Air Quality Improvement (CMAQ) funds if they replace an existing unit that has not been certified by South Coast Rule 1186, replace an older Rule 1186 certified unit, increase the frequency of sweeping, expand the area that is swept, or a combination of these functions. For replacement of an older Rule 1186 certified unit, the unit must be at least eight years old or have recorded 12,000 hours or 96,000 miles of operation.

PRIOR COMMITTEE ACTIONS:

This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be provided on action taken by the Committee.

At the June 10, 2014, meeting, the MAG Street Committee recommended approval of the policy change.

MEMBERS ATTENDING

Dana Owsiany, Phoenix, Chair Woman
Bahram Dariush for Steve Beasley, ADOT
Emil Schmid, Apache Junction
Charles Andrews, Avondale
* Jose Heredia, Buckeye
Dan Cook, Chandler
Chris Hauser, El Mirage
@ Aryan Lirange, FHWA
# Morris Taylor for Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Tom Condit, Gilbert
Purab Adabala for Bob Darr, Glendale
Luke Albert for Hugh Bigalk, Goodyear
Thomas Chlebanowski for Darryl Crossman, Litchfield Park
Bill Fay, City of Maricopa
Laurie Kattreh for Jack M. Lorbeer, Maricopa County
Maria Angelica Deeb, Mesa
* James Shano, Paradise Valley
Scott Bender, Pinal County
Ben Wilson, Peoria
Janet Martin, Queen Creek
Jennifer Jack for Elaine Cabrera, Salt River Pima-Maricopa Indian Community
* Phil Kercher, Scottsdale
Suneel Garg, Surprise
Isaac Chivera, Tempe
* Jason Earp, Tolleson
* Grant Anderson, Youngtown

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

CONTACT PERSON:

Teri Kennedy, or Stephen Tate, (602) 254-6300

Agenda Item #5G

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area

SUMMARY:
The Maricopa Association of Governments has prepared the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. In accordance with Clean Air Act Section 202(a)(6), the Environmental Protection Agency (EPA) made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet, effective May 16, 2012. Since Stage II is a duplicative system, this plan revision requests that EPA remove the requirement for Stage II vapor recovery in this area for new gasoline dispensing facilities beginning in 2014 and for existing facilities beginning in October 2016, before a regional disbenefit begins to occur in 2018.

Based upon the calculation methods in the EPA guidance issued on August 7, 2012, the emission reduction benefits of Stage II vapor recovery from 2006-2020 continue to decline in this area as the market penetration for the onboard refueling vapor recovery systems increases in the motor vehicle fleet. In 2018, there is a disbenefit that begins to occur due to the incompatibility of the Vacuum Assist Stage II systems used in this area, with the onboard vehicle equipment. The incompatibility causes emissions to be released during vehicle refueling at gasoline dispensing facilities. This results in a regionwide increase of volatile organic compound emissions that contribute to ozone formation. A resolution to adopt the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area is attached.

PUBLIC INPUT:
On June 3, 2014, a public hearing was conducted on the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area. The draft document was made available for public review on May 2, 2014. No public comments were received.

PROS & CONS:
PROS: The MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls is designed to remove the Stage II vapor recovery controls before a regionwide disbenefit begins to occur in 2018, due to incompatibility with the onboard vehicle equipment. In the May 16, 2012 final rule, EPA indicated that the emissions reductions from the onboard vehicle equipment are essentially equal to and will soon surpass the emissions reductions achieved by Stage II alone. The plan revision will also eliminate an unnecessary economic burden to Arizona businesses, since Stage II vapor recovery controls at gasoline dispensing facilities are redundant systems.

CONS: If the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls for the Maricopa Eight-Hour Ozone Nonattainment Area is not submitted, the disbenefit begins to occur in 2018 due to the incompatibility of Stage II and the onboard vehicle equipment. Consequently, there could be regionwide increases in volatile organic compound emissions that contribute to ozone formation.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Arizona Department of Weights and Measures estimated that it would take two years to decommission the over 1,000 gasoline dispensing facilities in the area. The removal would be completed by September 2018, the year in which the regional disbenefit begins to occur. In addition, there would be temporary increases in emissions during the removal period, based upon the EPA calculation methods. Two analyses were performed in this plan revision to demonstrate that the loss of temporary emission reduction benefits resulting from the scheduled removal of Stage II controls would not interfere with attainment of the ozone standard or reasonable further progress toward attainment, as required by Clean Air Act Section 110(l). The first analysis indicated that the temporary increases with the scheduled removal represent less than 0.05 percent of ozone season day mobile source volatile organic compound emissions in years 2014 through 2018. The second analysis demonstrated that the removal of Stage II controls beginning in 2014 for new facilities and beginning in October 2016 for existing facilities still produces a downward trend in mobile source emissions in future years.

POLICY: In accordance with the 1990 Clean Air Act Amendments, Stage II gasoline vapor recovery systems have been a required emissions control measure in Serious, Severe, and Extreme ozone nonattainment areas. The Clean Air Act also required that beginning with model year 1998, onboard refueling vapor recovery equipment be phased in for new vehicles. It has been a required control on nearly all new highway vehicles since 2006. Since the two systems are duplicative, Clean Air Act Section 202(a)(6) provided EPA with the authority to waive the Stage II requirements, after EPA determines that the onboard vehicle equipment is in widespread use throughout the motor vehicle fleet. On May 16, 2012, EPA published a final rule determining that the onboard refueling vapor recovery technology was in widespread use throughout the motor vehicle fleet for controlling motor vehicle refueling emissions.

ACTION NEEDED:

Recommend adoption of the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

PRIOR COMMITTEE ACTIONS:

Air Quality Technical Advisory Committee: On June 26, 2014, the MAG Air Quality Technical Advisory Committee reviewed the transcript from the public hearing. No comments were received during the public hearing comment period. The Air Quality Technical Advisory Committee then unanimously recommended adoption of the Draft MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

MEMBERS ATTENDING

Philip McNeely, Phoenix, Chairman
William Mattingly, Peoria, Vice Chair
* Daniel Culotta, Avondale
John Minear, Buckeye
\# Jim Weiss, Chandler
\# Jamie McCullough, El Mirage
Kristin Myers for Jessica Koberna, Gilbert
Megan Sheldon, Glendale
* Cato Esquivel, Goodyear
\# Rudolfo Lopez for Kazi Haque, Maricopa
\# Greg Edwards for Scott Bouchie, Mesa
Tim Conner, Scottsdale
\# Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
* Youngtown
Ramona Simpson, Queen Creek
\# Walter Bouchard, American Lung Association of Arizona
Kristin Watt, Salt River Project
Rebecca Hudson, Southwest Gas Corp.
* Ann Carlton, Arizona Public Service Co.
* Gina Grey, Western States Petroleum Assn.
Robert Forrest, Valley Metro/RPTA
* Dave Berry, Arizona Motor Transport Assn.
Jeannette Fish, Maricopa County Farm Bureau
Steve Trussell, Arizona Rock Products Association
Claudia Whitehead, Greater Phoenix Chamber of Commerce
\# Amanda McGennis, Associated General Contractors

* Spencer Kamps, Homebuilders Association of Central Arizona
\# Mannie Carpenter, Valley Forward
Kai Umeda, University of Arizona Cooperative Extension
Joonwon Joo for Beverly Chenausky, Arizona Department of Transportation
Diane Arnst, Arizona Department of Environmental Quality
* Environmental Protection Agency
Beverly Chenausky for Thomas Ekren, Maricopa County Air Quality Department
\# Scott DiBiase, Pinal County
Michelle Wilson, Arizona Department of Weights and Measures
\# Ed Stillings, Federal Highway Administration
Jenny Moyers for Judi Nelson, Arizona State University
Stan Belone, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

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

RESOLUTION TO ADOPT THE MAG 2014 STATE IMPLEMENTATION PLAN REVISION FOR THE REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS IN THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA

WHEREAS, the Maricopa Association of Governments (MAG) is a Council of Governments composed of twenty-seven cities and towns within Maricopa County and portions of Pinal County, Maricopa County, Pinal County, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Arizona Department of Transportation, and Citizens Transportation Oversight Committee; and

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including the Town of Florence and City of Maricopa; and

WHEREAS, the 1990 Clean Air Act Amendments required Stage II gasoline vapor recovery systems at gasoline dispensing facilities in Serious, Severe, and Extreme ozone nonattainment areas; and

WHEREAS, the Clean Air Act also required that beginning with model year 1998, onboard refueling vapor recovery equipment be phased in for new vehicles; and

WHEREAS, Clean Air Act Section 202(a)(6) provided the Environmental Protection Agency (EPA) with the authority to waive the Stage II requirements, after EPA determines that the onboard vehicle equipment is in widespread use throughout the motor vehicle fleet, since the two systems are duplicative; and

WHEREAS, EPA made a determination that onboard refueling vapor recovery systems are in widespread use throughout the motor vehicle fleet effective May 16, 2012; and

WHEREAS, MAG has prepared the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area; and

WHEREAS, A.R.S. 49-406 H. requires that the governing body of the metropolitan planning organization adopt the nonattainment area plan.

NOW THEREFORE, BE IT RESOLVED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS REGIONAL COUNCIL as follows:

SECTION 1. That the MAG Regional Council adopts the MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.

SECTION 2. That the MAG Regional Council authorizes the submission of the plan to the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency.

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-SEVENTH DAY OF AUGUST 2014.

_____
Michael LeVault
Chair, MAG Regional Council
Mayor of Youngtown

ATTEST: _____
Dennis Smith
Executive Director, MAG

PUBLIC HEARING

MAG 2014 STATE IMPLEMENTATION PLAN REVISION FOR THE REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS IN THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA

Phoenix, Arizona

June 3, 2014

5:32 p.m.

PREPARED FOR:

Maricopa Association of Governments

(ORIGINAL)

REPORTED BY:

Debora Mitchell

Arizona CCR No. 50768

OTTMAR

Ottmar & Associates, Inc.
3770 N. 7th Street, Suite150
Phoenix, AZ 85014
T 602.485.1488
F 602.485.1605
Toll free 1.866.485.1444

MAG 2014 STATE IMPLEMENTATION PLAN

REVISION FOR THE REMOVAL OF STAGE II VAPOR RECOVERY CONTROLS IN THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA, taken on June 3, 2014, commencing at 5:32 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

APPEARANCES:

Ms. Lindy Bauer, Maricopa Association of Governments

Mr. Matt Poppen, Maricopa Association of Governments

Ms. Lisa Tomczak, Arizona Department of Environmental Quality

1 MS. BAUER: I would like to welcome everyone to
2 our public hearing on the MAG 2014 State Implementation
3 Plan Revision for the Removal of Stage II Vapor
4 Recovery Controls in the Maricopa Eight-Hour Ozone
5 Nonattainment Area.
6 This public hearing is being jointly conducted
7 by the Arizona Department of Environmental Quality and
8 the Maricopa Association of Governments to receive
9 public comments on the draft document.
10 Those driving to the meeting who parked in the
11 garage can have their parking tickets validated by the
12 MAG staff.
13 And now we'll talk about the public hearing
14 process. The public hearing will begin with some
15 introductory remarks by the Arizona Department of
16 Environmental Quality and then an overview presentation
17 by the MAG staff.
18 Following the presentation, hearing
19 participants are invited to make comments for the
20 public record. A court reporter is present to provide
21 an official record of the hearing, and written comments
22 are also welcomed this evening.
23 For those participants wishing to speak, please
24 fill out a form on the table and place it in the box.
25 If you need to speak early to meet a bus schedule,

please tell the MAG staff, and we will accommodate your request. As you come up to the podium, please state some information for the formal record, your name and who you represent.

I would like to note that we do have a timer on the podium to assist the public with their presentations. We have a three-minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three-minute period, the red light will come on.

And now I'd like to introduce Lisa Tomczak with the Arizona Department of Environmental Quality, Air Quality Division.

MS. TOMCZAK: ADEQ just wants to say that we really appreciated the opportunity to work with MAG, the Department of Weights and Measures, and the other agencies and individuals involved with this process. We thank everyone for their work, and we also look forward to working with all of them in the future regarding fuels and any vapor recovery issues.

MS. BAUER: Thank you very much, Lisa. And that echoes MAG's comments as well. We very much appreciated the opportunity to work with the Arizona Department of Weights and Measures, the Arizona

1 Department of Environmental Quality, and the Maricopa
2 County Air Quality Department.
3 Now we will moved to that item on the agenda,
4 No. 4, the presentation on this MAG 2014 State
5 Implementation Plan Revision for the Removal of Stage
6 II Vapor Recovery Controls in the Maricopa Eight-Hour
7 Ozone Nonattainment Area. And Matt Poppen of the MAG
8 staff will give the presentation.
9 MR. POPPEN: Thank you, Lindy.
10 On May 16, 2012, EPA made a determination that
11 onboard refueling vapor recovery is in widespread use
12 throughout the motor vehicle fleet. States may now
13 evaluate the removal of Stage II vapor recovery systems
14 at gasoline dispensing facilities since ORVR and Stage
15 II are duplicative control systems.
16 This plan revision requests that EPA remove the
17 requirement to install and operate Stage II vapor
18 recovery systems in the Maricopa eight-hour ozone
19 nonattainment area for new gasoline dispensing
20 facilities beginning in 2014, and for existing
21 facilities beginning in October 2016, before a regional
22 disbenefit begins to occur in 2018.
23 Stage II vapor recovery systems are designed to
24 capture gasoline vapors from motor vehicle gas tanks
25 and return them to an underground storage tank during

1 vehicle refueling. This prevents gasoline vapors from
2 entering the air during vehicle refueling.
3 Beginning in 1998, manufacturers began
4 installing onboard refueling vapor recovery, or ORVR,
5 in their vehicles. ORVR consists of an activated
6 carbon canister, which collects gasoline vapors during
7 vehicle refueling. Those vapors are then used as fuel
8 during engine start up.
9 Incompatibility issues exist between ORVR and
10 vacuum assisted Stage II controls. When both systems
11 are active during refueling, the Stage II controls can
12 pull air into the underground tank instead of gasoline
13 vapors. This increases the pressure in the underground
14 tank and can cause venting of excess emissions into the
15 air.
16 On August 7, 2012, EPA released guidance on
17 removing Stage II gasoline vapor control programs from
18 state implementation plans and assessing comparable
19 measures, which includes equations that are used to
20 estimate the area-wide impact of Stage II vapor
21 recovery systems on vehicle refueling volatile organic
22 compound, or VOC, emissions.
23 The results of the EPA equations are presented
24 in the following table. The table shows that as the
25 percentage of vehicles equipped with ORVR increases

1 each year, the benefits of Stage II controls lessen.
2 Beginning in 2018, Stage II controls no longer provide
3 area-wide VOC emission benefits, but rather produce a
4 VOC emissions disbenefit due to the incompatibility
5 issues between ORVR and Stage II systems.
6 Clean Air Act, Section 110(l), precludes the
7 EPA from approving a state implementation plan revision
8 if it would interfere with attainment of the National
9 Ambient Air Quality Standards, reasonable further
10 progress towards attainment, or any other applicable
11 requirement under the Clean Air Act.
12 As such, EPA recommended following a Stage II
13 removal schedule for new facilities beginning in 2014,
14 and for existing facilities beginning in October 2016
15 after the 2016 ozone season, as this schedule results
16 in the smallest temporary increase in VOC emissions of
17 the scheduling options considered. The temporary
18 increase in VOC emissions from the scheduled removal of
19 Stage II are too small to interfere with attainment, or
20 progress towards attainment.
21 The following table shows the temporary
22 increase in VOC emissions from new and existing
23 gasoline dispensing facilities that result from
24 following a scheduled removal of Stage II controls that
25 begins in 2014 for new facilities and in October 2016

1 for existing facilities. All facilities are scheduled
2 to have Stage II controls removed by September 30,
3 2018.
4 An additional analysis on mobile source VOC
5 emissions found that when Stage II controls are assumed
6 to be completely removed beginning in 2014, mobile
7 source VOC emissions still exhibit a downward trend in
8 future years. This conservative analysis provides a
9 second demonstration that removal of Stage II controls
10 in the Maricopa eight-hour ozone nonattainment area
11 will not interfere with attainment or progress towards
12 attainment as required by Section 110(l) of the Clean
13 Air Act.
14 The results of this analysis are shown in the
15 following table. The table shows that non-road and
16 on-road mobile source VOC emissions continue to decline
17 each year even after assuming Stage II controls are
18 completely removed beginning in 2014. The table also
19 shows that mobile source VOC emissions are less without
20 Stage II controls beginning in 2018 when the Stage II
21 emissions disbenefit begins.
22 This figure also shows the decline in mobile
23 source VOC emissions even when Stage II is removed in
24 2014 and shows that mobile source VOC emissions are
25 less without Stage II controls beginning in 2018.

1 So in summary, Stage II controls no longer
2 provide area-wide VOC emission reduction benefits in
3 the Maricopa eight-hour ozone nonattainment area
4 beginning in 2018. The scheduled removal of Stage II
5 controls beginning in 2014 for new gasoline dispensing
6 facilities and October 2016 for existing facilities
7 results in the smallest temporary increase in VOC
8 emissions of the scheduling options considered.
9 The temporary increase in emissions does not
10 alter the downward trend in mobile source VOC emissions
11 and is too small to interfere with attainment of the
12 ozone standard, or reasonable progress towards
13 attainment, as required by Section 110(l) of the Clean
14 Air Act.
15 The schedule for the revision is laid out as
16 follows:
17 On May 2, 2014, the draft revision was
18 available for public review.
19 On June 3, 2014, a public hearing was held.
20 On June 26, 2014, the MAG Air-Quality Technical
21 Advisory Committee may make a recommendation on the
22 revision.
23 On August 6, 2014, the MAG Management Committee
24 may make a recommendation on the revision.
25 And on August 27, 2014, the MAG Regional

1 Council may adopt the revision.
2 MAG would submit the revision to ADEQ and EPA
3 by August 29, 2014.
4 Thank you, and that concludes my presentation.
5 MS. BAUER: Thank you very much, Matt.
6 And now for public comments. At this time,
7 public comments are invited. Again, if you would like
8 to speak, please fill out a form and place it in the
9 box and then adhere to the three-minute time limit. Do
10 we have any?
11 It appears that we do not have any speaker
12 forms. I would like to ask if anyone in the audience
13 would like to present any comments? And we see that no
14 comments are forthcoming.
15 At this time, we would like to thank you very
16 much for attending our public hearing, and we thank you
17 for your interest in regional air quality issues. We
18 will report to the MAG Air Quality Technical Advisory
19 Committee at their June 26, 2014 meeting that we did
20 not receive any comments this evening.
21 Thank you very much. The hearing is now
22 closed.
23 (Conclusion of hearing at 5:44 p.m.)
24
25

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing transcript was taken before me, Debora Mitchell, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona; that the foregoing proceedings were taken down by me using the Voice Writing method and translated into text via speech recognition under my direction; and that the foregoing typewritten pages are a full, true, and accurate transcript of all proceedings, all done to the best of my ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 4th day of June, 2014.

Debora Mitchell

Debora Mitchell - Digital Signature
AZ Certified Reporter No. 50768

Agenda Item #5H

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

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 Arizona Department of Transportation projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by August 22, 2014.

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.

MARICOPA ASSOCIATION of GOVERNMENTS
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

July 29, 2014

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
Dennis Dickerson, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Sharon Mitchell, 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 Arizona Department of Transportation projects. Comments on the conformity assessment are requested by August 22, 2014.

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. On June 25, 2014, the MAG Regional Council approved a new finding of conformity on the amended TIP and 2035 MAG Regional Transportation Plan. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 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 (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 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. On June 25, 2014, the MAG Regional Council approved a new finding of conformity on the amended TIP and 2035 MAG Regional Transportation Plan.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT15-417	10: 3rd Ave, 3rd St and 16th St	Design/Construct pump station improvements	NHPP	2,074,600	-	125,400	2,200,000	Amend: Add a new pump station improvement project in FY2015 for $2,200,000.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT18-460	10: Cotton Lane - Dysart Rd	Construct FMS	CMAQ	3,922,880	237,120	-	4,160,000	Clerical: Project work year should be listed as 2018.	A minor project revision is needed to defer the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-133	17: Buckeye Rd, Grant St, Jefferson St & Adams St	Construct Electrical Rehabilitation	NHPP	1,886,000	-	114,000	2,000,000	Amend: Increase total project budget by $948,000 from $1,052,000 to $2,000,000.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-415	17: Mores Gulch	Bridge replacement	NHPP	4,715,000	-	285,000	5,000,000	Amend: Increase total project budget by $500,000 from $4,500,000 to $5,000,000.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-419	347: John Wayne Parkway Sidewalk Enhancement Ph II	Sidewalk Enhancement	TEA	736,483	-	44,517	781,000	Amend: Add a new sidewalk enhancement construction project in FY2015 for $781,000.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-418	60(Grand Ave): New River WB #314	Design bridge rehabilitation	NHPP	235,750	-	14,250	250,000	Amend: Add a new bridge rehabilitation design project in FY2015 for $250,000.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges (no additional travel lanes." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-414	85: Gila Bend Airport - MP 130.42	Construct pavement preservation	NHPP	4,196,350	-	253,650	4,450,000	Amend: Change phase from design to construction. Increase total project budget by $4,344,000 from $106,000 to $4,450,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-423C	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	NHPP	4,590,455	-	277,472	4,867,927	Amend: Advance project from FY2016 to FY2015.	A minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT16-423C2	88: Apache Junction - Tortilla Flat	Spot safety improvements and pavement preservation	HSIP-AZ	2,185,000	-	132,073	2,317,073	Amend: Advance project from FY2016 to FY2015.	A minor project revision is needed to advance the project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-402	I-10 and SR101L - Various Locations	Construct Drainage Tunnel Improvements	STP-AZ	1,487,111	-	89,889	1,577,000	Amend: Delete project from TIP.	The deleted project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-401	I-17: Peoria Ave and Union Hills	Construct Drainage Grate Improvements	NHPP	377,200	-	22,800	400,000	Amend: Increase total project budget by $242,000 from $158,000 to $400,000.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-194	MAG region wide	Dynamic Message Signs (DMS), Travel Times	State	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-413	MAG region wide	Drainage tunnel improvements	STP-AZ	1,487,111	-	89,899	1,577,010	Amend: Delete project from TIP.	The deleted project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-407	MAG region wide	Dynamic Message Signs (DMS), Travel Times	State	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-403	MAG region wide	Dynamic Message Signs (DMS), Travel Times	State	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT18-404	MAG region wide	Dynamic Message Signs (DMS), Travel Times	State	-	-	170,000	170,000	Amend: Change funding source from RARF-HURF to State.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT15-416	Sequoia Charter School, 1460 S. Horne St., Mesa, AZ 85204	Install new bicycle racks and enclosures on the east side and west side of campus; Demolish masonry wall on west side of the campus, install wrought iron.	SRTS	104,900	-	-	104,900	Amend TIP: Add new project to TIP; Project was previously deleted and has been requested to be re-added by ADOT	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-198	SR24 (Gateway Freeway): SR202L to Ellsworth	Repayment of advanced construction	STP-MAG	500,000	77,335,000	-	77,835,000	Amend: Decrease repayment of advanced construction by $70,365,000 from $148,200,000 to $77,835,000.	A minor project revision is needed to change repayment amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-420	SR347: Union Pacific Railroad Crossing	Design	NHPP	5,186,500	-	313,500	5,500,000	Amend: Add a new railroad crossing design project in FY2015 for $5,500,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-421	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	NHPP	471,500	-	28,500	500,000	Amend: Add a new railroad crossing right of way project in FY2015 for $500,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-426	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	NHPP	5,186,500	-	313,500	5,500,000	Amend: Add a new railroad crossing right of way project in FY2016 for $5,500,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT17-424	SR347: Union Pacific Railroad Crossing	Right of Way Acquisition	NHPP	6,883,900	-	416,100	7,300,000	Amend: Add a new railroad crossing right of way project in FY2017 for $7,300,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-408	SR79 at SR79B	Construct Roundabout	HSIP-AZ	2,100,000	-	-	2,100,000	Amend: Increase total project budget by $100,000 from $2,000,000 to $2,100,000.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2017	DOT15-410	SR87 at Gila River Bridge, Str# 635	Scour Retrofit	Bridge	600,000	-	-	600,000	Amend: Increase total project budget by $300,000 from $300,000 to $600,000. Defer project from FY2015 to FY2017.	A minor project revision is needed to increase funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-424	SR88 at Superstition Blvd	Right of Way and Utilities Roundabout	HSIP-AZ	2,500,000	-	-	2,500,000	Amend: Add a new roundabout Right of Way and Utility project in FY2016 for $2,500,000.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2017	DOT15-409	SR88 at Superstition Blvd	Construct Roundabout	HSIP-AZ	3,500,000	-	-	3,500,000	Amend: Decrease total project budget by $452,000 from $3,952,000 to $3,500,000. Defer project from FY2015 to FY2017.	A minor project revision is needed to decrease funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	STP-TEA	436,129	-	26,362	462,491	Amend: Defer project work year from 2014 to 2015. Reduce federal/local from $483,279/$59,397 to $436,129/$26,362	A minor project revision is needed to decrease funding amount and defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Fountain Hills	2015	FTH11-801	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	CMAQ	273,000	-	117,000	390,000	Amend: Delete project. Project was previously combined with SCT15-401 as part of a separate action.	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2015	GLB12-102D	Various Gilbert School Locations	Design pedestrian crossing improvements	TAP-AZ	130,000	-	-	130,000	Amend: Change work year to 2015. Change Federal funding source to TAP-AZ.	A minor project revision is needed to change funding source and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Gilbert	2016	GLB12-102C	Various Gilbert School Locations	Construct pedestrian crossing improvements	TAP-AZ	270,000	-	-	270,000	Amend: Change Federal funding source to TAP-AZ.	A minor project revision is needed to change funding source. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2015	MAR14-407	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Design Roadway Paving.	Local	-	-	88,802	88,802	Amend: Change work year to 2015. Update local design cost.	A minor project revision is needed to update funding and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Maricopa (City)	2015	MAR14-407D2	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	ADOT Design Review Fees	CMAQ-2.5	28,290	-	1,710	30,000	Amend: Add new phase for ADOT Design Review fees. Transfer $28,290 of CMAQ-2.5 funding with $1,710 local match from MAR15-407.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Maricopa (City)	2016	MAR15-407	Hartman Road from Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	CMAQ-2.5	501,232	-	30,297	531,529	Amend: Change work year to 2016. Reduce federal/local funding from $529,522/$32,007 to $501,232/$30,297. Funding moved to MAR14-407D2.	A minor project revision is needed to change funding amounts and work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2013	PEO12-110	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	HSIP-AZ	647,765	-	212,235	860,000	Amend: Adjust local and federal funding to match current IGA.	A minor project revision is needed to adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2015	PEO14-102	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	HSIP-AZ	907,920	-	260,000	1,167,920	Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA.	A minor project revision is needed to change work year and adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2016	PEO15-104C1	Intersection of Cactus Rd and 75th Avenue	Relocate utilities	HSIP-AZ	845,305	-	234,695	1,080,000	Amend: Add separate work phase for utility relocation per ADOT request.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2017	PEO15-104	Intersection of Cactus Rd and 75th Avenue	Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at	HSIP-AZ	3,012,544	-	1,548,633	4,561,177	Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation work phase.	A minor project revision is needed to change work year, adjust funding amount, and change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2015	PEO14-103	Peoria Ave and 75th Ave	Acquisition of right-of-way for intersection improvement.	HSIP-AZ	622,400	-	37,600	660,000	Amend: Change work year from 2014 to 2015 per ADOT request. Adjust local and federal funding to match current IGA.	A minor project revision is needed to adjust funding amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Peoria	2016	PEO15-105C1	Peoria Ave and 75th Ave	Utility relocation	HSIP-AZ	1,056,200	-	763,800	1,820,000	Amend: Add separate work phase for utility relocation per ADOT request.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2017	PEO15-105	Peoria Ave and 75th Ave	Construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities	HSIP-AZ	3,510,200	-	667,600	4,177,800	Amend: Change work year from 2016 to 2017 per ADOT request. Adjust local and federal funding to match current IGA. Change description to reflect separate utility relocation work phase.	A minor project revision is needed to change work year, adjust funding amount, and change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX16-415	Rio Salado Pathway: 32nd Street to SR-143	Construct multiuse path and outlooks	CMAQ	3,180,952	-	192,273	3,373,225	Amend TIP: Combine PHX16-415 and PHX16-418. The amendment does not change the sum of the lengths or costs for the two projects and does not change the years programmed.	A minor project revision is needed to combine two projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2016	PHX16-418	Rio Salado Pathway: 40th Street to SR-143	construct multiuse path and underpasses	CMAQ	2,058,310	-	124,415	2,182,725	Amend TIP: Delete project. Combined with PHX16-415.	A minor project revision is needed to delete project and combine two projects into one. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX14-109	Various Locations	AASHTOWare Bridge Rating Software for bridge inspections	STP-BR	88,072	-	5,324	93,396	Amend TIP: Change work year from 2014 to 2015.	A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX14-110	Various Locations	Equipment Rental for bridge inspections	STP-BR	182,471	-	11,030	193,501	Amend TIP: Change work year from 2014 to 2015.	A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX14-141	Various locations	Bridge inspection program	STP-BR	377,200	-	22,800	400,000	Amend TIP: Change work year from 2014 to 2015.	A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-446CR1	Various Locations in Phoenix	Procure bicycles, kiosks, racks, and smart bike technology for Regional Bike Share Program	CMAQ	777,975	-	47,025	825,000	Amend TIP: Add new work phase to replace PHX15-446C with separate Phoenix sponsored work phase.	A minor project revision is needed for new project with separate sponsor. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	PHX15-446C	Various Locations in Tempe and Phoenix	Implementation of Regional Bike Share	CMAQ	1,414,500	-	85,500	1,500,000	Amend TIP: Delete project. This project is replaced by PHX15-446CR1 and TMP15-403 as separate Phoenix and Tempe sponsored work phases.	A minor project revision is needed to delete project and divide into two separate projects. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2013	PHX12-107	Yuma Street: 33rd Avenue to 28th Avenue	Design sidewalk, curb gutter and ADA ramps, and street lighting	SRTS	88,000		-	88,000	Amend: Change project location to reflect actual length of project.	A minor project revision is needed to change description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX12-107C	Yuma Street: 33rd Avenue to 28th Avenue	Construct sidewalk, curb gutter and ADA ramps, and street lighting	SRTS	310,800		-	310,800	Amend: Change project location to reflect actual length of project.	A minor project revision is needed to change description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2017	PNL17-401	McCartney Rd: I-10 to Evans Rd	Design Roadway Improvements	Local	-	-	350,000	350,000	Amend: Delete project. Project located outside MAG planning area.	The deleted project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2018	PNL18-402	McCartney Rd: I-10 to Evans Rd	Construct Roadway Improvements	Local	-	-	1,000,000	1,000,000	Amend: Delete project. Project located outside MAG planning area.	The deleted project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2015	PNL14-410	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Design Roadway Paving.	Local	-	-	145,000	145,000	Amend: Increase local/total funding from $115,000 to $145,000. Change work year from 2014 to 2015.	A minor project revision is needed to adjust funding amount and change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Pinal County	2017	PNL15-410	Midway Rd from Gila Bend Highway to Casa Grande City limits.	Pave Unpaved Roadway.	CMAQ-2.5	1,178,750	-	112,200	1,290,950	Amend: Change work year from 2015 to 2017.	A minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

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

Agency	Work Year	TIP ID	Location	Work	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Scottsdale	2015	SCT13-901T	Region wide	Purchase bus: standard 40 foot - 7 replace	CMAQ-Flex	4,065,254	245,726	-	4,310,980	Amend TIP: Reinstate project which was deleted in error. Add $400,000 from reprogramming of VMR12-838T to VMR12-840TR1.	The new project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2015	TMP15-403	Various Locations in Tempe	Implementation of Regional Bike Share, including procuring bikes, kiosks, racks, etc.	CMAQ	636,525	-	38,475	675,000	Amend TIP: Add new work phase to replace PHX15-446C with separate Tempe sponsored work phase.	A minor project revision is needed for new project with separate sponsor. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG 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
CHN15-101CZ	Chandler	McQueen Road: Chandler Heights to Riggs Road	Construct roadway widening	2015	Local	5,478,000	-	-	10,956,000	--	--	--	Amend: Duplicate listings for CHN10-101CZ2. Change TIP ID to CHN15-101CZ.	A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
CHN17-118RRB	Chandler	Old Price Rd at Queen Creek Rd: Intersection Improvements	Acquisition of right-of-way for roadway widening	2018	RARF	(1,141,000)		1,141,000	-	2018	RARF	1,141,000	Admin: Change phase from construction to right-of-way to match FY 2015 ALCP. Change TIP ID from CHN17-112CRB to CHN17-112RRB.	A minor project revision is needed to change project phase and TIP ID. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB15-107DRB	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2015	RARF	(135,995)	-	135,995	-	2015	RARF	135,995	Amend: Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
GLB18-110DRB	Gilbert	Elliot Rd at Gilbert Rd	Design intersection improvement	2018	RARF	$ (739,272)	$ -	$ 739,272	$ -	2018	STP-MAG	$ 739,272	Amend: Correct year to match FY 2015 ALCP	A minor project revision is needed to change year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA16-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2016	STP-MAG	85,714	200,000	-	285,714	2016	STP-MAG	200,000	Amend: Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA16-118CZ	Maricopa County	Northern Parkway: Dysart to 111th	Construct roadway widening	2016	Local	8,062,611	-	-	8,062,611	--	--	--	Admin: Update the TIP ID from MMA16-113CZ to MMA13-118CZ; duplicate TIP IDs existed.	A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA17-113DZ	Maricopa County	Northern Parkway: Dysart Overpass	Design roadway widening	2017	STP-MAG	1,049,742	2,449,399	-	3,499,141	2017	STP-MAG	2,449,399	Admin: Change TIP ID from MMA16-113DZ to MMA17-113DZ; project had duplicate TIP IDs. Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change TIP ID number and correct amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG 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
PHX15-102CZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Reimbursement for Advanced Construct Roadway Widening	2015	Local	10,730,955	-	-	10,730,955	--	--	--	Amend: Delete TIP listing to match FY 2015 ALCP.	A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT13-105SAVZ	Scottsdale	Northsight Blvd: Hayden to Frank Lloyd Wright	Project Savings for Roadway Widening	2015	RARF	-	-	1,194,568	1,194,568	2015	RARF	1,194,568	Amend: Delete TIP listing to match FY 2015 ALCP.	A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT16-107DRB	Scottsdale	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	2016	RARF	(352,073)	-	352,073	-	2016	RARF	352,073	Amend: Create separate listings for work and reimbursement. Match the FY 2015 approved ALCP.	A minor project revision is needed to add TIP listings. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT14-122RRB	Scottsdale	Raintree Drive Extension: 76th Place to Hayden Rd	Acquisition of right-of-way for roadway widening	2016	RARF	(5,016,725)	-	5,016,725	-	2016	RARF	5,016,725	Amend: Duplicate listings for SCT14-122RWZ. Change TIP ID to SCT14-122RRB.	A minor project revision is needed to change TIP ID number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SSCT18-125CZ	Scottsdale	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	2018	Local	4,571,429	-	-	4,571,429	2019	RARF	3,200,000	Amend: Delete TIP listing to match FY 2015 ALCP.	A minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
SCT14-118DZ	Scottsdale	Raintree Drive: Hayden Road to Loop 101	Design roadway widening	2016	Local	1,005,922	-	-	1,005,922	--	--	--	Amend: Defer project design phase from 2015 to 2016.	A minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG 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
--	Chandler	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	2024	STP-MAG	(545,864)	545,864	-	-	2024	STP-MAG	545,864	Amend: Previous listing incorrectly recorded as $54,586.36. Increase to $545,863.56 to match FY 2015 approved ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
--	Mesa	Southern Ave at Lindsay Rd	Construct intersection improvement	2024	RARF	(1,764,272)	-	1,764,272	-	2024	RARF	1,764,272	Amend: Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
--	Mesa	Signal Butte Rd: Ray Rd to Pecos Rd	Design roadway widening	2024	STP-MAG	(1,688,490)	1,688,490	-	-	2024	STP-MAG	1,688,490	Amend: Correct year to match FY 2015 ALCP	A minor project revision is needed to change year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	2027	RARF	(2,193,915)	-	2,193,915	-	Unfunded	RARF	2,193,915	Amend: Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
--	Mesa	Southern Ave: Crismon Rd to Meridian Rd	Construct Roadway Widening	2027	RARF	(2,371,033)	-	2,371,033	-	Unfunded	RARF	2,371,033	Amend: Correct amount to match FY 2015 ALCP.	A minor project revision is needed to change amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agenda Item #5I

MARICOPA ASSOCIATION of GOVERNMENTS

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

July 29, 2014

TO: Members of the MAG Management Committee

FROM: Dean Giles, Air Quality Planning Program Specialist

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement (see attached table). To 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 FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015.

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

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

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. In addition, the MAG 2012 Five Percent Plan for PM-10 includes PM-10 Certified Street Sweepers. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

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

Attachment

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

July 29, 2014

	Remaining Projects	CMAQ Allocated	Status
FY 2014 CMAQ			
Approved March 26, 2014			
To address new Federal Highway Administration procedures to minimize inactive obligations, we are requesting that the street sweepers be purchased and reimbursement requests be submitted to MAG by March 26, 2015.	Phoenix (2)	$448,386	Expects delivery by December 2014 /January 2015.
	El Mirage	$166,840	Currently in the purchasing process; will be going to City Council in late August or early September.
	Queen Creek	$178,472	Going to Council with the purchase on August 6th, ordering August 7th, and estimating delivery in mid to late September.
	Surprise (2)	$382,380	Purchase order has been sent to vendor; expect delivery in the second week of August.
	Goodyear	$229,717	In the process of evaluating two PM-10 certified sweepers to see which is best suited to our needs; to purchase by the beginning of August.
	Pinal County	$225,784	Working on a purchase request.
	Florence	$177,496	The bid evaluation has been completed by our Department and will be forwarded to others for their concurrence and approval. We anticipate that the successful proposal will be sent for Council action on August 18, 2014.
	Mesa (2)	$483,440	Fleet Services has solicited bids and will be making a recommendation for Council approval.
	Litchfield Park	$225,516	Currently working on final pricing for a new street sweeper with the contract to be presented to our City Council on September 17, 2014.
Total Remaining Project Costs		$2,518,031	

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

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
Locally Preferred Alternative and Proposed Major Amendment to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan

SUMMARY:
METRO Light Rail and the City of Phoenix are requesting approval of the Locally Preferred Alternative (LPA) for South Central Avenue and to add the five-mile light rail transit (LRT) extension on Central Avenue from Washington/Jefferson to Baseline Road to the 2035 Regional Transportation Plan (RTP). The preliminary estimated capital cost for the project is approximately $680 million and will be funded through City of Phoenix sales tax funds and potentially, federal funds. No regional Public Transportation Funds/Proposition 400 funds are planned to be used for this project. Adding this project to the RTP requires a major amendment in accordance with A.R.S. 28-6301. The process to implement a major amendment is outlined in A.R.S 28-6353. This requires MAG to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Following that consultation, the item would be brought back through the MAG process for consideration and possible approval.

An Alternatives Analysis for the South Central Corridor in Phoenix was initiated in 2012 by Valley METRO Rail. The purpose of this study is to identify a preferred transit technology and alignment for the corridor. The South Central Corridor was originally identified for Bus Rapid Transit (BRT) service in the Proposition 400 plan developed in 2003.

In May 2013, the Phoenix City Council approved a preliminary leading alternative and recommended that a Community Working Group (CWG) be formed to assist in further developing the South Central alternative. Valley METRO Rail and City of Phoenix staffs, and the CWG reviewed street configurations and proposed station locations. The CWG met monthly for six months and supported the alternative that is recommended as the LPA.

In December 2013 the Phoenix City Council approved the LPA, which includes light rail transit on Central Avenue from Baseline Road north to Downtown Phoenix, then using the Central/1st Avenue couplet under the Union Pacific Railroad and Madison Street to connect into the existing light rail system. The LPA was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support. The City Council also agreed that further analysis and community engagement to finalize station locations and a roadway configuration (e.g., 4-lane, 2-lane, bike lines and landscaping) are necessary. In addition, the City of Phoenix supported future study west, east and south of Baseline Road for possible future light rail extensions.

In April 2014, the Phoenix City Council approved the creation of a community-based committee to assist the City to develop a transit plan and funding strategy to address transit needs after the current Transit 2000 sales tax expires in 2020. In conjunction with this agenda item, the Council also approved a financing plan for the South Central Corridor to be included in the MAG Regional Transportation Plan

(RTP). The financing plan makes the reasonable assumption of an extension to Transit 2000 to provide local funding for design, construction and operating expenses for this light rail project.

On June 19, 2014, the METRO Board of Directors accepted the South Central LPA and recommended it be forwarded to MAG to conduct the Major Amendment process to include the South Central project in the Regional Transportation Plan to be completed in 2034.

These actions make it possible for the South Central Light Rail Transit Project to be added as a Major Amendment to the RTP for completion in 2034. This schedule may change as Phoenix completes the development of its transit plan and associated future funding is defined.

Cost and Budget

The preliminary estimated capital costs for the project are approximately $680 million and will be funded through Phoenix sales tax funds and possible federal funds. No regional Public Transportation Funds are planned for this project. Annual operating costs are approximately $16 million per year for operations and will be paid by Phoenix.

Access the South Central LPA Report here: http://www.azmag.gov/Events/Event.asp?CMSID=5712, and the project page here: http://www.valleymetro.org/projects_and_planning/project_detail/south_central

Major Amendment Process

The proposed amendment to the RTP qualifies as a Major Amendment in accordance with A.R.S. 28-6301, which states that a Major Amendment means 'the addition or deletion of . . . a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.'

If approved, the next steps would be to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process in September 2014, as required by A.R.S. 28-6353. After that, this Major Amendment would come back through the MAG process in October - December 2014 to be approved for an amendment to the RTP pending an air quality conformity analysis. Air Quality Conformity Analysis/New Finding of Conformity would be completed sometime in Spring, 2015.

PUBLIC INPUT:

There was extensive public involvement through the alternatives analysis study by Valley METRO Rail that included a formal City of Phoenix community working group and 70 meetings with businesses and organizations.

PROS & CONS:

PROS: The LPA for the South Central LRT extension was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The alternatives analysis conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the South Central Avenue study area as well as providing the potential to promote

economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The South Central LPA was accepted by the City of Phoenix Council in December 2013 and the METRO Board of Directors on June 19, 2014. The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added.

ACTION NEEDED:

Recommend approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

This item is on the July 31, 2014, Transportation Review Committee agenda. An update will be given at the Management Committee meeting.

On July 10, 2014, the Transit Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

ADOT: Nicole Patrick
Avondale: Kristen Sexton
* Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Jorge Gastelum
Gilbert: Kristin Myers
Glendale: Matthew Dudley for Debbie Albert
Goodyear: Cato Esquivel
Maricopa: David Maestas
* Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Bill Mattingly as Proxy
Phoenix: Ken Kessler for Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Madeline Clemann, Chair
Surprise: Martin Lucero for David Kohlbeck
Tempe: Robert Yabes
Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300

SOUTH CENTRAL

TRANSIT CORRIDOR

PROJECT UPDATE **OCTOBER 2013**

BACKGROUND

In 2011 Valley Metro and the city of Phoenix initiated a transit study analyzing the opportunity to connect downtown Phoenix with South Central with high capacity transit. The study, called an Alternatives Analysis, included the area from 7th Street to 7th Avenue and Washington Street to Dobbins Road to determine what type of high capacity transit would best serve the community and where the best alignment or route would be located.

The three transit types that were evaluated were bus rapid transit, light rail, and modern streetcar. The route locations that were considered were Central/1st Avenue, 7th Street, and 7th Avenue from the existing light rail system to Baseline Road.

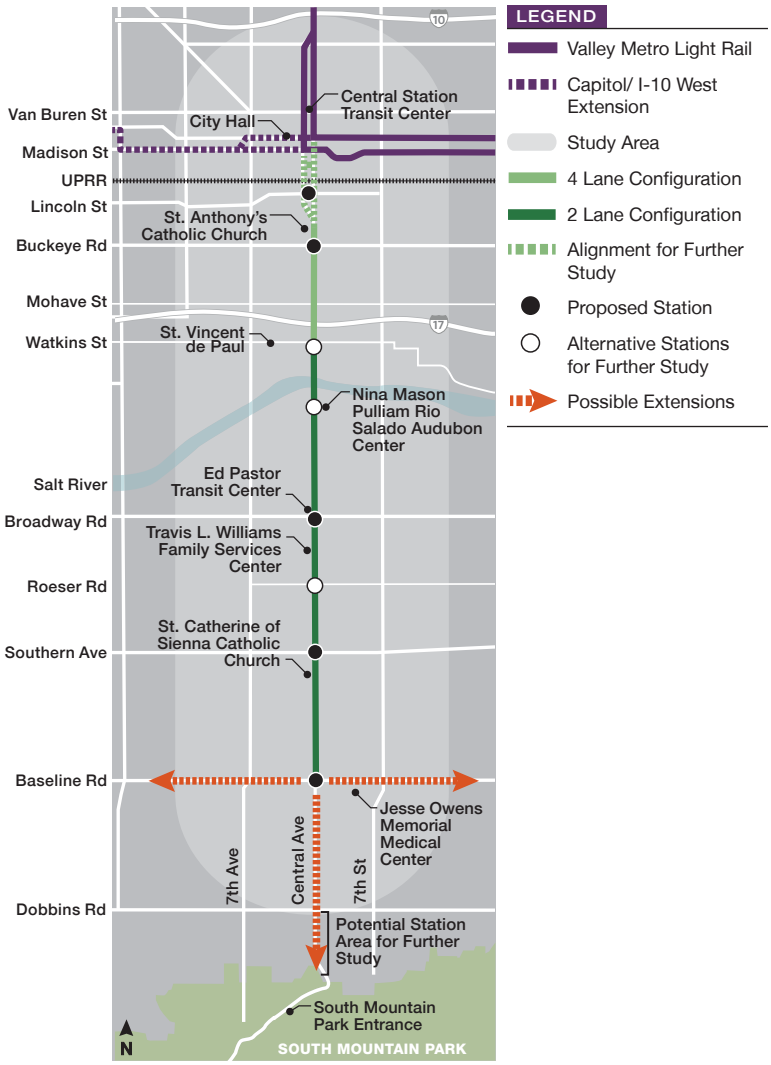
LOCALLY PREFERRED ALTERNATIVE

After two years of technical analysis and working with the local community, staff is recommending light rail on Central and 1st Avenues connecting from the existing light rail system at Washington/Jefferson Streets south to Baseline Road.

The study used a wide variety of criteria including ridership potential, land use, economic development, and traffic impacts to analyze options and determine that light rail would best serve the South Central community. With extensive community input, street configurations, proposed station locations, and possible extensions for future studies were also identified and included in the recommendation.

Valley Metro proposes a 4-lane street configuration (2 lanes in each direction) connecting from the existing light rail system in downtown Phoenix to just north of Watkins Street, transitioning to a 2-lane street configuration (1 lane in each direction) at Watkins Street south to Baseline Road. The proposed station locations are at Lincoln Street, Buckeye Road, Broadway Road, Southern Avenue, and Baseline Road. Three additional station locations are identified for further study; Watkins Street, the Audubon Center, and Roeser Road. Staff also identified Baseline Road east and west bound, and south on Central from Baseline to the South Mountain Park area entrance as areas for further study in the future.

LOCALLY PREFERRED ALTERNATIVE



NEXT STEPS

8 - 10 YEARS

For more information, please contact **Sonya Pastor La Sota**, Community Outreach Coordinator at 602.744.5584 / cell 602.326.3853 or spastor@ValleyMetro.org.
Additional information can be found at **ValleyMetro.org/southcentral.** To receive information in alternative formats, call 602.262.7433 / TTY 602.251.2039.

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
July 29, 2014

SUBJECT:
Funding for Department of Public Safety Officers to Co-Locate in the ADOT Traffic Operations Center

SUMMARY:
On October 31, 2012, representatives from the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), MAG, the Cities of Chandler, Phoenix, and Tempe, and Valley Metro/RPTA, met in a workshop to identify the steps forward for improving the 35-mile north-south Interstate 10/Interstate 17 corridor between the Loop 202 Pecos Stack and the Loop 101 North Stack. As presented to the Transportation Policy Committee on November 14, 2012, a multi-phase process was identified for improving the corridor that included a Near-Term Improvements Strategy to address bottleneck locations, and a Corridor Master Plan to establish a long-term vision for a corridor that has been referred to as the transportation "Spine" of Metro Phoenix.

The Near-Term Improvements Strategy was presented to the MAG Regional Council, Transportation Policy Committee, and Management Committee in May 2014. Within this strategy, it was recommended to invest in significant Intelligent Transportation Systems (ITS) technologies, with sufficient budget for traffic operations staffing at the ADOT Traffic Operations Center, to provide more efficient responses to freeway incidents, improve traffic flow at entry ramps, and expand traveler information for corridor users to enhance their day-to-day decisions for accessing the 35-mile segment of Interstate 10 and Interstate 17. Envisioned within this strategy is a proposal for the co-location of Arizona Department of Public Safety (DPS) officers with ADOT Traffic Operations Center (TOC) staff to enhance the region's ability for responding to traffic incidents on the MAG Regional Freeway System. This strategy was included in the Action Plan for Improving Operations on the Interstate 10 and Interstate 17 Spine that was recommended by the MAG ITS Committee in May 2013. A three-year pilot project, with an evaluation component, is being proposed at this time.

This proposal represents an early action from the Near-Term Improvements Strategy for the Interstate 10 and Interstate 17 Spine corridor. As the other capital actions are preliminary and still under study, subject to final environmental clearances, as well as approvals of the MAG Regional Council for incorporation into the Transportation Improvement Program (TIP), this action provides the potential for quicker responses to freeway incidents and helps minimize the impacts from serious crashes, including those due to wrong-way drivers. MAG staff still anticipates that remaining construction and ITS items from the Near-Term Improvements Strategy will be recommended for inclusion in the MAG TIP later this year. The effort for implementing this near-term improvement strategy for Interstate 10 and Interstate 17 is being led by ADOT.

The proposed co-location provides a distinct advantage to both DPS and ADOT for working together to reduce response times to freeway traffic incidents and minimize the need for extended freeway closures. For example, a DPS officer co-located in the ADOT TOC would be able to coordinate with the ADOT staff to observe incidents utilizing the freeway cameras, enabling him to summon appropriate emergency services sooner and potentially save significant time in responding. This

enhances public safety, provides quicker medical attention (when needed), and has the potential for shorter closures. ADOT also benefits by being able to better manage the agency response to such events through enhanced cooperation with DPS to restore freeway operations to normal as soon as possible following an incident. Due to agency priority and urgency of this regional strategy, ADOT has funded a temporary position to co-locate one DPS officer at the TOC starting on July 26, 2014.

The co-location program's cost estimate for the first year is $450,000 with annual costs of approximately $425,000. MAG is proposing a three-year pilot project, with an evaluation component, that would equally share the costs with ADOT. It is proposed that half of these funds be provided from ADOT federal funds. The MAG share of funding would come from the budget already at ADOT approved for ADOT Management Consultants working on the Proposition 400 Regional Freeway and Highway Program. Presently, the Management Consultants provide oversight, environmental, and preliminary engineering services for the freeway program and are funded with the Proposition 400 sales tax. At this point in the implementation of the MAG Regional Freeway and Highway Program, most Management Consultant duties have been completed, and MAG and ADOT staff believe that the funding redirection for the DPS officers can be accommodated without compromising program delivery. The evaluation component will be addressed by MAG through the establishment of a performance monitoring system, in coordination with ADOT and DPS. An annual report will be produced by MAG, utilizing data gathered on performance metrics, to document the outcome of this effort.

Although many state DOTs across the country have traffic operations facilities with law enforcement staff co-located, it appears that no national studies have been performed to establish the actual benefits due to co-location. An analysis was performed by MAG staff, utilizing a simulation model, to estimate the likely benefits from this pilot project. The analysis examined a hypothetical freeway incident that resulted in I-10 westbound being closed for 2-hours from 6:00 a.m. to 8:00 a.m. on a weekday (the average duration for I-10 closures over the last 12-months was 3-hours). The reduction in incident clearance time attributable to DPS officer co-location was assumed as 25 percent. This was based on anecdotal evidence for co-location benefits provided to MAG staff by a Utah DOT official (See Attachment One). The results of the analysis showed that the simulated two-hour freeway closure would result in an increased traffic delay and lost productivity of nearly 35,200 vehicle-hours or 40,000 person-hours. With a DPS officer co-located at the TOC for facilitating faster incident clearance, the overall traffic delay and lost productivity would be reduced by nearly 33 percent. The reduced duration of freeway closure would also lead to reductions in secondary crashes.

At the June 11, 2014, meeting a number of questions were posed regarding this proposal. Detailed responses to these questions are provided in Attachment One.

PUBLIC INPUT:

During development of the Interstate 10 Corridor Improvement Study, the Interstate 17 Corridor Improvement Study, and the Central Phoenix Transportation Framework Study, public comment was received at a very preliminary level about the concepts that led to the Near-Term Improvements Strategy. Presentations have been made on the DPS officer co-location in the ADOT Traffic Operations Center during the deliberations of the MAG ITS Committee in establishing the ITS investments recommendation for the Near-Term Improvements Strategy.

PROS & CONS:

PROS: As noted, the co-location of DPS officers in the ADOT Traffic Operations Center provides distinct advantages. The most significant advantage is an improvement in response times. Time for quicker response, time for identifying the proper response to an incident, and time for shortening the potential for freeway closures. Reducing the overall duration of major freeway incidents helps avoid secondary crashes with consequences that are sometimes more severe than the primary crash. In

addition, the implications of this recommendation not only improve responsiveness to incidents along the Interstate 10 and Interstate 17 Spine, but the remaining MAG Regional Freeway and Highway Program network as well. MAG has funded similar projects in the past, in partnership with ADOT and DPS. The Freeway Service Patrol Program, operated by DPS, was initiated by MAG in 2000 as a three-year pilot project. The program was later included in the RTP due to its significant contributions toward making the freeways safer by providing prompt assistance to nearly 10,000 motorists stranded on the freeway system each year due to disabled vehicles or minor crashes.

CONS: Funding for the DPS officer co-location program has been identified by redirecting Proposition 400 revenues. The Proposition 400 sales tax is set to end on December 31, 2025. At that time, an assessment will be needed of an available funding stream should the MAG Regional Council desire to continue with this program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Planning for the Near-Term Improvement Strategy has been a coordinated effort between the Arizona Department of Transportation, and the Maricopa Association of Governments. As noted, the MAG ITS Committee took a lead in establishing the ITS component of this strategy that included this recommendation for the DPS officer co-location program. The Arizona Department of Public Safety participates on that Committee. MAG staff will establish a performance monitoring process for this recommendation for future reports on the outcome of this effort.

POLICY: The Near-Term Improvements Strategy for Interstate 10 and Interstate 17 is well within the program recommendations for both freeways as identified in the MAG Regional Transportation Plan. The DPS officer co-location program is an early action part of that strategy and contributes to the mobility goals identified for both corridors. The capital portions of the Near-Term Improvements Strategy (specific projects) will need to be incorporated into the MAG TIP before the strategy is fully implemented. This request is anticipated later this year.

ACTION NEEDED:

Information, discussion, and possible action to recommend approval to fund a three-year pilot project, with an evaluation component, to co-locate three Department of Public Safety (DPS) officers and one DPS supervisor in the Arizona Department of Transportation (ADOT) Traffic Operations Center, to equally share the first year cost of $450,000 and subsequent annual cost of $425,000 with ADOT, and to redirect the MAG share from the MAG Regional Freeway and Highway Program Management Consultant funds of $225,000 for the first year and $212,000 annually for the second and third years.

PRIOR COMMITTEE ACTIONS:

On Wednesday, June 11, 2014, the MAG Management Committee discussed this proposal and requested staff to provide more information at the next meeting on August 6, 2014, with answers to a number of questions that were raised by committee members.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Scott Butler for Christopher Brady, Mesa
Matt Busby for George Hoffman, Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* Tina Notah, Gila River Indian Community
Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
Brian Dalke, Goodyear
* Rosemary Arellano, Guadalupe

Darryl Crossman, Litchfield Park
Paul Jepson for Gregory Rose, City of Maricopa
Jim Bacon, Paradise Valley
Jeff Tyne for Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Michael Celaya for Chris Hillman, Surprise
Andrew Ching, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Trent Kelso for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

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

On Wednesday, May 28, 2014, the MAG Regional Council received a briefing on the Near-Term Improvements Strategy that included a discussion on the DPS officer co-location program.

On Wednesday, May 21, 2014, the Transportation Policy Committee received a briefing on the Near-Term Improvements Strategy that included a discussion on the DPS officer co-location program.

On Wednesday, May 14, 2014, the MAG Management Committee received a briefing on the Near-Term Improvements Strategy.

On Wednesday, May 1, 2013, the MAG ITS Committee recommended the Action Plan for Improving Operations on the I-10 and I-17 Corridors that addressed the ITS investment portion of the Near-Term Improvements Strategy.

MEMBERS ATTENDING:
Tempe: Catherine Hollow, Chair
Phoenix: Marshall Riegel, Vice Chair
ADOT: Farzana Yasmin for Reza Karimvand
* ASU: Soyoung Ahn
Avondale: Chris Hamilton
* Buckeye: Thomas Chlebanowski
Chandler: Mike Mah
DPS: Capt Jeff Eavenson for Captain Burley Copeland
* El Mirage: Jorge Gastelum
* FHWA: Jennifer Brown
Gilbert: Erik Guderian
Glendale: Trevor Ebersole for Debbie Albert,
Goodyear: Luke Albert
Maricopa County: Nicolaas Swart
Mesa: Tricia Boyer for Avery Rhodes
Peoria: Ron Amaya
Queen Creek: Bill Birdwell
Scottsdale: Steve Ramsey
Surprise: Albert Garcia for Jason Mahkovtz
Valley Metro: Ratna Korepella

* Not present
# Participated by teleconference

CONTACT PERSON:
Bob Hazlett, Senior Engineering Manager, 602 254-6300.
Sarath Joshua, Senior Program Manager - ITS and Safety, 602 254-6300.

MAG Management Committee

August 6, 2014

Agenda Item#7: Funding for Department of Public Safety Officers to Co-locate in the ADOT Traffic Operations Center

Responses to questions posed during the meeting on June 11, 2014

How would a DPS officer's presence in the TOC improve response times and the ability to improve the situation?

DPS officers in the TOC would be able to utilize the ADOT Freeway Management System (FMS) camera system to quickly locate or verify traffic incidents and determine resources needed. Early notification coupled with precise resource allocation will reduce risks to both the motoring public and first responders. Traffic incident management (TIM) practices are employed to reduce risks caused by traffic flow restrictions at roadway incidents. For every minute traffic flow is affected, opportunities increase for both secondary collisions and first responders being struck by passing traffic. Despite statewide TIM efforts secondary collisions still account for six percent of crashes on state highways and one first responder is still injured or killed almost monthly on Arizona roadways.

An officer housed in the TOC would have the authority to notify the DPS dispatch center and mobilize field officers, fire/ambulances, and tow trucks. Coordination efforts with ADOT and local agency traffic response teams could begin sooner.

Expediting roadway clearance will reduce traffic flow recovery times which in turn will decrease the number of vehicles rerouted onto city streets. For those municipalities with override capabilities for traffic control devices, the officer at the TOC can become a consistent point of contact during major detours.

How would ADOT and DPS evaluate the pilot project's performance and what metrics will be used?

The following are well established metrics for evaluating the performance of Traffic Incident Management Programs:

A. ***Detection Time** – the time between the occurrence of an incident and notification of a response agency.*
B. ***Preparation (or verification) Time** – the elapsed time between when an incident is detected to when the response vehicles are dispatched.*

C. ***Response Time*** *– the elapsed time between when response vehicles were dispatched and when response vehicles arrive at the incident scene.*
D. ***Clearance Time*** *- the elapsed time between when response vehicles arrive at the incident scene to when traffic completely recovers after the incident.*
E. ***Response Time*** *- the elapsed time between when an incident is detected to when the response vehicles arrive at the scene.*
F. ***Incident Duration*** *- the elapsed time between when an incident occurred to when the response vehicles depart at the scene.*

Source: Identifying Methods and Metrics for Evaluating Interagency Coordination in Traffic Incident Management, University of Minnesota Duluth, 2009

Current Practice: Since 2012 DPS officers have been gathering incident related data on the metrics B, C, D and F. In addition, data are also collected by DPS on secondary collisions. DPS utilizes this data for the evaluation of roadway clearance times and secondary collision numbers. ADOT maintains records of a similar set of data in the Highway Condition Reporting System (HCRS) for traffic incidents to which ADOT assistance was requested by DPS.

Next Steps: An interagency initiative between DPS, ADOT and MAG will be launched to establish and maintain an electronic data archive to house TIM data at the TOC (possibly funded with federal highway safety funds). This archive will contain data on all six TIM metrics, A through F, and data on secondary collisions. The TIM metrics will be utilized by MAG to produce an annual performance report on the freeway TIM activities and would also compare TIM performance, before-and-after co-location to determine the effectiveness of the co-location program.

Are there any cost savings benefits associated with DPS and ADOT working together at the TOC?

Business and the motoring public will realize cost-impact and convenience benefits of reduced traffic congestion, and the reduction in secondary crashes as a result of DPS/ADOT co-location efforts at the TOC. Utilizing the TIM data archive, and a regional traffic simulation model currently available at MAG, it would be possible in the future to estimate the costs and benefits of the program over an entire year.

A number of state DOTs with co-located facilities were contacted by MAG to gather any documented cost-benefit information. Although no such studies were identified there is a lot of anecdotal evidence on the value of co-location. Here are two quotes:

"VDOT and the Virginia State Police have a long history of co-location … The newest one in Northern Virginia actually is a fully integrated emergency operations center as well as a traffic/transportation operations management center. It has the VDOT, Virginia State Police, Fairfax county Police and Fire Departments all in one Operations Center sharing data and responding to incidents 24/7. We could not imagine how we would operate any other way. … The benefits of having them on site are incalculable.

By being on site, we have relationships that we just don't have at other sites. We now have some type of co-location either permanently on site or very close to all 5 TMCs operated around Virginia."

– Connie Sorrell, Former Chief of Systems Operations, Virginia DOT

"Most DOT TOCs that I have visited have highway patrol co-located at the TOC. This includes Virginia DOT (Fairfax), Minnesota DOT (Minneapolis), Las Vegas FAST, Indiana DOT (Indianapolis), Georgia DOT, Caltrans (San Diego and Sacramento), and Florida DOT. I just returned from the Indiana DOT's TOC in Indianapolis. They have a setup very similar to what you are considering. I am not familiar with any studies on co-location. However, anecdotally the benefits are undeniable. In Utah we have seen a 25% reduction in incident clearance time over the past 12 years. I attribute that to the cooperation and collaboration between our agencies, both at the TOC and in the field. As we better understand each other's perspective, we develop a stronger shared vision."

– Rob Clayton, PE, PTOE, Director of Traffic Management, Utah DOT

What functions would DPS officers perform at the TOC?

All functions and protocols will not be fully realized until we have an officer in the TOC. The officer will have to integrate his efforts with the resources and procedures of the TOC as well as the DPS dispatch center in Phoenix. At a minimum, we believe the officer will:

- *Locate active incidents on traffic cameras and mobilize an effective response.*
- *Coordinate ADOT and DPS responses to incidents and collisions.*
- *Provide timely updates to police and fire regarding active incidents such as suicidal subjects, hazardous materials spills, explosions, and criminal actions.*
- *Liaison with police and traffic management units at surrounding agencies to efficiently detour traffic.*
- *Serve as a point of contact for*
    - *Other agencies.*
    - *Media requests and incident updates.*
    - *Incident commanders.*
- *Dispatch officers directly to low-priority calls.*
- *Provide a law enforcement perspective to TOC employees.*

How would trained non-sworn personnel (civilians) perform in comparison to sworn officers?

DPS officers have the legal authority and expertise to mobilize resources and evaluate events that civilian personnel cannot. Neither ADOT nor a police dispatch center will dictate a number of responding officers, call for a medical helicopter, or send a tow truck to a scene without an officer's approval. Officers, with an eye for evidence and safety, can order vehicles removed from or left upon a roadway. Officers can provide vital tactical information to responding law enforcement when presented with a threat or other dangerous situation. An officer at the TOC could view and describe actions that can cause the arrest of an individual by arriving officers.

Credibility and respect given to the law enforcement profession will play a role when the officer is coordinating efforts with another law enforcement agency, providing criminal information, providing officer safety/tactical information, describing necessary tow equipment, and a myriad of other applicable situations.

Police experience will also give the officer at the TOC an advantage that cannot be utilized by a civilian employee. The officer would understand how traffic and criminal laws apply to roadway incidents, how roadway hazards/construction could affect first responders driving at high speeds, and how overall scene dynamics can influence the number of first responders needed. The experience that comes with years of working on freeway systems, investigating hundreds of collisions, enforcing laws, and commanding scenes is unique to the profession.

Why do DPS and ADOT want to create a presence together at the TOC?

A partnership between ADOT and DPS at the TOC would increase the cooperation and collaboration between the agencies and ensure their resources were utilized in the most efficient manner possible. ADOT personnel have restricted access to DPS dispatching and the DPS computer aided dispatch (CAD) program, which can often delay the response of ADOT traffic personnel. Both ADOT and DPS would benefit from an environment where information about dynamic, ongoing events could be immediately shared, discussed, and evaluated.

Cooperation and collaboration between the two agencies will greatly enhance TIM principles.

It is possible that DPS officers and ADOT personnel at the TOC could be utilized in a manner similar to how "Detour Dan" is used on KTAR radio. Local media outlets could utilize DPS officers or ADOT personnel to assist them with providing "rush hour" traffic updates during the commute hours of the day. This type of public relation could be invaluable when dealing with large-scale incidents that result in lengthy highway closures.

Imagine the scene of a multi-vehicle collision scene blocking several lanes of Interstate 10 with injured victims and suspects who have run from the scene on foot. The officer in the TOC will:

- *Ensure an adequate number of medical personnel are responding.*
- *Send police radio and CAD messages to responding officers regarding the safest, quickest way to arrive on scene in light of the blocked roadway.*
- *Warn responding officers of fleeing suspects and whether they were armed.*
- *Pre-determine an extended road closure and notify ADOT and surrounding agencies.*
- *Advise the media of this significant event to encourage the use of other routes and diminish anticipated traffic congestion.*
- *Utilize dispatch and other ADOT personnel to assist with contacting other entities such as surrounding agencies and tow trucks.*
- *Talk with the on-scene incident commander to ensure adequate resources to resolve the incident.*
- *Watch updated CAD information, listen to the police radio, watch the television media response, and share/discuss information with ADOT counterparts within the TOC to ensure effective communication amongst all incident responders and public stakeholders.*

Could retired DPS officers be used?

Retired DPS officers would not be effective as replacements for officers in the TOC. As listed above, officers have authority, credibility and experience that allow them to mobilize resources and evaluate events that civilians cannot. Retired DPS officers would only come with the experience element and some professional credibility/respect, but would lack the authority as they are no longer sworn.

Another hurdle to hiring retired DPS officers is the lack of an employment classification at either DPS or ADOT. Generally, it takes many months to create a job description and testing process for a new position. There is, additionally, no way of knowing in advance whether retired DPS officers would be attracted to this job opportunity.

An effort to hire retired DPS officers for the position at the TOC would significantly delay the initiation of the co-location program, and would also result in less qualified candidate applicants.

Agenda Item #8

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

DATE:
July 29, 2014

SUBJECT:
Revisions to the National Highway System and Principal Arterial Network in the MAG Region

SUMMARY:
The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the Interstate Highway System, other principal arterials, the Strategic Highway Network, Major Strategic Highway Network Connectors, and intermodal connectors. The NHS was developed by the U. S. Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. Modifications to the classification of roadways in the arterial network and modification to roadways included in the NHS are required.

Congress automatically added 60,000 miles of roadways that were classified as principal arterials to the National Highway System (NHS) with the enactment of Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. In Maricopa County, this added approximately 817 centerline miles of member agency owned roadways to the NHS. The NHS is shown on the map, "Current Principal Arterial Network as of October 1, 2012," and these roadways are subject to additional federal restrictions and requirements.

The last major regional update of the functional classification of the principal arterial roadway system occurred in 1992 and it neither reflects the expansion of the regional freeway system and regional growth, nor adheres fully to federal functional classification guidelines as updated in 2013. Working with member agencies, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), the Street Committee has completed an extensive technical analysis and review of the functional classification of principal arterial facilities and their NHS designation and is recommending a number of changes as shown on map Option 2E. Modifications include:

- The classification of some roadways to principal arterial to address population growth. Addition to the NHS is not requested as they do not meet federal requirements for addition to the NHS.

- The reclassification of a number of roadways to minor arterial, and based on this classification change, their removal from the NHS. The FHWA Office of Planning, Environment and Realty has suggested that the states review the functional classification of roadways to remove facilities that are improperly classified as principal arterial and thereby removal from the National Highway System.

- The removal of NHS designation from a small number of principal arterial roadways to improve the coherence of the NHS in the MAG region. Federal guidance allows for the removal of NHS designation on a case-by-case basis, but does not allow en masse removal of NHS designations. It has been determined by the FHWA that it was the mandate of Congress to add all roadways that were classified as principal arterial as of October 1, 2012, to the National Highway System.

PUBLIC INPUT:
None has been received.

PROS & CONS:

PROS: Approval of this action will update the functional classification of the Principal and Minor Arterial network, and will update the National Highway System in the MAG planning area.

It will provide an up-to-date, rational Principal and Minor Arterial network. It will reduce the regulatory burden on member agencies from facilities removed from the NHS resulting from the inclusion of the agency-owned facilities by enactment of MAP-21, and will reduce the scope of anticipated federally required performance and asset management programs for NHS facilities.

CONS: Approval of this proposal will reduce the number of agency-owned roadways eligible to receive National Highway Performance Program funding and may in the future affect federal funding available to member agencies should Congress decide to focus federal funding on the National Highway System.

NHS facilities are assured higher design, construction and aesthetic standards as they are subject to greatly expanded federal oversight and a variety of federal regulations concerning geometrical design, design approvals, sign and junkyard control and quality assurance programs.

In addition, NHS facilities will have to meet statewide performance targets per the Moving Ahead for Progress in the Twenty-first Century (MAP-21) Act. Targets will be based on national goals to be determined within the next 15 months. States will have to establish targets for these measures within one year of the final rule at the national level. Inability to meet performance and asset management targets ultimately may result in reduced National Highway Performance Program shares, federal guidance on allocations at the state level, and potentially, increased state match requirements.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A principal arterial network review and recommendation have been developed by the MAG Street Committee proposing changes to the Principal Arterial Network and changes to the NHS facilities within the MAG region.

MAP-21 added more than 800 miles of locally owned NHS facilities in Maricopa County that are eligible to receive National Highway Performance Program funding. However, the amount of National Highway Performance Program funding did not significantly increase above the funding sources it replaced and these funding sources were already committed to improvements on the State Highway System. Under federal regulation, the selection of projects for National Highway Performance Program funding resides with the state highway agency.

Federal regulations require that NHS facilities comply with a number of geometric design, sign and junkyard controls and quality assurance program requirements. When these facilities are improved, these facilities must be upgraded to comply with these requirements. Design exceptions for these facilities must receive approval from the FHWA and work performed on these facilities funded from federal sources is subject to increased federal oversight.

Failure to comply with these requirements may expose the owning agency to increased legal liability from crashes and may require the owning agency to NHS standards when federal funds are used to improve the facility.

All NHS facilities need to be included in the performance measures and performance targets to be established for maintaining the system. ADOT would have to commit to implementing improvements that demonstrate progress toward the performance targets, and the ability to meet the minimum standards for NHS facility conditions. The National Highway Performance Program also requires states to develop and adhere to a risk-based, performance-based asset management plan for preserving and improving the NHS.

The requirements noted here are general to provide perspective, and additional requirements may be required. If the Regional Council approves this item, the package will be submitted for approval by the FHWA and ADOT.

POLICY: On May 22, 2014, FHWA issued a letter to ADOT stating that FHWA will implement the requirements on the NHS starting July 1, 2014.

Pursuant to MAP-21 requirements, the U. S. Department of Transportation will publish rulemaking establishing the process for states to develop performance and asset management plans. The facilities identified to be kept in the NHS for the MAG region will be subject to these requirements and have been considered to be critical to the nation's economy and defense. The request to remove a number of principal arterials from the NHS has been the result of a consultation and collaboration between MAG member agencies, ADOT and the FHWA.

ACTION NEEDED:

Recommend approval of the included map Option 2E that updates the functional classification for the Principal and Minor Arterial network and of the modifications in the National Highway System for the MAG region and, as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

At the July 22, 2014 meeting, MAG Street Committee recommended approval of the modifications to the roadways included in map Option 2E, updating the roadway functional classification for the Principal Arterial Network, and to the modifications in the National Highway System for the MAG region, for approval by the Federal Highway Administration and the Arizona Department of Transportation.

MEMBERS ATTENDING

Dana Owsiany, Phoenix, Chair Woman
* Steve Beasley, ADOT
Emil Schmid, Apache Junction
Charles Andrews, Avondale
Jose Heredia, Buckeye
Dan Cook, Chandler
Chris Hauser, El Mirage
Tom Deitering for Aryan Lirange, FHWA
Morris Taylor for Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
Tom Condit, Gilbert
Purab Adabala for Bob Darr, Glendale
Cato Esquivel for Hugh Bigalk, Goodyear
Thomas Chlebanowski for Darryl Crossman, Litchfield Park
* Bill Fay, City of Maricopa
Jack M. Lorbeer, Maricopa County
Maria Angelica Deeb, Mesa
* James Shano, Paradise Valley
# Scott Bender, Pinal County
Ben Wilson, Peoria
* Janet Martin, Queen Creek
Jennifer Jack for Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Phil Kercher, Scottsdale
Suneel Garg, Surprise
* Isaac Chivera, Tempe
* Jason Earp, Tolleson
* Grant Anderson, Youngtown

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

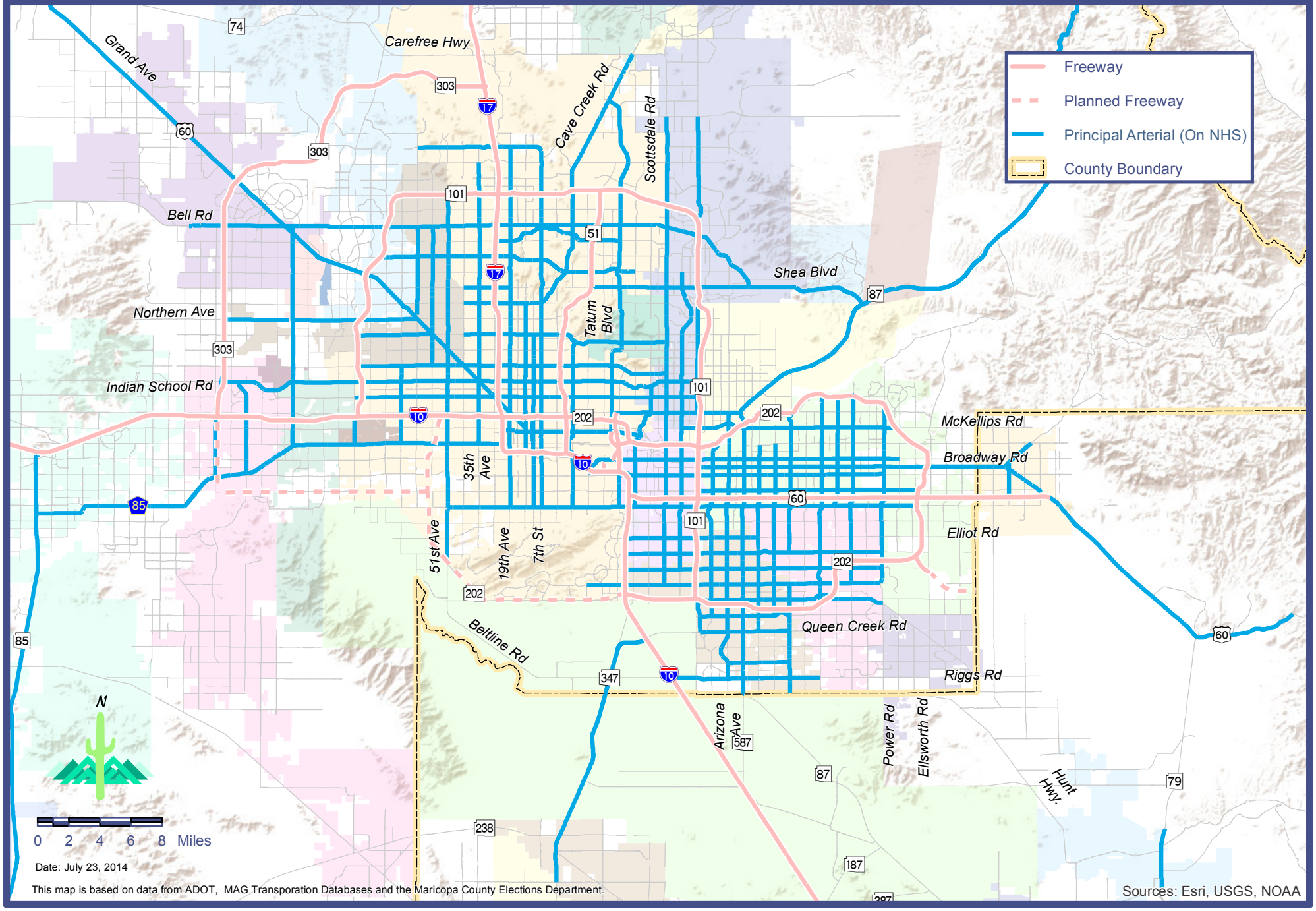
This item is scheduled for the July 31, 2014, Transportation Review Committee. An update will be provided on action taken by the Committee.

CONTACT PERSON:

Teri Kennedy, or Stephen Tate, MAG, (602) 254-6300

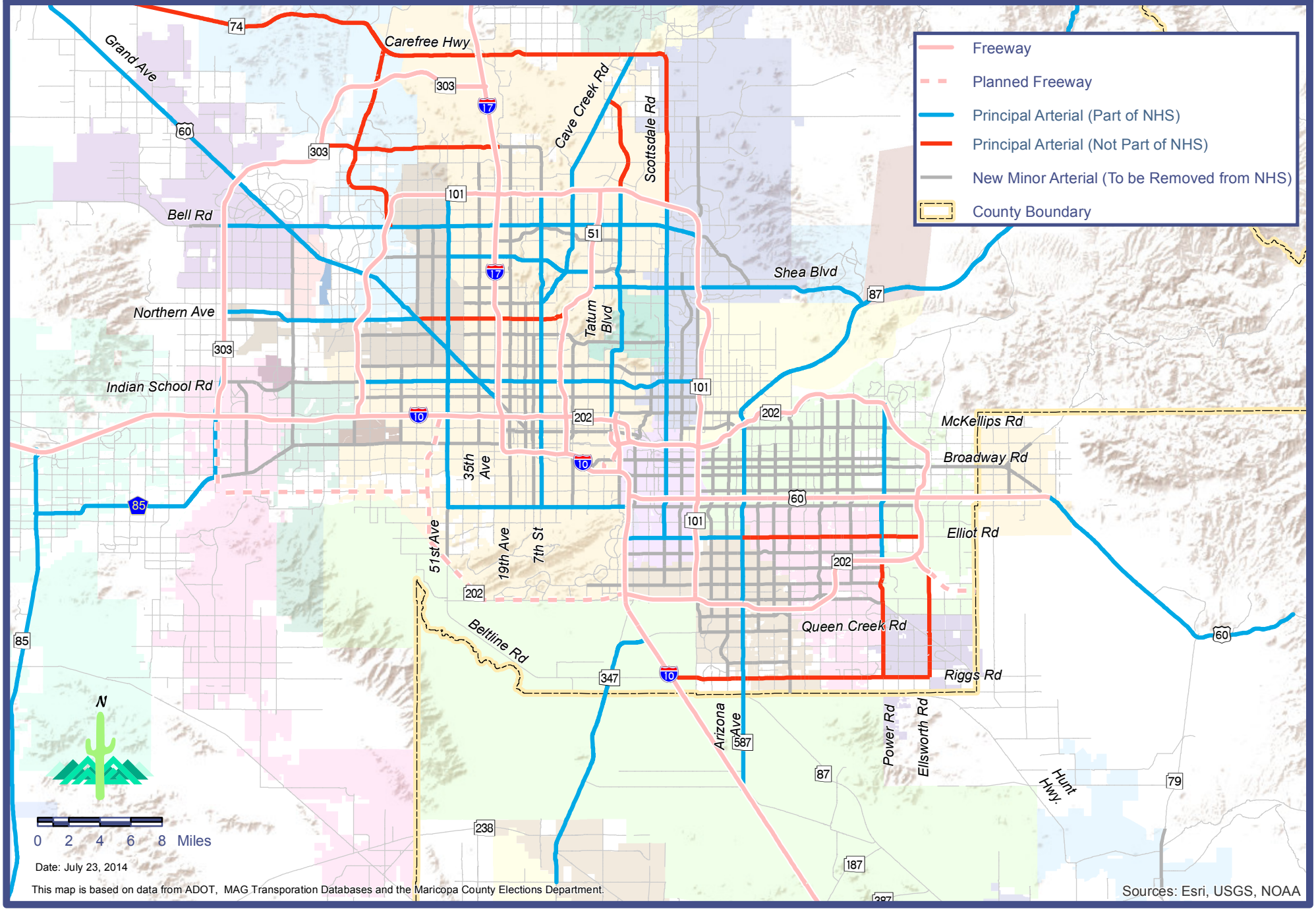
Current Principal Arterial Network as of October 1, 2012

MARICOPA ASSOCIATION of GOVERNMENTS



Revised Principal Arterial Proposal: Option 2E

MARICOPA ASSOCIATION of GOVERNMENTS



Agenda Item #9

MARICOPA ASSOCIATION of GOVERNMENTS

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

July 22, 2014

TO: Members of the MAG Regional Council

FROM: Eileen Yazzie, MAG Transportation Planning Project Manager

SUBJECT: REPRESENTATION BY PROVIDERS OF PUBLIC TRANSPORTATION ON MPO BOARDS

A new requirement under the federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), requires transit representation on the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. Options for the transit representative position on the MAG Regional Council have been developed and are presented in this memorandum. Discussions of the options will be held during August, with action on a recommended option and any associated By-Laws changes will be brought forward for action during September.

Background

MAP-21 was passed by Congress and signed by the President in July 2012. One of the provisions of the law was for a transit representative to be part of the governing bodies of Metropolitan Planning Organizations (MPOs) such as MAG. On June 2, 2014, the U.S. Department of Transportation released policy guidance related to this requirement.

The federal guidance reads as follows:

> "By October 1, 2014, MPOs that serve an area designated as a Transportation Management Area (TMA) must include (A) local elected officials; (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (C) appropriate State officials.
>
> "A representative of providers of public transportation should be an elected or appointed member of the provider's board of directors or a senior officer of the provider, such as a chief executive officer or a general manager.
>
> "To satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), a representative of a provider of public transportation that operates in a TMA should be eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program.

> "To select representatives of providers of public transportation, MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area."[1]

The U.S. Department of Transportation guidance makes it clear that the transit representative should only represent transit interests and not also represent an individual jurisdiction as a member of the Regional Council.

Operators of Public Transportation in the MAG Region

Staff consulted with the operators of public transportation in the MAG region in early July to discuss the process and options to select a representative of providers of public transportation for the MAG Regional Council. Current public transportation operators in the MAG Region:

Municipal Providers:

- Glendale
- Peoria
- Phoenix
- Scottsdale

Regional Providers:

- Regional Public Transportation Authority (RPTA)
- Metro Rail

Proposed Voting Procedures for MAG Regional Council Transit Representative

The MAG By-Laws provide the voting procedures for MAG committees. Specific positions on the MAG Regional Council, besides MAG member agencies, include the members from the Arizona State Transportation Board and the Chair of the Citizens Transportation Oversight Committee (CTOC). A representative from the RPTA serves on the MAG Management Committee.

The Arizona State Transportation Board, RPTA, and CTOC representatives on MAG committees have one vote each and only vote on transportation-related issues. For weighted voting, the RPTA and CTOC representatives each have one vote; and the two State Transportation Board members always have one (1) vote on transportation issues. Following this practice, it is proposed that the transit representative on the MAG Regional Council would have one vote on transportation-related issues.

Proposed Options for a Transit Representative on the MAG Regional Council

In consultation with the transit operators in the region, three primary options were developed for consideration. Each meets the intent of the MAP-21 requirement for transit representation on the MAG Regional Council. Options 1A and 1B are similar with the only difference being how Metro Rail

[1] DEPARTMENT OF TRANSPORTATION, Federal Transit Administration - 49 CFR Part 613, Federal Highway Administration - 23 CFR Part 450. [Docket No. FTA–2013–0029] - Policy Guidance on Metropolitan Planning Organization (MPO) Representation: http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12163.pdf.

is incorporated. Under 1A, both the RPTA Board of Directors and the Metro Rail Board of Directors would be eligible to be selected as the representative as described below. Under 1B, only the RPTA Board of Directors would be involved. Table A on the following page outlines the options.

With the exception of Option 3, the options recommend a rotation among transit operators and the RPTA Board members. To recognize the significant funding provided by individual jurisdictions, the recommendation under Options 1A and 1B is that the RPTA and Metro Rail Board members appointed be from jurisdictions that provide significant local funding for transit services. Table B documents the transit spending for MAG jurisdictions based on the 2013 Transit Service Inventory Report. The last column on the right hand side of the chart shows the calculated local spending per capita for each jurisdiction.

Option 1A: Rotate the MAG Regional Council Transit Representative among the transit operators. For the four municipalities that operate transit, the elected representative on the RPTA Board for each jurisdiction would rotate as the MAG representative. The RPTA representative would be selected from its members who do not operate transit and who represent a "top-tier" transit municipality as indicated by the jurisdiction's expenditures per capita for transit services. The Metro Rail Board would also appoint a representative from its members who do not operate transit and represent a top-tier municipality in terms of local transit spending per capita. Under this option, the MAG representative would rotate among the six members.

Option 1B: Treats RPTA and Metro Rail as one transit operator. Includes the four municipalities that operate transit and an RPTA board member. The RPTA representative would be selected from its members who do not operate transit and who represent a "top-tier" transit municipality as indicated by the jurisdiction's expenditures per capita for transit services. The rotation would include a total of five rather than six positions.

Option 2: Rotate the MAG Regional Council transit representative among the RPTA Board officers. This option would limit the MAG transit representative to one of the three elected officials who serve as one of three officers (Chair, Vice-Chair, and Treasurer) of the RPTA Board.

Option 3: The elected official from the Federal Transit Administration (FTA) Designated Recipient that sits on the RPTA Board would serve as the transit representative to the MAG Regional Council. The City of Phoenix is the FTA Designated Recipient for the MAG region.

Please contact the MAG office if you have any questions.

cc: MAG Management Committee
Intergovernmental Representatives

Table A – Proposed Options for Representative of Public Transportation

Operators in the MAG Region

Municipalities	Non-Municipal Agencies
Phoenix	RPTA
Glendale	Metro Rail
Peoria	
Scottsdale	

Proposed Options to Select a Representative of Providers of Public Transportation for MAG Regional Council

Step	Option 1A	Option 1B	Option 2	Option 3
1)	Six Transit Operators (includes RPTA & Metro Rail)	Five Transit Operators (RPTA & Metro Rail combined)	RPTA Board Officers	Designated Recipient (City of Phoenix)
2)	Rotational Basis	Rotational Basis	Rotational Basis	Non-Rotational
3)	For the 4 municipal operators, elected official that serves on RPTA Board For the 2 non-municipal operators, elected official that is not an operator and qualifies as a top tier transit municipality based on the local transit contribution/capita	For the 4 municipal operators, elected official that serves on RPTA Board For RPTA, elected official that is not an operator and qualifies as a top tier transit municipality based on the local transit contribution/capita	Elected official that serves as one of the three appointed seats (Chair, Vice-Chair, and Treasurer)	Elected official of the Designated Recipient that serves on RPTA Board.

Table B – Transit Spending by Jurisdiction

Jurisdiction	2013 Local costs for Fixed Route and Rail Operations (including Express/Rapid and Circulators)*	2013 Local costs for Paratransit Operations*	Total Local Cost for Bus, Paratransit, and Rail Operations*	Population**	Local Transit Funding Per Capita
Apache Junction (f)			$ -	37,623	
Avondale	$ 500,000	$ 50,000	$ 550,000	77,511	**$ 7.10**
Buckeye	$ -	$ 19,200	$ 19,200	56,460	**$ 0.34**
Carefree (d)			$ -	3,424	
Cave Creek			$ -	5,228	
Chandler	$ 215,000	$ 222,000	$ 437,000	246,197	**$ 1.78**
El Mirage	$ -	$ -	$ -	32,472	
Florence (i)			$ -	25,512	
Fort McDowell Yavapai Nation (d) (h)			$ -	984	
Fountain Hills	$ -	$ -	$ -	22,893	
Gila Bend (d)			$ -	1,948	
Gila River Indian Community (i)			$ -	11,918	
Gilbert	$ -	$ -	$ -	227,603	
Glendale	$ 4,448,242	$ 1,393,799	$ 5,842,041	231,109	**$ 25.28**
Goodyear	$ -	$ 20,000	$ 20,000	72,275	**$ 0.28**
Guadalupe	$ -	$ -	$ -	6,019	
Litchfield Park			$ -	5,759	
Maricopa (i)			$ -	46,140	
Maricopa County (e)	$ -	$ -	$ -	277,846	
Mesa	$ 7,555,113	$ 1,284,011	$ 8,839,124	450,310	**$ 19.63**
Paradise Valley	$ -	$ -	$ -	13,282	
Peoria (g)		$ 303,064	$ 303,064	160,552	**$ 1.89**
Phoenix	$ 145,550,000	$ 545,050	$ 146,095,050	1,485,751	**$ 98.33**
Pinal County (c)(i)			$ -	127,351	
Queen Creek (f)			$ -	29,510	
Salt River Pima-Maricopa (h)			$ -	6,498	
Scottsdale	$ 5,083,363	$ 707,821	$ 5,791,184	222,213	**$ 26.06**
Surprise	$ 99,500	$ 641,400	$ 740,900	121,629	**$ 6.09**
Tempe	$ 23,304,853	$ 251,010	$ 23,555,863	165,158	**$ 142.63**
Tolleson	$ 243,000	$ 15,000	$ 258,000	6,632	**$ 38.90**
Wickenburg (g)			$ -	6,511	
Youngtown	$ -	$ -	$ -	6,236	
Municipal Operators					
Top Tier Transit Municipalities (other than operators)					

*Source: MAG Transit Service Inventory Report 2013. It is assumed that this includes State Lottery Fund.

** Source: MAG July 1, 2013 Approved Population within one percent of the approved Maricopa County control total.