

October 16, 2012

TO: Members of the MAG Regional Council

FROM: Mayor Marie Lopez Rogers, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.
Wednesday, October 24, 2012
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. The meeting will include a working lunch.

Please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority 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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
October 24, 2012**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the September 26, 2012, Meeting Minutes

5A. Review and approval of the September 26, 2012, meeting minutes.

AIR QUALITY ITEMS

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. Please refer to the enclosed material.

- 5B. Information and discussion.

GENERAL ITEMS

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

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2014 is required to be submitted to the ADOA by December 15, 2012. The FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program have been recommended for approval by the MAG 9-1-1 PSAP Managers on July 12, 2012, and by the MAG 9-1-1 Oversight Team on September 12, 2012, and by the MAG Management Committee on October 3, 2012. Please refer to the enclosed material.

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

- *5D. Appointments of the MAG Economic Development Committee Business Member Positions

On October 27, 2010, the MAG Regional Council approved the composition of the MAG

- 5D. Approval of appointments of the nine Economic Development Committee (EDC) business member positions, not including the two transportation industry positions.

Economic Development Committee (EDC). The composition includes eleven business member positions that have two-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. The business member positions are up for reappointment. On August 1, 2012, a memorandum was sent to the EDC business members soliciting letters of interest to be reappointed to the EDC. Nine letters to be reappointed were received. The two transportation representatives chose not to submit letters for reappointment. On September 17, 2012, the MAG Regional Council Executive Committee recommended approval of the appointments of nine EDC business member positions, not including the two transportation industry positions. Appointments of the transportation industry positions are will be considered at a later date. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds. Using these funds would require a major amendment in accordance with A.R.S. 28-6355. This would require 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

6. Approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) 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, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as

consultation, the item would be brought back through the MAG process for approval. This item is on the October 17, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. 2012 Annual Report on the Status of the Implementation of Proposition 400

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

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

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

appropriate, contingent on the finding of air quality conformity.

7. Information and discussion.

8. Information and discussion.

9. State Demographer's Office Update

The Council of Technical Solutions, authorized by Executive Order 2011-04 and staffed by the Arizona Department of Administration, meets every month to discuss technical issues related to population data, methods and processes for the State of Arizona. The State Demographer's Office is currently developing a new set of population projections for the State and counties. These projections are then utilized as county control totals in the sub-area projections developed by MAG. Staff will provide an update of the population projections status.

9. Information and discussion.

10. Legislative Update

An update will be provided on legislative issues of interest.

10. Information, discussion, and possible action.

11. Metropolitan Business Planning Initiative Update

In April 2012, an update on the Metropolitan Business Planning Initiative was provided to the MAG Regional Council. Since that time, updates on the analysis and staffing have been provided to the MAG Management Committee and Economic Development Committee. The purpose of this presentation is to provide an update and request input on the project.

11. Information, discussion, and input.

12. Request for Future Agenda Items

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

12. Information and discussion.

13. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

13. Information.

Adjournment

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

September 26, 2012
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair	Supervisor Max W. Wilson, Maricopa Co.
* Mayor Scott Smith, Mesa, Vice Chair	* Mayor Scott LeMarr, Paradise Valley
* Councilwoman Robin Barker, Apache Junction	# Mayor Bob Barrett, Peoria
Mayor Jackie Meck, Buckeye	Mayor Greg Stanton, Phoenix
Mayor David Schwan, Carefree	Vice Mayor Robin Benning for Mayor Gail Barney, Queen Creek
* Councilman Dick Esser, Cave Creek	* President Diane Enos, Salt River
# Mayor Jay Tibshraeny, Chandler	Pima-Maricopa Indian Community
Mayor Lana Mook, El Mirage	Mayor W. J. "Jim" Lane, Scottsdale
* President Clinton Pattea, Fort McDowell Yavapai Nation	# Mayor Sharon Wolcott, Surprise
Mayor Linda Kavanagh, Fountain Hills	Mayor Mark Mitchell, Tempe
* Mayor Ron Henry, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor Gregory Mendoza, Gila River Indian Community	Councilman Rui Pereira, Wickenburg
Mayor John Lewis, Gilbert	Mayor Michael LeVault, Youngtown
* Mayor Elaine Scruggs, Glendale	Victor Flores, State Transportation Board
Mayor Georgia Lord, Goodyear	Joseph La Rue, State Transportation Board
* Mayor Yolanda Solarez, Guadalupe	Roc Arnett, Citizens Transportation Oversight Committee
Mayor Thomas Schoaf, Litchfield Park	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Marie Lopez Rogers at 11:35 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett, Mayor Jay Tibshraeny, and Mayor Sharon Wolcott joined the meeting via teleconference.

Chair Rogers noted that on September 19, 2012, the Transportation Policy Committee recommended items 5C, 5E, and 7 that are on the Regional Council agenda. She stated that copies of the two addenda to the agenda previously transmitted to the Regional Council were at each place.

Chair Rogers requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Transit tickets for those who used transit to attend the meeting and parking validation were available from staff.

3. Call to the Audience

Chair Rogers noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Rogers recognized public comment from Dianne Barker, a resident of Phoenix, who said she had come to the meeting by bus and light rail. She expressed her appreciation for receiving a transit ticket. Ms. Barker recalled singers Andy Williams and Alice Cooper. She stated that the Interstate 11 designation was positive, but she would like to see multimodal transportation on the corridor. Ms. Barker stated that the designation was championed by a Nevada congressman and she did not know if he was a proponent of multimodalism. She stated that MAG has a purpose statement and encouraged that MAG have a mission statement, such as, “Be the best in the West for collaboration and policy for multimodal transportation.” Chair Rogers thanked Ms. Barker for her comments.

4. Executive Director’s Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith noted that earlier in the day was the Economic Development Listening Session with Michael Camuñez, Assistant Secretary with the U. S. Department of Commerce, at the Arizona Commerce Authority office. He noted that more than 100 people from agencies across the state registered to attend the session. Mr. Smith stated that this was the first time he could recall that all of the regional planning agencies in Arizona agreed on a common goal – and that is to improve trade with Mexico. Mr. Smith stated Mr. Camuñez offered to work with the State on a commerce initiative with the assistance of the Department of Commerce. He reported that Mayor Rogers was moderator of the session and Mayor Schoaf was one of the speakers.

Mr. Smith showed a slide developed by the East Valley Partnership that showed Mexico is the number one trade partner with Arizona. He reported that Dr. Michael Crow asked, “Imagine having a G-20 country on your border, would you not want to go work with them?” Mr. Smith stated that Mexico is

one of the fastest growing countries in the world. He stated that Texas is a large state that has a lot of resources that Arizona does not have, but New Mexico has also increased its competitiveness by creating 21,000 jobs south of the port of Santa Teresa. Mr. Smith reported that New Mexico passed a locomotive fuel reduction bill, created a six-mile vehicle overweight zone and a New Mexico border authority, and rose from 38th place in export growth in the United States to second place.

Mr. Smith stated that a presentation on the MAG Freight Transportation Framework Study recommendations will be given at the October 2, 2012, Economic Development Committee meeting and at the October 30, 2012, Joint Planning Advisory Council meeting. He noted members will be able to take back to their communities the findings of the study, see what is feasible, and then discuss implementation at a retreat in early 2013. Mr. Smith stated that Arizona has a lot of talent, but not a lot of focus. Mr. Smith stated that ADOT needs \$65 million for the interchange at Nogales. He said that MAG gets 37 percent of the discretionary money at ADOT. He suggested taking that money and making a commitment to ADOT over four years. It would be a huge project for the entire state. Mr. Smith encouraged not waiting to do this project six years from now, after all of the produce trade has gone to Texas.

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

Mr. Smith stated that the Greater Phoenix Aging in Place Symposium was held on September 25. He encouraged involvement for those who provide senior services in their communities. Mr. Smith stated that those who are retiring now are the most educated group in the history of this country and this is an opportunity to engage them in their communities after having successful careers.

Chair Rogers thanked Mr. Smith for his report. She expressed her appreciation to MAG staff for the event at the Arizona Commerce Authority. Chair Rogers stated that there was a lot of synergy in the room which she felt would grow and develop. She asked members if they had questions for Mr. Smith.

Mr. Arnett suggested agendaizing the Nogales interchange project and having a discussion sooner than later. He said that the bottleneck needs to be fixed and if it can be done with \$24 million over four or five years, he encouraged doing it.

5. Approval of Consent Agenda

Chair Rogers noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the Consent Agenda.

Chair Rogers recognized public comment from Ms. Barker, who said that this region is headed for sanctions on February 14. She commented that she was surprised to hear that this region had more than 100 exceedances, supposedly due to high winds. Ms. Barker acknowledged that EPA needs to understand this region, but people want clean air and need to be protected. She stated that more people

will be moving here if the economy improves, due to the good climate and transportation infrastructure. Ms. Barker stated that people do not need a car to get around and information providers, such as the Greater Phoenix Rising website, could provide information about alternative transportation. She stated that more bicycle facilities are needed. Chair Rogers thanked Ms. Barker for her comments.

Chair Rogers asked members if they had questions or requests to hear a consent agenda item individually. None were noted.

Mayor Schoaf moved to approve the Consent Agenda. Mayor Schwan seconded, and the motion passed unanimously.

5A. Approval of the July 25, 2012, Meeting Minutes

The MAG Regional Council, by consent, approved the July 25, 2012, meeting minutes.

5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2012, to June 30, 2012. Of the 89 notices received, none had an impact to the State Highway System.

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

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update, as appropriate. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010. The TIP and RTP have been modified 19 times with the last modification completed administratively by prior Regional Council approval. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. On September 12, 2012, the MAG Management Committee recommended approval. On September 19, 2012, the Transportation Policy Committee recommended approval.

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

The MAG Regional Council, by consent, approved the Mesa Crosscut Canal West Mesa Regional Connector for \$80,000; the Glendale 55th Avenue Bike Route Spot Improvement for \$70,000; and the Scottsdale Non-motorized Crossing of the Loop 101 at the Central Arizona Project Canal for \$50,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes \$200,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary

engineering portion of a bicycle or pedestrian project. According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. At the July 17, 2012 meeting, the Bicycle and Pedestrian Committee reviewed and ranked applications for project funding. Five applications requesting \$359,300 in funding were originally submitted for consideration and one jurisdiction subsequently pulled its application. The Committee voted to recommend approval of three projects for \$200,000. Due to a limited amount of funds, the fourth project could not be awarded. The three Design Assistance projects were recommended for approval on August 23, 2012, by the Transportation Review Committee, and on September 12, 2012, by the MAG Management Committee.

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

The MAG Regional Council, by consent, approved allowing Glendale to include the \$560,597 of Northern Avenue right-of-way expenditures as part of the required local match for the project. Glendale has acquired significant right-of-way for the planned Northern Parkway project, which is included in the Arterial Life Cycle Program (ALCP). Since the project will include federal funds, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are involved in determining the eligibility of project costs for reimbursement with federal funds. The ALCP Policies and Procedures states that for federally funded projects, the eligibility for both the reimbursement of costs with federal funds and for the calculation of the required local match will follow federal guidelines. ADOT and FHWA have determined that \$560,597 of right-of-way costs submitted by Glendale are ineligible for federal reimbursement. MAG staff has reviewed all of the information and analysis provided by Glendale, ADOT and FHWA and determined that the costs incurred by Glendale are directly related to the right-of-way needed for Northern Parkway and would be acceptable for either reimbursement or the required ALCP local match if the project did not include federal funds. MAG staff recommended that an exception to the adopted ALCP policy be made to allow the \$560,597 to be included in the calculation of the local match for Northern Parkway. On August 23, 2012, the MAG Transportation Review Committee concurred with the recommendation. On September 12, 2012, the MAG Management Committee recommended approval. On September 19, 2012, the Transportation Policy Committee recommended approval.

5F. Update on the Southeast Corridor Major Investment Study

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, was amended by the MAG Regional Council Executive Committee in March 2010 to include \$300,000 to conduct the Southeast Corridor Major Investment Study. On May 17, 2010, the MAG Regional Council Executive Committee selected HDR, Inc. to conduct the study. The consultant has completed its efforts with the project, and a report on the study's findings was provided.

5G. Federal Fiscal Year 2012 Final Year End Closeout

On July 25, 2012, the MAG Regional Council approved future project funding modifications related to approved Federal Fiscal Year (FFY) 2012 Closeout projects. This approval was requested and approved to ensure when final apportionment tables from Federal Highway Administration and Federal Transit

Administration were published, all funding could be programmed. On September 12, 2012, during the final analysis of the FFY 2012 Arizona Department of Transportation (ADOT) declining balance sheet, \$317,000 was identified as unprogrammed. ADOT notified MAG that the federal electronic system would close on Tuesday, September 18, 2012. The decision to select a project was time sensitive and the project selected needed to be ready to implement immediately. The Regional Community Network project was identified to advance from a future year which allows the MAG region to ensure full obligation authority for FFY 2012. The project change included in this agenda item completes programming of all obligation authority for the MAG region in FFY 2012. This was the 19th amendment and an administrative modification to the FY 2011-2015 TIP.

5H. Conformity Consultation

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

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

On May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan for PM-10. The Arizona Department of Environmental Quality adopted the plan and officially transmitted it to the Environmental Protection Agency (EPA) on May 25, 2012. A completeness finding was issued by EPA on July 20, 2012, which stopped the sanctions clocks that were triggered when the prior Five Percent Plan was withdrawn. To avoid the imposition of a federal implementation plan, EPA must approve the plan by February 14, 2013. The region will also need at least three years of clean data as measured by the air quality monitors for attainment of the PM-10 standard (2010, 2011, and 2012). To date, there have been 13 exceedance days in 2012. The Arizona Department of Environmental Quality now has consultant assistance to prepare the documentation required for exceptional events. Also, EPA published a notice of availability and public comment period for the Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. The documents clarify key provisions, respond to questions and issues that have arisen since EPA promulgated the Exceptional Events Rule, and update the prior May 2011 guidance. While some improvements have been made, the revised guidance includes additional requirements and the documentation required remains resource intensive. MAG staff submitted comments by the September 4, 2012, deadline. On September 6, 2012, the EPA approved the first package of exceptional events for July 2 through July 8, 2011.

5J. Amendment to the FY 2013 MAG Unified Planning Work Program and Annual Budget and Arup North America, Ltd. Contract

The MAG Regional Council, by consent, approved amending the FY 2013 MAG Unified Planning Work Program and Annual Budget to amend the Arup North America, Ltd. contract by \$23,000 to conduct the stakeholder work for the Sustainable Transportation and Land Use Integration Study. In May 2010, the Regional Council approved the FY 2011 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included a Sustainable Transportation and Land Use Integration Study. On September 13, 2010, the Regional Council Executive Committee selected Arup North America, Ltd. to conduct the study for an amount not to exceed \$750,000. It is requested that \$23,000 be added to the FY 2013 UPWP and Annual Budget to increase contract #442 with Arup North America, Ltd. for stakeholder work to complete the Sustainable Transportation and Land Use Integration Study. This funding will support four stakeholder meetings related to the findings of the high capacity transit and land use integration modeling exercise, the Sustainable Transportation Toolkit, and the recommendations of the Study. During this month, the MAG Management Committee and Regional Council Executive Committee recommended approval to amend the Arup North America, Ltd. Contract #442 to increase funding by \$23,000. After the meetings occurred, it was noted that an amendment to the MAG FY 2013 Unified Planning Work Program (UPWP) and Annual Budget was also needed.

5K. Appointment of Mayor Mark Mitchell, City of Tempe, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The MAG Regional Council, by consent, approved the appointment of Mayor Mark Mitchell, City of Tempe, as the one of the seven largest cities/towns elected officials on the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns.

6. Report on the City of Phoenix “Buy Local First” Policy

Kimber Lanning, Director of Local First Arizona, presented a report on efforts to support local businesses. Ms. Lanning said that she would provide information about a regional directory her organization developed and their work on procurement over the past five years. She stated that they feel procurement should be viewed as an investment and not just the cheapest price.

Ms. Lanning then provided data from a 2008 study that showed that local business does more for the local economy than a non-local business. She reported on the State of Arizona \$5 million state contract for office supplies with Office Max and compared it to another national office supply company, Staples, and a locally owned office supply business, Wist Office Supply, based in Tempe. Ms. Lanning noted that their analysis showed that 11.6 percent of the \$5 million contract with Office Max would stay in the state. Had that \$5 million contract gone to Wist, 33.4 percent of the \$5 million would remain in the state. Ms. Lanning stated that 100 percent of the jobs at Wist are full-time with benefits; 62 percent of the jobs at Office Max are part-time with no benefits. Ms. Lanning stated that many times part-time workers with no benefits end up in the state health care program, the taxpayers pick up the costs, and any of the perceived cost savings begin to erode.

Ms. Lanning said that Wist gives an average of \$35,000 to local charities each year and has done so for the past ten years, while Office Max and Staples gave nothing locally. Ms. Lanning also noted that there are local secondary and tertiary jobs associated with local companies: designers, attorneys, accountants, payroll services, etc., and this ends up with their dollars staying and recirculating in the area creating additional jobs. Instead, Office Max and Staples outsource these types of jobs.

Ms. Lanning stated that local businesses do provide jobs and pay taxes, but that is not the only thing they are measuring. She noted that Office Max and Staples pack and process the orders out of state and ship them here. Ms. Lanning stated that the true value of a contract is not always the cheapest price. She stated that the Office Max state contract expired in 2009 and it was subsequently awarded to Staples. Ms. Lanning said that Arizona is one of three states that do not acknowledge that local business does more for the local economy than a non-local business; they only measure by price. Ms. Lanning stated that they are working on legislation.

Ms. Lanning stated that they did a study with SCF Arizona, part of whose mission is to buy locally. She said that in 2009, 82 percent of its contracts went to Arizona companies. Ms. Lanning stated that SCF spent \$100 million in 2009 and this had an impact of \$500 million on the local economy. She stated that SCF has 518 employees, but it indirectly supports 3,600 Arizona jobs, mostly in manufacturing and medical supply jobs. Ms. Lanning stated that Local First Arizona has had some recent successes, for example, APS committed to shifting five percent of its overall budget to Arizona companies.

Ms. Lanning then reported on the City of Phoenix procurement success story. She said that they found a solution in San Diego that we were able to bring back here to Phoenix and implement rather quickly. Under the old model, the city used to go to a full public bid for any contract worth more than \$5,000. Ms. Lanning stated that the only factor looked at was immediate price – whether an Arizona company or not, all were treated the same. Ms. Lanning stated that they were able to raise the threshold from \$5,000 to \$50,000 and now the staff simply goes to a database populated only with Arizona companies, they get three bids, and go with the lowest bid. She noted that this process is still a competitive bid.

Ms. Lanning noted that the City of Phoenix policy is a competitive process and supportive of free markets. She said they are not “Local Always Arizona” or “Local Only Arizona,” just “Local First Arizona.” Ms. Lanning stated that any time the opportunity arises to award contracts under the amount of \$50,000 is a boon to the local economy. Ms. Lanning stated that Mayor Stanton is committed to making the directory regional and he has tasked Ms. Lanning and Phoenix staff to build the directory.

Ms. Lanning stated that she welcomes the opportunity to work with businesses in every community in the region, and she encouraged local businesses to become certified as vendors in the database. She expressed that she would like to work with community procurement, staff, and chambers of commerce.

Chair Rogers thanked Ms. Lanning for her report and asked members if they had questions.

Mayor Lane stated that the important factor is that it streamlines and simplifies the process for small businesses. He stated that the impact is huge for companies in the database. Ms. Lanning stated that the City of Scottsdale has done outstanding work in providing a streamlined process to businesses.

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

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

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

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

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

Ms. Kennedy stated that Scenario 3 was chosen by the working group, and recommended by the MAG Management Committee and Transportation Policy Committee. She said that Scenario 3 would eliminate bonding for projects in the future, and would eliminate inflation being applied to future reimbursements until such time as revenues recover. Ms. Kennedy advised that eliminating bonding and inflation is a deviation of policy from the approved ALCP Policies and Procedures.

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

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

Ms. Kennedy stated that the Transportation Policy Committee included a provision with its recommendation that the change to the draft FY 2013 Arterial Life Cycle Program is a one-time, non precedent-setting change in order to achieve fiscal balance, and that the program policies remain unchanged.

Chair Rogers thanked Ms. Kennedy for her report and asked if there were questions.

Mayor Mook made the following statement for the record: “The City of El Mirage will vote in favor of the ‘Rebalanced 2013 Arterial Life Cycle Program’ as a show of our ongoing support for regionalism and the Maricopa Association of Governments. However and as Mayor, I want to go on record to let the Regional Council know that the El Mirage Road Project is the linchpin for our City’s economic development efforts. Simply pushing the funding out a couple of years sounds easy enough, which is essentially what a ‘rebalancing’ does. But a couple of years can have a significant impact on a small City like El Mirage that has worked extremely hard to garner broad community and business support, as well as voter approved bond funding for this project. Again, we support MAG and will support this item, but have to put our concern on the record. The City thanks the County and MAG for their ongoing partnership and cooperation on this and other projects, and look forward to finding alternative ways to move the El Mirage Road project forward in a timely manner.”

With no further questions, Chair Rogers called for a motion. Mayor Lane moved to approve the (1) the Draft FY 2013 Arterial Life Cycle Program and (2) the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate, with the proviso recommended by the Transportation Policy Committee that this is a one-time, non precedent-setting change in order to achieve fiscal balance, and that the program policies remain unchanged. Mayor LeVault seconded, and the motion passed unanimously.

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

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

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

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

Mr. Hazlett then described the plans in the Regional Transportation Plan for these corridors. Interstate 10: widen between 40th Street and Pecos Stack; program amount of \$648.5 million. Interstate 17: no

project specified; awaiting EIS outcome; program amount of \$821.6 million. The Regional Transportation Plan funding for these two corridors totals \$1.47 billion.

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

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

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

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

Supervisor Wilson stated that Interstate 10 west of the Spine is a bottleneck every day. He asked what could be done to move forward improvements. Mr. Hazlett replied that Interstate 10 west (the Papago) is the Tail and its traffic influences the Spine. He said that the Master Plan study will need to account for this section of Interstate 10. Supervisor Wilson asked if planning could start for Interstate 10. Mr. Hazlett replied yes.

Mr. Smith noted that the original EIS for Interstate 10 would take the traffic toward the airport and into the tunnel, which already is a major bottleneck. With the other plan, traffic would be directed to the Durango Curve, which is funded in the current program, although late in the program. Mr. Smith added that the section on the inner loop is not funded.

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

Denise McClafferty presented a report on the Economic Development Committee (EDC) survey results and charter. She noted that when the EDC was formed in October 2010, a two-year sunset clause was included. Ms. McClafferty stated that a survey was distributed to the EDC members in April 2012 to evaluate the EDC meetings. The survey consisted of a list of topics that were discussed at the EDC meetings, along with a ranking scale, and a copy of the results was included in the agenda packet.

Ms. McClafferty reviewed highlights of the survey results: the Greater Phoenix Rising website scored the highest, followed by the update on the Freight Transportation Framework Study. She noted that other popular discussions were the report on the Aerospace and Defense Industry in Arizona and the Thunderbird Consultant Programs (Supply Chain Study for Mexico and Canada). Ms. McClafferty stated that members were asked if they felt the EDC is beneficial and should continue. Out of 14 responses, 12 would like to see the EDC continue and two would not.

Ms. McClafferty stated that a charter was developed by the EDC over the past several months to clarify the focus of the EDC moving forward. She explained that the charter includes the history of MAG, the formation and purpose of the EDC, the EDC's mission and goals, the activities of the EDC, and EDC membership. Ms. McClafferty stated that the EDC members emphasized that they value these meetings for providing opportunities to discuss and study economic development issues and best practices in the region and the state. They also believe that the best economic development efforts involve coordination between government agencies and businesses within a region.

Ms. McClafferty noted that this item was on the agenda for approval of the Economic Development Committee Charter.

Chair Rogers thanked Ms. McClafferty for her report. She asked Mayor Schoaf, chair of the EDC, if he would like to add anything.

Mayor Schoaf stated that the success of the EDC was demonstrated today at the Economic Development Listening Session with the Assistant Secretary of Commerce. He stated that the impetus for this event was the EDC and MAG staff. Mayor Schoaf stated that when the EDC began, they looked at the impact of trade on Maricopa County, and were amazed to find that a large amount of trade (\$7 million per day) comes from individual Mexican citizens throughout the state. Mayor Schoaf stated that they started looking at how they could increase that trade in Maricopa County and found that relationships with other communities in the state needed improvement. He stated that the border is a tremendous asset to Maricopa County as well as the communities in the southern part of the state. Mayor Schoaf stated that relationships that developed led to the resolution to support trade across the border that was approved by all of the state's metropolitan planning organizations. Mayor Schoaf expressed that he felt these were important steps for the state and the impetus was the work that MAG has done. He urged continuing support for the EDC, which has the ability to provide a forum to discuss issues that are of extreme importance to residents and a place to share best practices, and brings together elected officials, business people, and educators. Mayor Schoaf urged continuation of the EDC and approval of the charter.

Mayor Lewis stated that the outreach to the region and the rest of the state by the EDC has had a great impact and the additional dialogue has been beneficial. He said that everyone has been working in a more united way as a result of the EDC. Mayor Lewis stated that some of the presentations were the first time he had heard reports on those topics, and had put in requests for those presentations to be given to Gilbert business leaders and chamber of commerce. He said that these presentations were very helpful and he felt that was the reason the committee was successful. Mayor Lewis stated that he would be an advocate for approving this action.

Mayor Mitchell expressed appreciation for the opportunity to serve as an East Valley representative on the EDC. He said that the mission statement is a unique and necessary component for economic success. Mayor Mitchell stated that for him, the emphasis on intergovernmental cooperation seems a good fit with the limited resources and economic competition and it is important to foster economic growth. He expressed support for approval.

Mayor Lane stated that some fine tuning was needed when the EDC was first formed, but has evolved. He stated that transportation infrastructure is necessary to accommodate working with neighboring countries and states. Mayor Lane stated that the fine tuning has been helpful to committee members and he embraced and endorsed the EDC.

Mayor Lord expressed appreciation for the work of the EDC. She said they had many discussions about the EDC as observers and she was pleased when the word “policy” was removed and that the EDC focus would be transportation. Mayor Lord stated that ADOT will be completing its Arizona-Sonora Master Plan study in November. She asked how this study would differ from the MAG Freight Framework Study. Mr. Smith stated that the MAG study includes Nogales, the inland port of Tucson, the Red Rock yard in Pinal County, and extends through Phoenix-Mesa Gateway Airport, Phoenix, and the West Valley. He noted that Nogales is a component of the study. Mr. Smith stated that Tim Strow, the MAG staff member managing the project, has been across the state and knows many of the stakeholders.

Mayor Wolcott stated that she was an early supporter of the EDC and wanted to reiterate her support. She said that she felt the committee had come a long way. Mayor Wolcott stated that before she became a resident of Arizona, she followed reports on the Sun Corridor. She said that her input to the people of the state of Arizona is to get on board because this is the future. Mayor Wolcott stated that the EDC highlighted the importance of the Sun Corridor and she felt everyone has a role in the Sun Corridor. She expressed appreciation to the Regional Council and MAG staff for this effort and she felt that this was something for everyone to get excited about. Mayor Wolcott stated that she very enthusiastically supported the continuance of the EDC.

Mayor Mitchell moved approval of the Economic Development Committee charter. Mayor Schoaf seconded, and the motion passed unanimously.

10. Legislative Update

Nathan Pryor, MAG staff, provided an update on federal legislation. He said that Congress passed a continuing resolution through March 13, 2013. Mr. Pryor explained that current spending levels are expected to be retained, but a fiscal cliff looms due to the Budget Control Act of 2011 that would require mandatory spending cuts and tax increases, also called sequestration.

Mr. Pryor noted that the amount to be cut totals \$1.2 trillion between 2013 and 2021. He noted that annually, the cuts are expected to be \$100 billion split between defense and non-defense spending. Mr. Pryor stated that two million jobs could be lost nationally as a result of sequestration. In Arizona, non-defense job losses could total 14,000 and defense job losses could total 30,000. Mr. Pryor noted there is concern that the spending cuts could cause another recession.

Mr. Pryor stated that this situation can be avoided if Congress can pass legislation that undoes the automatic cuts required by the Budget Control Act, but this probably would not occur until after the November elections. Mr. Pryor stated that the President would have to sign new legislation before January 2, 2013. He stated that many organizations are sending letters to Congress requesting that they act quickly to avoid sequestration.

Mr. Smith stated that this was on the agenda for possible action and staff was looking for guidance from the Regional Council if they would like a letter sent suggesting that sequestration would be harmful to the economy.

Mayor Mitchell asked for clarification if the intent was to send the letter to the Arizona Congressional delegation. Mr. Smith replied yes.

Chair Rogers asked if there was a motion. Mayor Mitchell moved that a letter be sent to the Congressional delegation. Mayor Lord seconded.

Chair Rogers asked if there was discussion.

Supervisor Wilson expressed his support.

Mayor Stanton stated that Senator McCain has taken on a leadership role, nationally and locally. Mayor Stanton suggested taking a non-partisan way for the letter and reaching across the aisle, and in the letter, pointing to Senator McCain's leadership. He stated that the letter should also say that action on sequestration should not wait until after the election, because many defense companies are making their important financial decisions now. Mayor Stanton stated that the elections are prominent now, but for those whose jobs are in jeopardy, the elections are not particularly relevant. He added that this needs to be resolved immediately.

Mayor Schoaf asked for clarification of the language in the motion. He thought that everyone could support a concept to urge a bipartisan solution, but for him to support a letter, it would need to include that the government needs to take responsibility and balance the budget. Mayor Schoaf stated that sequestration might be a good thing if it gets everyone's attention. He stated that the federal budget is out of control and we as a country need to prioritize what we spend and move closer to a balanced budget. Mayor Schoaf stated that for him to support the letter, it would have to include that Congress deals with this problem.

Mayor Lane expressed his concurrence with the previous comments. He stated that he agreed that it would not be sufficient to send a letter saying sequestration is harmful, but a bipartisan approach was needed and acknowledge that everyone is harmed by spending issues. Mayor Lane stated that he would support the motion if it included those issues.

Mayor Mitchell stated that he would amend his motion to include the comments made by Mayor Schoaf and Mayor Lane. He said that he thought a bipartisan letter was important, and asked for clarification if the letter would offer up any suggestions or merely urge the Congressional delegation to work in a bipartisan manner to address the deficit.

Mayor Lane thought that the letter would include the language just discussed and be reviewed before being released.

Mayor Schoaf stated that he could not envision how the letter could offer specifics because the situation was so complex. He referenced the chart in the presentation and said that the total of the first four items (social security, health/human services, defense, and interest) is more than the amount taken in by the federal government. Mayor Schoaf stated that even if all of the programs other than the first four are totally eliminated, there would still be a deficit in this country of more than \$1 billion per year. He said that it will take real leadership to be able to deal with this situation. Mayor Schoaf stated that if this were a business, it would be headed for liquidation.

Mayor Stanton stated that Mayor Schoaf brought up excellent points, but he wanted to note that sequestration was not meant to become public policy, even by its authors. He said it was so draconian it was supposed to motivate people to reach a bipartisan compromise. Mayor Stanton stated that the federal budget is a subject of debate, and none of the leaders of either party supports sequestration or thinks it is good public policy. He stated that no one is proposing a budget that would be balanced in the near future, but one that would be balanced over time. Mayor Stanton stated that he did not want to water down the letter to take out sequestration saying that it could lead to another recession, and also say to balance the budget right away, because that would be sending two different messages.

Mayor Schoaf stated that he did not disagree that sequestration was not a good public policy, but even if sequestration is enacted, it will not fix the budget deficit problem and probably will devastate the economy. He said that for him to support the motion, the letter would need to convey that the deficit is a huge problem and has dire consequences for generations, and must be taken seriously by Congress and the President.

Mayor Lord expressed her agreement and said there is no well-thought out program. She said that the defense cuts would really hurt Arizona, and she mentioned that many cities have instituted programs for veterans. Mayor Lord commented on the impacts to the military that would result in people being out looking for jobs. She said that she did not want the letter watered down, but wanted it constructive and outline the impacts to the State, but not include political jargon.

Mayor LeVault commented that he felt this should not get so enmeshed in details that it loses sight of larger issues, and be like Congress who cannot find common ground to get things done. He said that probably everyone at the table today agrees that sequestration could be devastating and that work toward a balanced federal budget is needed. Mayor LeVault stated that he felt there was a way to word the letter to encourage avoiding sequestration and moving toward achieving the long range goal of a balanced federal budget.

Mayor Lane stated that a non-partisan approach was needed to fix this. He said that there also is \$600-700 billion in interest – any change in the interest rate will result in all sorts of failures. Mayor Lane stated that the only responsible approach is to say we do not want this to happen. He remarked that there will be hurt in any solution, but we need to acknowledge that both sides of the aisle need to look at ways to resolve the situation. Mayor Lane asked for clarification if the motion included the concerns expressed by members.

Mayor Mitchell stated that he was fine with amending his motion to include working in a bipartisan manner to address the federal budget deficit, and that MAG opposes sequestration. Mayor Lord, as second, expressed her agreement to the amended motion.

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

Chair Rogers asked Mr. Smith to work on a draft letter that would incorporate the ideas expressed in the motion.

11. Domestic Violence Awareness Month Activities

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

Ms. Tenney stated that domestic violence calls are the most dangerous and costly. She said that 80 percent of domestic violence cases are dismissed because victims recant. Ms. Tenney stated that there is a 90 percent conviction rate if the victim is involved throughout the process.

Ms. Tenney stated that the MAG Protocol Evaluation Project is funded by the Governor's Office, and it engages members of the criminal justice system in assessing the protocols/practices used to arrest and prosecute domestic violence crimes. She expressed appreciation to member agencies and Justice Sandra Day O'Connor for their efforts.

Ms. Tenney stated that victims need to have someone assist them in navigating the criminal justice system – victim advocates. Ms. Tenney reported that victim advocates have expressed that they would like more training. She stated that a victim services provider inventory and interactive web map were developed with the assistance of MAG interns, Nathalea Silva and Amanda Stanko. Ms. Tenney stated that the web map will display locations of victim advocate services, and they will soon be accessible on Smart Phones and other mobile devices.

Ms. Tenney noted that there will be a press conference on October 4, 2012. She expressed appreciation to Chair Rogers and Mayor Stanton, who will be speaking at the press conference, and to the Phoenix Family Advocacy Center for hosting the event. Ms. Tenney stated that they are putting together a calendar of events for the month and encouraged members to submit ideas for inclusion in the inventory, map, or calendar of events.

Chair Rogers thanked Ms. Tenney for her report and asked members if they had questions.

Mayor Lewis noted that any domestic violence incident is a tragedy. Mayor Lewis referenced one especially sad domestic violence incident in Gilbert this past year. He stated that with the information provided, Gilbert will have eight action items that will take place in October that did not occur last year.

Chair Rogers stated that she hoped the information would help people be aware that help is available.

12. Request for Future Agenda Items

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

Chair Rogers noted Mr. Arnett's request from earlier in the meeting. Mr. Smith stated that staff will have discussion with ADOT to see if there is a workable solution.

13. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

Mayor Lewis introduced Tikki Ferias, who is in her last semester of the Master's of Public Administration program at Arizona State University, and has been interning at the Town of Gilbert.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary



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

October 16, 2012

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement (see attached table). To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

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

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

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

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

Attachment

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

October 16, 2012

	Remaining Projects	CMAQ Allocated	Status
FY 2012 CMAQ			
Approved December 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 18, 2012.	Scottsdale	\$188,395	Delivery is expected in mid-November 2012.
Approved February 2012			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by April 8, 2013.	Tempe	\$216,305	
	Chandler	\$246,602	
Grand Total Remaining Project Costs FY 2012		\$651,302	

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 16, 2012

SUBJECT:

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

SUMMARY:

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On October 3, 2012, the MAG Management Committee recommended approval of the MAG FY 2014 PSAP Annual Element/Funding Request and FY 2014-2018 Equipment Program.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- * Dr. Spencer Isom, El Mirage, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- # David Johnson for Stephen Cleveland, Buckeye
- # Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Nicole Dailey for Patrick Banger, Gilbert
- Terry Johnson for Horatio Skeete, Glendale
- Brian Dalke, Goodyear
- * Bill Hernandez, Guadalupe

- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Wendy Kaserman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dan Worth, Scottsdale
- Chris Hillman, Surprise
- Chad Heinrich for Charlie Meyer, Tempe
- # Chris Hagan for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- John Farry for Steve Banta, Valley Metro/RPTA

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

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

MEMBERS ATTENDING

- Lawrence Rodriguez, Tolleson Police Department, Chair
- Brenda Buren, Tempe Police Department, Vice Chair
- # Chuck Jenkins for Mark Burdick, Glendale Fire Department
- * Ray Churay, Maricopa County Sheriff's Office

- Bruce McGregor for Harry Beck, Mesa Fire Department
- Vicky Scott for Rocky Smith, Peoria Police Department
- Steve Kreis, Phoenix Fire Department
- Dan McNemee for Jesse Cooper for Phoenix Police Department
- Burl Haenel for Scottsdale Police Department

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

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

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

+ Ex-Officio member

Attended by Teleconference

CONTACT PERSON:

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

MAG FY 2014 PSAP ANNUAL ELEMENT/FUNDING REQUEST

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

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

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

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

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

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

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

Wireless												
Maintenance:												
\$0												

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

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

Customer Premise Equipment												
\$0												

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

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

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

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

MAG FY2014-2018 PSAP Equipment Program

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

MAG Economic Development Committee Business Members

<u>POSITION</u>	<u>LETTERS RECEIVED FOR REAPPOINTMENT</u>
Economist	Jim Rounds, Elliott Pollack & Company, VP & Senior Economist
Transportation Industry Representatives (2)	Vacant
Education	Dr. Joseph Cavinato, Professor of Supply Chain Management, Thunderbird
WESTMARC (New member)	William Sheldon, Chair of WESTMARC, General Counsel for SCF Arizona
East Valley Partnership	Mark Dreher, Chair of East Valley Partnership
Greater Phoenix Economic Council	Steve Betts, GPEC Board Member
Greater Phoenix Leadership	Thomas Franz, President/CEO of the Greater Phoenix Leadership
Development Community	Jim Kenny - El Dorado Holdings Inc.
Phoenix Chamber of Commerce Representative	Todd Sanders, President and CEO of the Phoenix Chamber of Commerce
Arizona Commerce Authority Representative	Sandra Watson, Interim President & CEO

Terms - The business members will have two-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 16, 2012

SUBJECT:

Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension

SUMMARY:

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds.

Please see attached memorandum and analysis for further information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Gilbert Road extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program.

CONS: The proposed action deletes funds from the Arterial Life Cycle Program (ALCP) which reduces the amount of federal highway funds available for street improvements. However, most of the streets projects have been or will be completed as development occurs adjacent to the streets.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the ALCP. Most of the streets projects have been or will be completed as development occurs adjacent to the streets. The Higley projects are not deemed feasible due to neighborhood concerns and have been determined by Mesa as not being a viable concept.

POLICY: 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. The deletion of the projects from the ALCP are not subject to the major amendment requirements in state law for the RTP. The movement of federal highway funds from the ALCP to the transit program is a change in the RTP. Although the transfer of Proposition 400 sales funds between modes is not allowed under the terms of the proposition and state law, the transfer of federal highway funds is not subject to the same restriction.

PRIOR COMMITTEE ACTIONS:

This item is on the October 17, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

ACTION NEEDED:

Approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) 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, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

CONTACT PERSON:

Eric Anderson, (602) 254-6300

October 16, 2012

TO: Members of the MAG Regional Council

FROM: Eric Anderson, Transportation Director

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM PROJECT REMOVAL AND GILBERT ROAD
LIGHT RAIL EXTENSION

The City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds.

Arterial Life Cycle Program (ALCP) Overview

The Arterial Life Cycle Program (ALCP) began with the approval of the 2003 Regional Transportation Plan (RTP) and the passage of Proposition 400 in November 2004. Regional funding for the Arterial Life Cycle Program (ALCP) incorporates three revenue sources: federal Surface Transportation Program (STP) funds, federal Congestion Mitigation and Air Quality (CMAQ) funds, and Regional Area Road Funds (RARF), otherwise known as the half-cent sales tax. RARF funds comprise about 46.5 percent of the total ALCP funding, STP accounts for about 45.5 percent of the total funding, and CMAQ makes up the remaining three percent. The ALCP program was added to the Proposition 400 plan to help regionally balance the planned transportation investments. In this regard, the funding is allocated to each jurisdiction for use on approved ALCP projects.

Arizona State Revised Statutes (ARS) 'firewalls' the RARF funds from being transferred from the arterial account to another mode (transit or freeways). The federal STP and CMAQ funds in the ALCP are not subject to this statutory provision but are governed by the ALCP policies that have been established by MAG. Under the ALCP policies, jurisdictions are allowed to transfer funds from one project to another as long as the projects are evaluated and approved through the MAG process. Federal STP funds are the most flexible federal funds and can be used on highway projects or transit projects. Unlike the transit and freeway life cycle programs, the RTP identified specific projects, fixed reimbursement budgets, and five-year phases for reimbursements per project for the ALCP.

Additionally, like the other life cycle programs in the region, the ALCP has been subject to decreased revenues over the years. To balance the program, each Lead Agency's allocation or "share" of the program has been reduced proportionally according to their share of the ALCP.

Project Changes to ALCP Projects

Per the ALCP Policies, the ALCP is updated annually, and includes the provision to request project changes that can include: scope changes, schedule changes, segmenting projects, cost changes, deletion and replacement projects, exchanges, among other types of changes. Since the first year of the ALCP, 2006, there have been many approved project changes including the deletion of original arterial projects and replacing them with other arterial projects.

The ALCP policy does not address the type of request being made by Mesa to remove 16 street projects and use the federal funding for the extension of the light rail corridor to Gilbert Road. Removal of the sixteen ALCP projects does not trigger a major amendment per state regulations § 28-6301.7, but adding the 1.9 mile LRT extension does.

Mesa provided a list of 16 ALCP projects that they are proposing to delete from the ALCP program. MAG staff analyzed each of the 16 projects being proposed for deletion and in general, the projects fall into three categories: 1) projects that have been substantially completed and/or will be completed by adjacent property developers; 2) projects that are not deemed feasible due to concerns over neighborhood impacts; and, 3) projects that are not needed in the planned time horizon due to a change in the rate and pattern of development. Attachment #1 is a summary of the 16 proposed projects for deletion from the ALCP with detailed project overviews and maps.

MAG staff has examined each project and have confirmed the analysis. In addition, MAG staff has run the regional travel demand model without the projects that are not expected to be completed during the plan time horizon and determined that the impact on system performance is minimal.

Major Amendment Definition and Process

If the Mesa request to use the federal funds to build another 1.9 miles of light rail is approved, this action would trigger the RTP major amendment process that was part of the Proposition 400 legislation and can be found in ARS § 28-6301.7, which includes "the addition or deletion of a freeway, route on the state highway system or a fixed guideway transit system as a major amendment."

The Major Amendment Process and schedule related to this specific request is outlined in Attachment #2. Once MAG takes action to approve the Mesa request, the proposed change to the RTP is sent to the Maricopa County Board of Supervisors, the Regional Public Transportation Authority (RPTA), and the State Transportation Board, who each must take action on the proposed change to approve, modify, or disapprove the proposed change and provide MAG written notice of the action within 30 days. Following that consultation, the item would be brought back to the MAG Management Committee, Transportation Policy Committee, and Regional Council for approval.

If any of these three organizations do not recommend approval, then a vote of 17 members of the Transportation Policy Committee is needed to move the recommendation forward to the MAG Regional

Council. The Citizens Transportation Oversight Committee (CTOC), Native American Indian Communities, and local cities and towns may also provide comments to MAG within the same 30-day period.

Analysis and Information Related to Requests

The City of Mesa, MAG, and METRO staff have worked together to compile the following information related to the request:

1. ALCP Project removal analysis and project overviews
2. Major Amendment Process Schedule
3. Gilbert Rd. LRT project information and analysis
4. Gilbert Rd. LRT financial plan and analysis

This item is on the October 17, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Requested Action

Approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) 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, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

ATTACHMENT #1: Mesa Arterial Projects Proposed for Removal

RTP Project	Total amount of STP-MAG Funding (FY 2013 ALCP 2011\$)	Years of Funding	Reason For Removal
Baseline Rd.: Power Rd. to Ellsworth Rd.	\$ 8,935,601	2016	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Baseline Rd.: Ellsworth Rd. to Meridian Rd.	\$ 9,361,106	2016, 2017	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Country Club Dr./Brown Rd.: Intersection Improvements	\$ 4,029,722	2017-2019	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Crismon Rd.: Ray Rd. to Germann Rd.	\$ 12,326,562	2016-2018	1) Remaining improvements will be completed by adjacent property developers
Germann Rd.: Ellsworth Rd. to Signal Butte Rd.	\$ 12,795,322	2016-2019	1) Remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Power Rd. to Hawes Rd.	\$ 8,789,743	2021-2023	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Hawes Rd. to Crismon Rd.	\$ 8,921,370	2018-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Guadalupe Rd.: Crismon Rd. to Meridian Rd.	\$ 7,558,111	2018-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Higley Rd. Parkway: SR 202L to Brown Rd.	\$ 8,581,650	2020-2021	2) Project is not feasible due to concerns over neighborhood impacts
Higley Rd. Parkway: Brown Rd. to US 60	\$ 8,581,521	2021-2022	2) Project is not feasible due to concerns over neighborhood impacts
Higley Rd. Parkway: US 60 to SR-202L Grade Separations	\$ 22,490,292	2021-2024	2) Project is not feasible due to concerns over neighborhood impacts
McKellips Rd./Power Rd.: Intersection Improvements	\$ 3,393,384	2017-2019	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
McKellips Rd./Val Vista Dr.: Intersection Improvements	\$ 2,910,774	2016-2018	1) Project is substantially complete and remaining improvements will be completed by adjacent property developers
Meridian Rd.: Baseline Rd. to Ray Rd.	\$ 17,223,818	2017-2018	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Meridian Rd.: Ray Rd. to Germann Rd.	\$ 12,721,129	2019-2020	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Thomas Rd.: Gilbert Rd. to Val Vista Dr.	\$ 4,745,938	2020-2021	3) Project is not needed in the planned time horizon due to a change in the rate and pattern of development

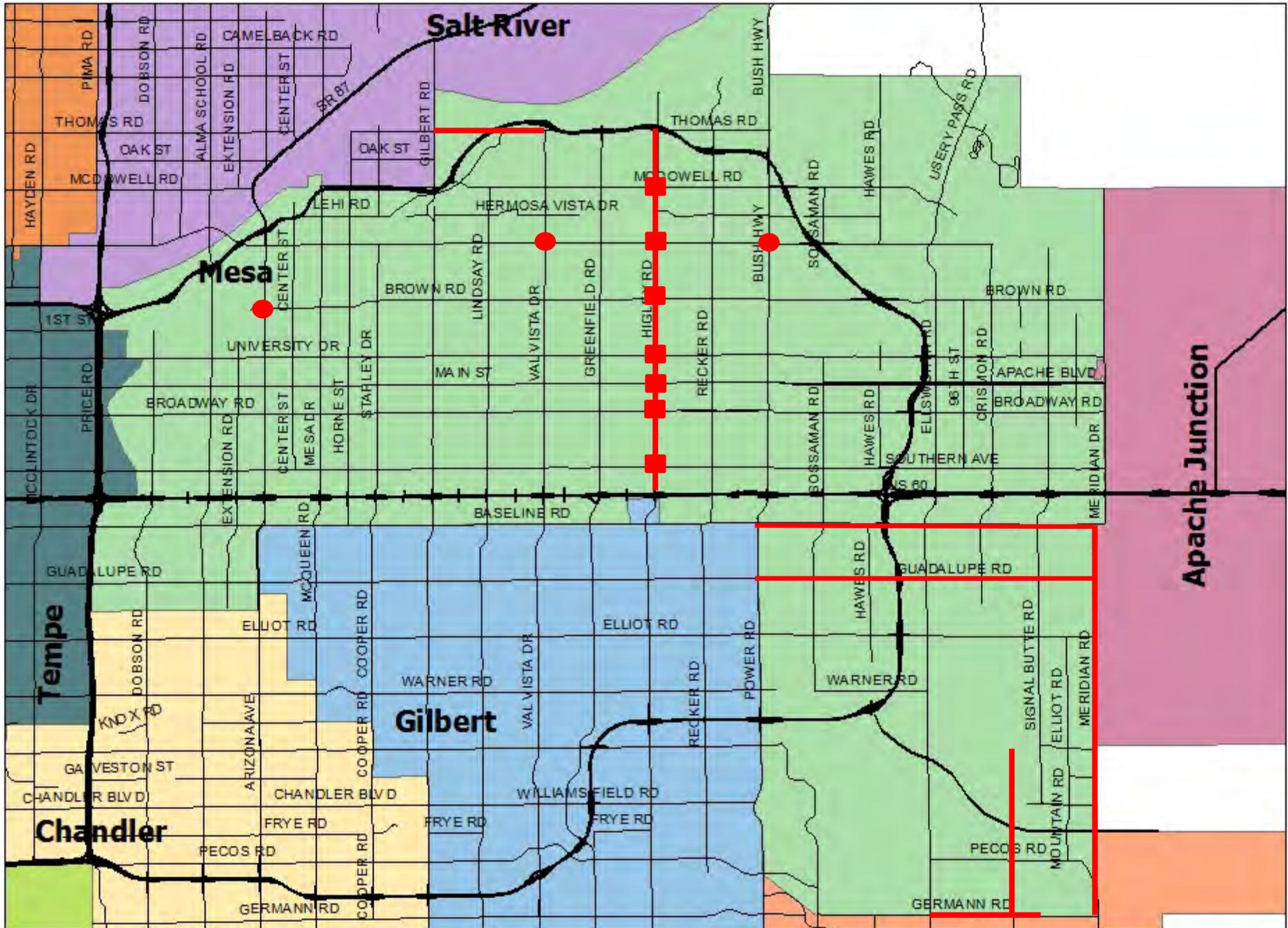
\$ 153,366,043

ATTACHMENT #1: (continued)

Years of STP-MAG Funding Availability

	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
STP-MAG Funding	\$ 18,764,931	\$ 17,988,020	\$ 24,475,939	\$ 27,492,547	\$ 19,298,987	\$ 14,210,771	\$ 20,682,022	\$ 6,334,126	\$ 4,118,698	\$ 153,366,042

Locations of Requested Removal of 16 Arterial Life Cycle Program Projects



ALCP Project Name: Baseline: Power Rd to Ellsworth

Original ALCP Scope: Baseline to be improved from 4 to 6 lanes. Power, Sossaman, Hawes and Ellsworth intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts.

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: 6 lanes are existing on Baseline Road: Power Road to 1,400ft east of Superstition Springs Blvd. 5 lanes are existing from S 72nd Street to Sossaman Road. 6 lanes are existing on Baseline Road: Hawes Road to 400 ft. east of Loop 202.

Street improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Improvements include 4 to 6 lane construction for a length of 4,240 ft. from Sossaman to Hawes Rds. and 1,800 ft. from 1,040 ft. east of Loop 202 to 2,920 ft. East of Loop 202. Improvements also include construction of 1 lane (5 to 6 lanes) at Baseline Road: S 72nd Street to Sossaman Road and Baseline Road: Hawes Road to 400 ft. east of Loop 202. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,935,601

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Baseline Rd:
Power Rd to Ellsworth Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Baseline: Ellsworth to Meridian Rd.

Original ALCP Scope: Baseline to be improved from 4 to 6 lanes. Crismon, Signal Butte, and Meridian intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts.

Lanes in 2004: 4

Lanes in 2012: 5

Work Completed Between 2004 - 2012: 4 to 5 lanes have been constructed from Ellsworth to 2,375 feet east of Ellsworth, Crismon to 810 feet east of Crismon and from 1,240 east of Signal Butte to 2,060 feet east of Springwood Boulevard. All segments between these have been fully improved to 6 lanes

Street improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: 5 to 6 lanes will be constructed from Ellsworth to 2,375 feet east of Ellsworth, Crismon to 810 feet east of Crismon and from 1,240 east of Signal Butte to 2,060 feet east of Springwood Boulevard. From 2,060 feet east of Springwood Boulevard to Meridian Road (1,670 feet) a 3 lane roadway (3 to 6 lane road) will need to be constructed. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$9,361,106

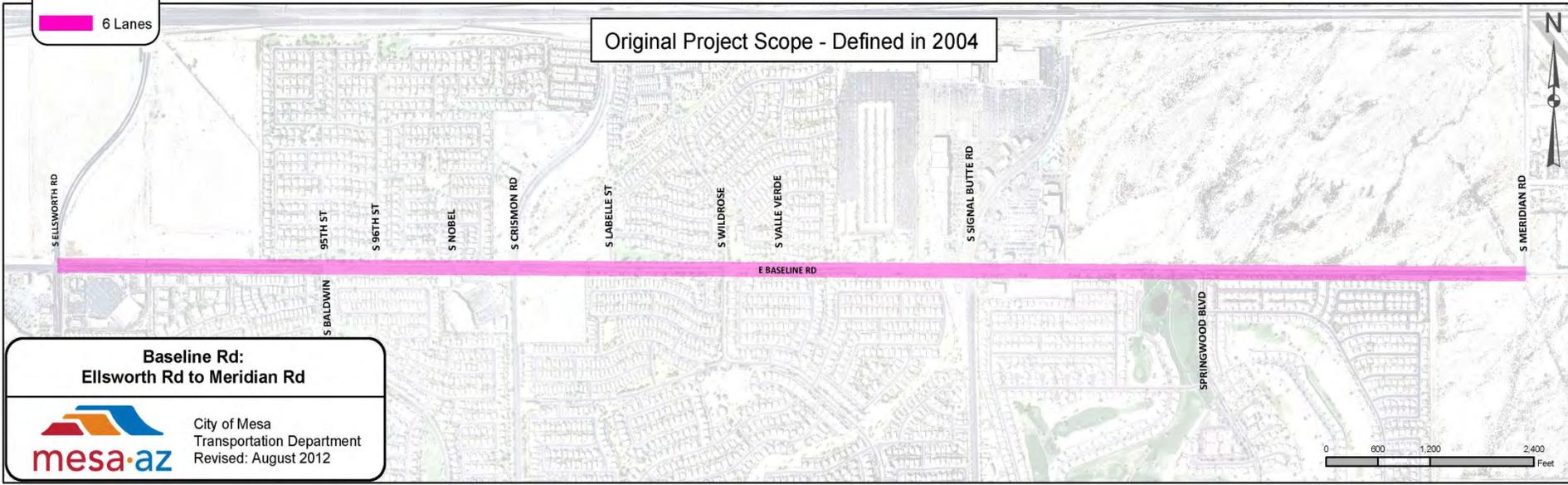
After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Baseline Rd:
Ellsworth Rd to Meridian Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Country Club @ Brown: Intersection Improvement

Original ALCP Scope: Country Club Dr/Brown Road intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

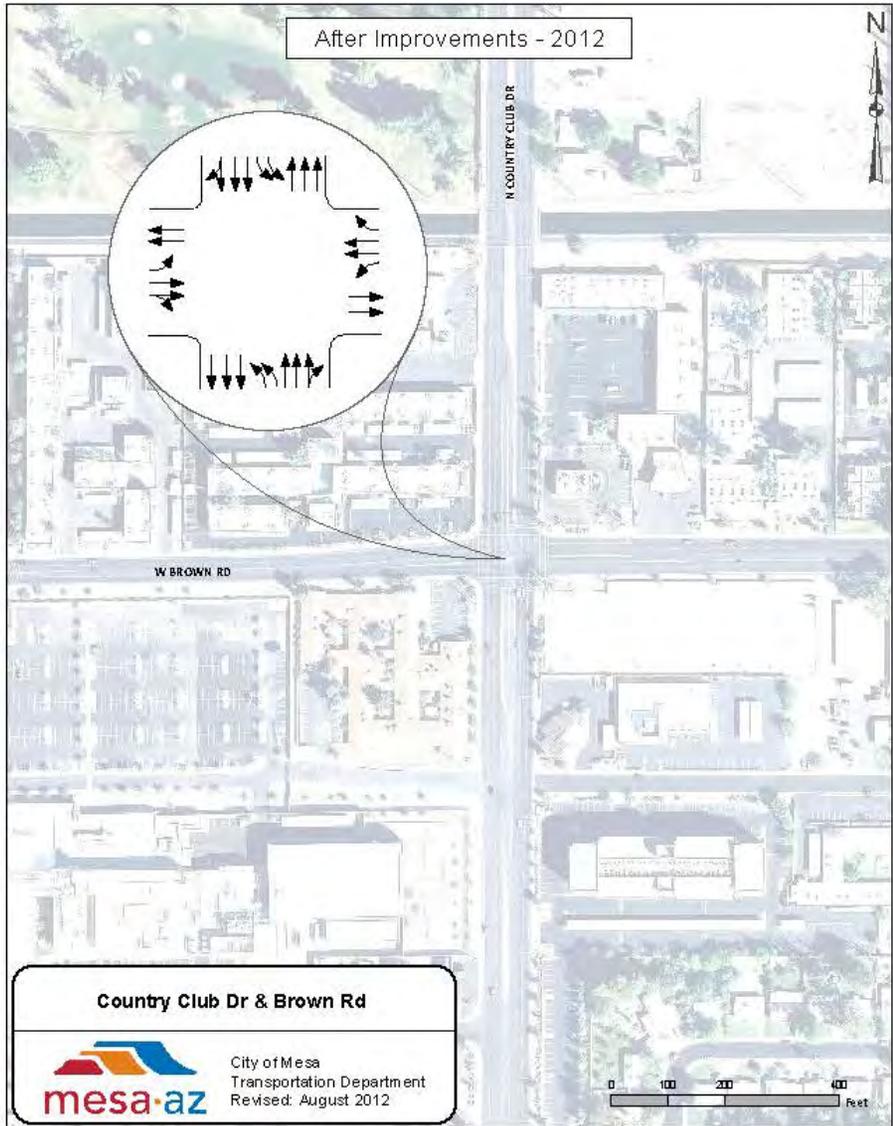
Lanes in 2012: 6

Work Completed Between 2004 - 2012: Currently, Country Club is a 6 lane roadway and Brown Road is a four lane roadway. The MAG 2031 24 hour volumes (run September 14, 2011) has modeled this intersection with the current configuration (no improvements to intersection or widening of roads). The results of this MAG run are volumes on Brown eastbound up to 2000. No improvements to the intersection are needed in light of this result.

Projected Improvements Post-2012: None. Project is not needed in the planned timeframe due to a change in the rate and pattern of development. The revised MAG traffic volume forecast (2031) does not justify the improvements.

ALCP Funding: \$4,029,722

After Improvements - 2012

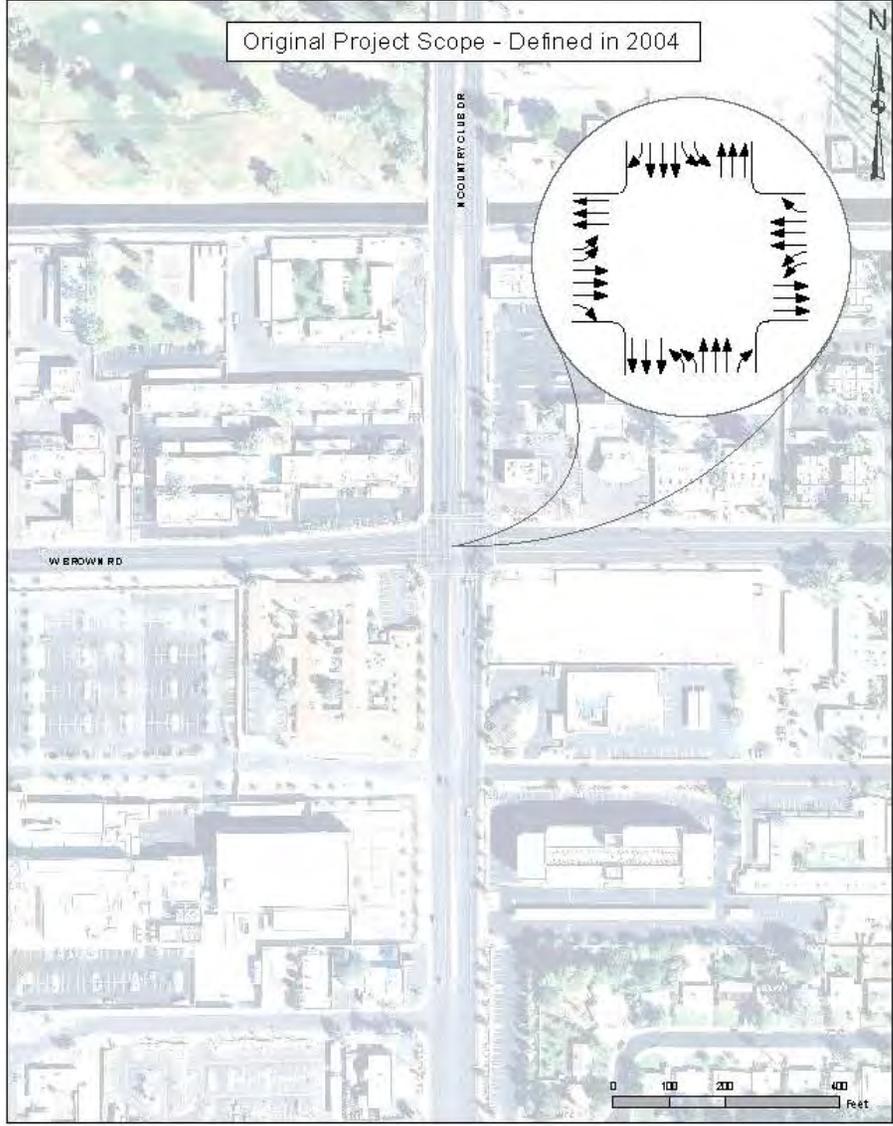


Country Club Dr & Brown Rd



City of Mesa
Transportation Department
Revised: August 2012

Original Project Scope - Defined in 2004



ALCP Project Name: Crismon Rd: Ray Rd to Germann Rd

Original ALCP Scope: Crismon has been identified in the 2025 Transportation Plan as a 6 lane Road.

Lanes in 2004: 0

Lanes in 2012: 0

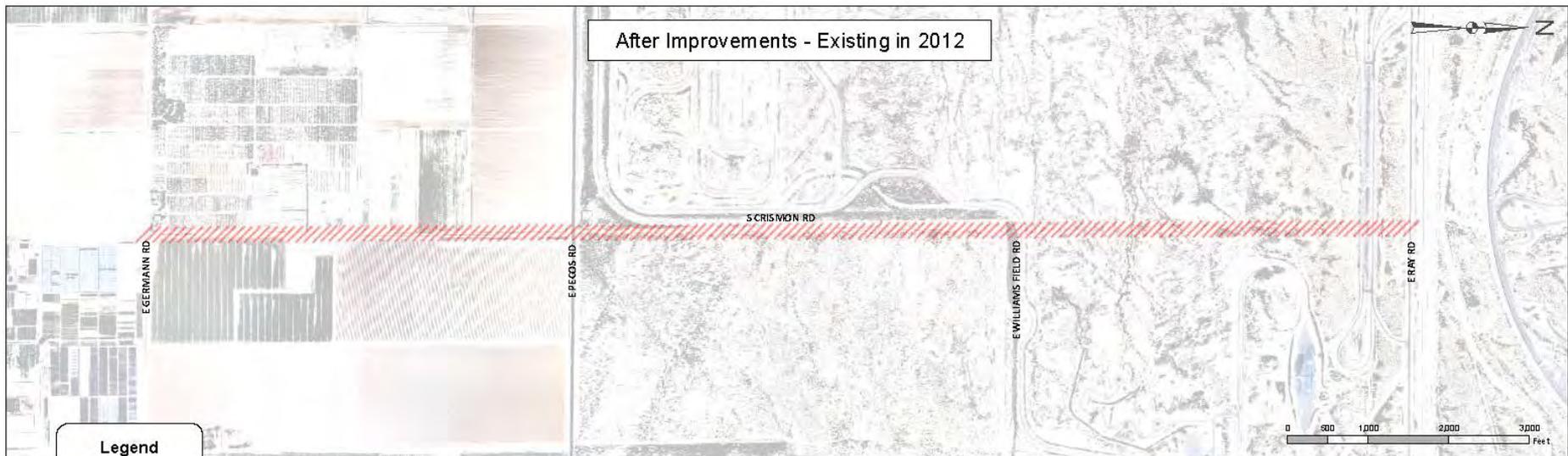
Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: Crismon: Ray to Williams Field is part of an approved development as a 4 lane roadway to be built by the private developer. Crismon from Williams Field to Germann is planned to be built as a 6 lane roadway by private development. Estimated date 2020.

Improvements, as scoped in 2004, will be done by developers.

Reason for Removal: Remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$12,326,562



Legend

- 6 Lanes
- No Road



**Crismon Rd:
Germann Rd to Ray Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Germann Rd: Ellsworth to Signal Butte

Original ALCP Scope: Germann has been identified as a 6 lane roadway. Ellsworth, Crismon and Signal Butte intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in all directions.

Lanes in 2004: 2

Lanes in 2012: 2

Work Completed Between 2004 - 2012: From 300 feet east of Ellsworth to Signal Butte, Germann is a 2 lane roadway.

Projected Improvements Post-2012: From 300 feet east of Ellsworth to Signal Butte, Germann will be developed to a 6 lane roadway by private development. Estimated date 2030.

Improvements, as scoped in 2004, will be done by developers.

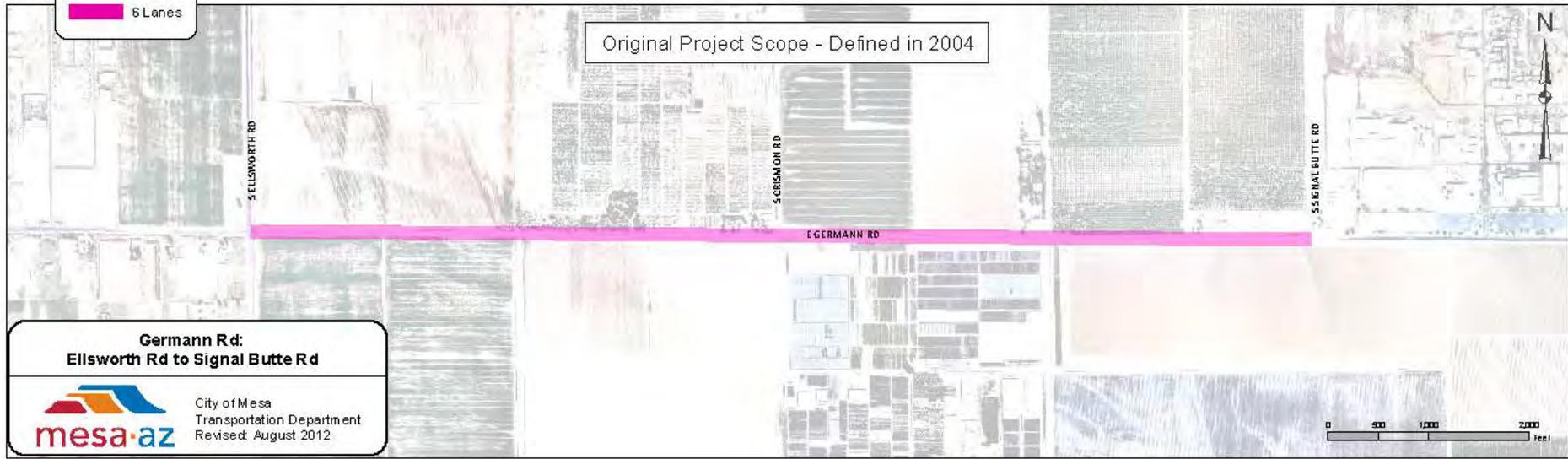
Reason for Removal: Remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$12,795,322



Legend

- 2 Lanes
- 6 Lanes



**Germann Rd:
Ellsworth Rd to Signal Butte Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Power to Hawes

Original ALCP Scope: Guadalupe Road to be improved from 4 to 6 lanes. Power, Sossaman, and Hawes intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in all directions.

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: Guadalupe from Sossaman to Hawes has been fully improved to a 6 lane roadway. Guadalupe from Power to 1,500 feet east of Power the roadway was improved to a 5 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: On Guadalupe from Power to 1,500 feet east of Power 1 lane with sidewalk will be constructed. From 1,500 feet east of Power to Sossaman 2 lanes plus sidewalk (4 to 6 lane roadway) will be constructed. Estimated date 2030.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,789,743

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Guadalupe Rd:
Power Rd to Hawes Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Hawes to Crismon

Original ALCP Scope: Guadalupe Road to be improved from 4 to 6 lanes. Crismon and Ellsworth intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 4 or 6

Work Completed Between 2004 - 2012: Guadalupe Road from Joslyn Avenue to Crismon is fully improved to 6 lane roadway. Guadalupe Road from Joslyn Avenue to Hawes is a 4 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Guadalupe Road from Joslyn Avenue to Hawes is to be improved to a 6 lane roadway by constructing 2 lanes including sidewalks. Estimated date 2018.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$8,921,370

After Improvements - Existing in 2012



Legend

- 4 Lanes
- 5 Lanes
- 6 Lanes

Original Project Scope - Defined in 2004



**Guadalupe Rd:
Hawes Rd to Crismon Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Guadalupe: Crismon to Meridian

Original ALCP Scope: Guadalupe Road to be improved to 6 lanes. Signal Butte and Meridian intersections will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 2

Lanes in 2012: 2 or 6

Work Completed Between 2004 - 2012: Guadalupe from Crismon Road to Signal Butte Road is a 2 lane roadway. Undeveloped State land is located on the north side of Guadalupe. From Signal Butte to Wattlewood Guadalupe is a 6 lane roadway.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Guadalupe from Crismon Road to Signal Butte Road will be improved from 2 to 6 lanes with private development. From Wattlewood to Meridian, Guadalupe will be constructed to 6 lanes by private development. This is not foreseen in near future. Estimated date 2035.

Any remaining improvements are to be done with future development.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$7,558,111



After Improvements - Existing in 2012

Legend

- 2 Lanes
- 6 Lanes



Original Project Scope - Defined in 2012

**Guadalupe Rd:
Crismon Rd to Meridian Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Higley Rd Parkway: SR202L to Brown Rd

Original ALCP Scope: Higley Road to be a 6 lane roadway

Lanes in 2004: 4

Lanes in 2012: 5 or 6

Work Completed Between 2004 - 2012: Higley Road from Loop 202 to McKellips is a 6 lane roadway missing sidewalks. Higley Road: McKellips to Indigo is a fully improved 6 lane. From Indigo Street to Brown 4 to 5 lanes roadway is existing.

Projected Improvements Post-2012: The impacts to the neighborhood are too severe. The City would have to potentially condemn nearby homes. The community has already expressed opposition to this. The impacts on businesses would also be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$8,581,650



**Higley Rd:
Brown Rd to SR 202L**

 City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Higley Rd Parkway: Brown Rd to US 60

Original ALCP Scope: Higley Road to be a 6 lane roadway

Lanes in 2004: 4

Lanes in 2012: 4

Work Completed Between 2004 - 2012: Higley Road from Loop 202 to McKellips is a 6 lane roadway missing sidewalks. Higley Road: McKellips to Indigo is a fully improved 6 lane. From Indigo Street to Brown 4 to 5 lanes roadway is existing.

Projected Improvements Post-2012: The impacts to the neighborhood are too severe. The City would have to potentially condemn nearby homes. The community has already expressed opposition to this. The impacts on businesses would also be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$8,581,521



ALCP Project Name: Higley Rd Parkway: SR202L to US 60 Grade Separations

Original ALCP Scope: Higley Road to be a 6 lane roadway and grade separated intersections to be completed.

Lanes in 2004: 4

Lanes in 2012: 4, 5 or 6

Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: The impacts on businesses would be severe as the City would have to potentially condemn some of their property or impact negatively their driveways or access.

Reason for Removal: Further improvements are not feasible, and the impacts to neighborhoods are too severe.

ALCP Funding: \$22,490,292



Higley Rd:
SR 202L to US 60



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: McKellips @ Power Rd: Intersection Improvement

Original ALCP Scope: McKellips/Power intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 6

Work Completed Between 2004 - 2012: The north, south, and east legs of the intersection have been fully improved, and provide 3 thru lanes, 2 left turn lanes and 1 right turn lane in each direction. The west leg has 2 through lanes and 2 left turn lanes.

Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: Construct 1,193 feet of additional through lane plus a right turn lane on the west leg, to be done by private development. Northbound bus pullout may be needed in future. Estimated date 2025.

Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$3,393,384

After Improvements - Existing in 2012

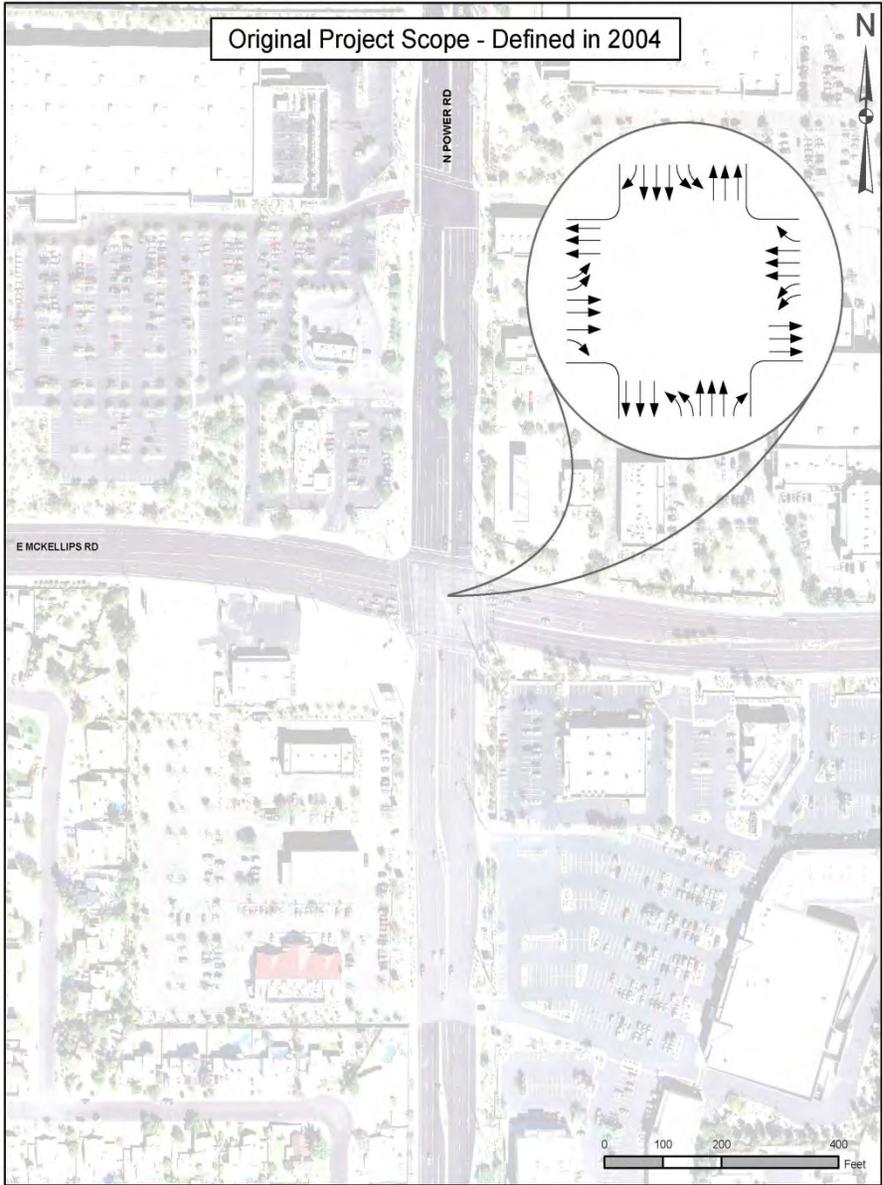


McKellips Rd & Power Rd



City of Mesa
Transportation Department
Revised: August 2012

Original Project Scope - Defined in 2004



ALCP Project Name: McKellips @ Val Vista Dr: Intersection Improvement

Original ALCP Scope: McKellips/Val Vista intersection will be improved to provide 3-thru lanes, exclusive right turn lanes, bike lanes, dual left turn lanes and if needed bus pullouts in each direction.

Lanes in 2004: 4

Lanes in 2012: 6

Work Completed Between 2004 - 2012: The north leg is fully improved for 6 through lanes, 1 right turn lane and 1 left turn lane; the west leg is fully improved for 6 through lanes, 2 left turn lanes, and 1 right turn lane; the south leg is fully improved for 6 through lanes and 2 left turn lanes, and the east leg has 4 through lanes and 1 left turn lane.

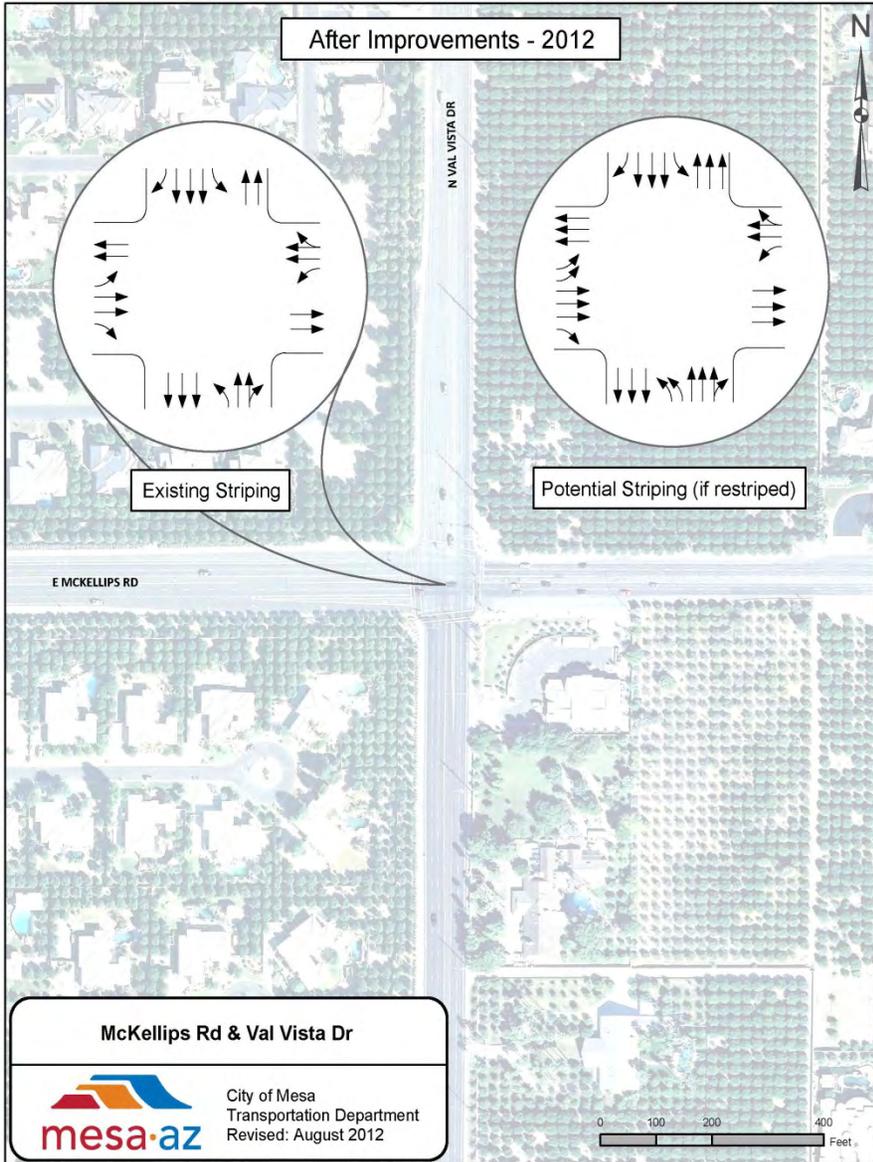
Improvements, as scoped in 2004, have mostly been done by developers.

Projected Improvements Post-2012: The east leg is to be improved with 1 additional through lanes, 1 additional right turn lane and 1 additional left turn lane to be done by private development. Estimated date 2025.

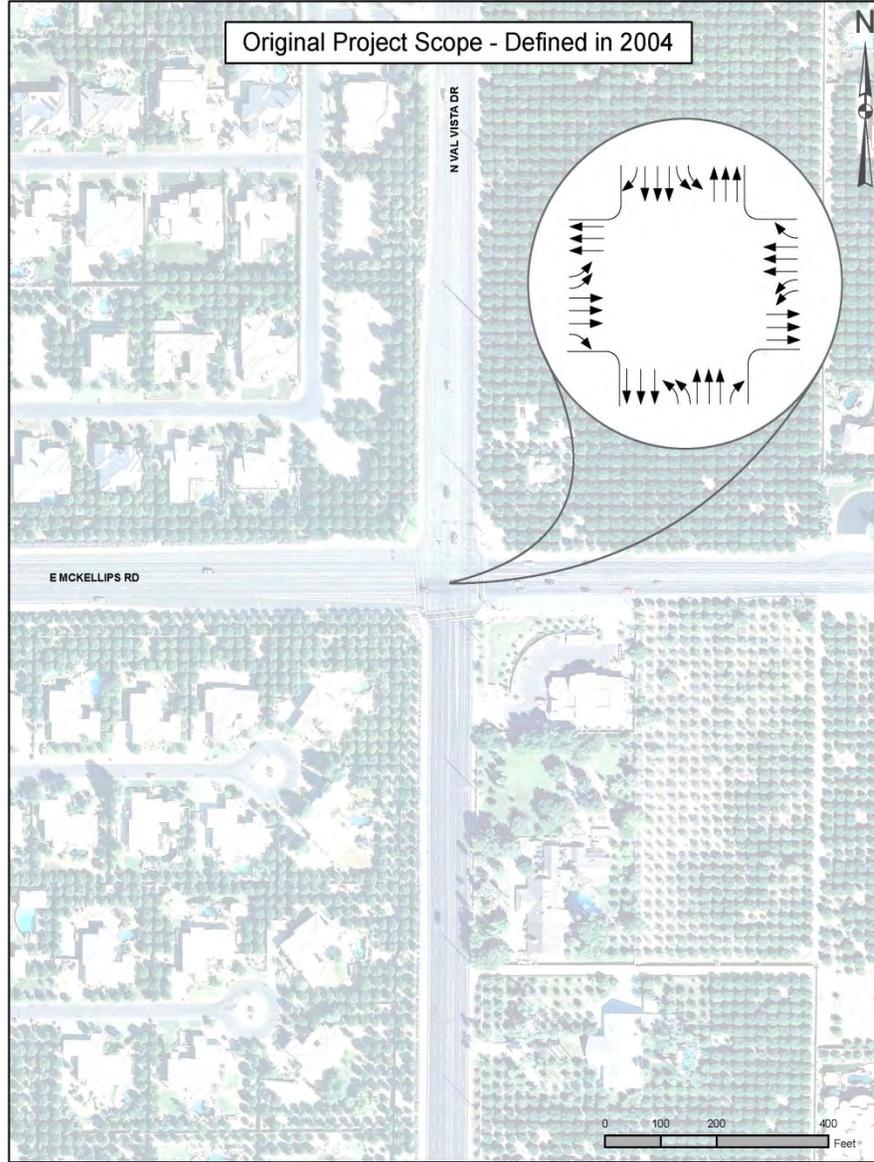
Reason for Removal: Project is substantially complete, and any remaining improvements are to be done by adjacent property developers with future development.

ALCP Funding: \$2,910,774

After Improvements - 2012



Original Project Scope - Defined in 2004



ALCP Project Name: Meridian Rd: Baseline to Ray

Original ALCP Scope: Meridian Rd to be a 6 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 2

Work Completed Between 2004 - 2012: Meridian from Paloma to Warner and Warner to Starfire is a 2 lane roadway. Meridian from Baseline to Paloma and Starfire to Ray will need to be constructed to a new 6 lane roadway.

Projected Improvements Post-2012: The road is at the edge of the City of Mesa and does not lie within Mesa City limits. Mesa's interests in improving these streets are minor. Meridian is being planned as a 6 lane roadway by other jurisdictions.

Reason for Removal: Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$17,223,818



Legend

- 2 Lanes
- 6 Lanes
- No Road



**Meridian Rd:
Ray Rd to Baseline Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Meridian Rd: Ray to Germann

Original ALCP Scope: Meridian Rd to be a 6 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 0

Work Completed Between 2004 - 2012: None.

Projected Improvements Post-2012: The road is at the edge of the City of Mesa and does not lie within Mesa City limits. Mesa's interests in improving these streets are minor. Meridian is being planned as a 6 lane roadway by other jurisdictions.

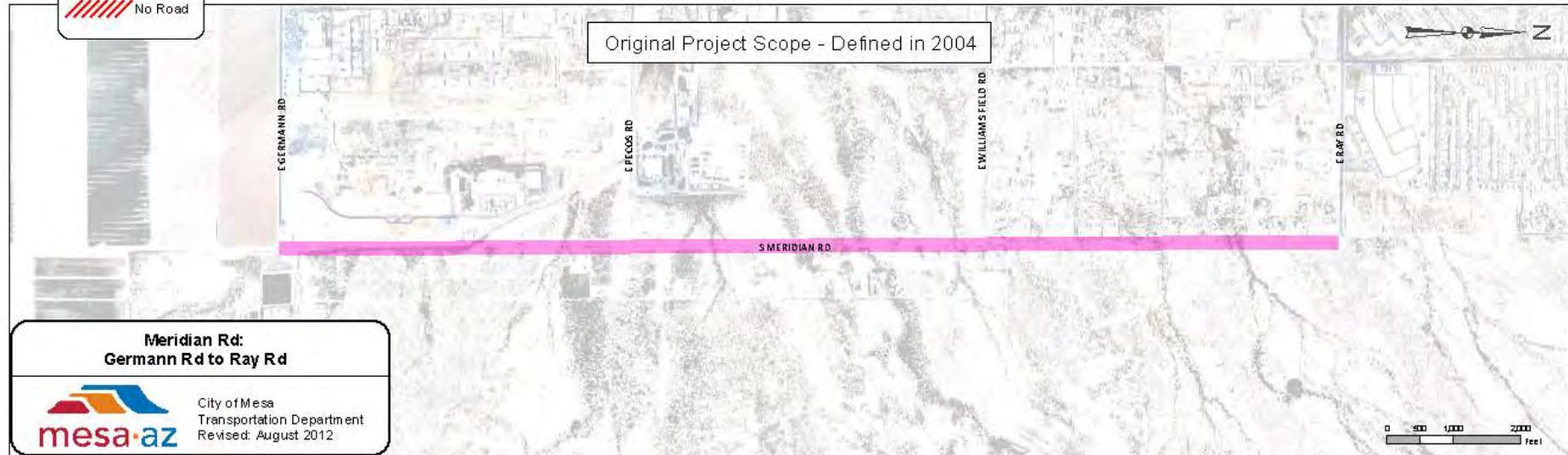
Reason for Removal: Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$12,721,129



Legend

- 6 Lanes
- No Road



**Meridian Rd:
Germann Rd to Ray Rd**



City of Mesa
Transportation Department
Revised: August 2012

ALCP Project Name: Thomas Rd: Gilbert to Val Vista

Original ALCP Scope: Meridian Rd to be a 4 lane roadway.

Lanes in 2004: 0

Lanes in 2012: 2

Work Completed Between 2004 - 2012: Thomas Rd from Lehi to Val Vista was developer constructed (Lehi Crossing Subdivision) as a 2 lane roadway. Thomas from Lehi to Gilbert is currently a dirt path that provides access to farm land and a mining operation.

Projected Improvements Post-2012: The anticipated traffic volume do not justify the expense, given that there alternative routes available. Low traffic volumes make it a very low priority. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

ALCP Funding: \$4,745,938

After Improvements - Existing in 2012



Legend

- 2 Lanes
- 4 Lanes
- No Road

Original Project Scope - Defined in 2004



**Thomas Rd:
Gilbert Rd to Val Vista Dr**



City of Mesa
Transportation Department
Revised: August 2012

ATTACHMENT #2 - Schedule for Major Amendment Process

Policy Approval & Major Amendment		
Committee	Date	Action
MAG Transportation Policy Committee	October 17, 2012	Recommend approval to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right of way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road.
MAG Regional Council	October 24, 2012	Recommend approval to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right of way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road.

Major Amendment		
Committee	Date	Action
RPTA	November 15, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
State Transportation Board	November 16, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
Maricopa County Board of Supervisors	October 31, 2012 or November 14, 2012	Recommend approval/concur with proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
MAG Member Agencies (Indian Communities, cities, towns) and CTOC	30 Days	Comments on proposed major amendment to add a 1.9 Light Rail Transit extension on Main St., from Mesa Dr. to Gilbert Rd. to the MAG Regional Transportation Plan 2010 Update.
MAG Transportation Review Committee	December 13, 2012	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.
MAG Management Committee	January 9, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.

MAG Transportation Policy Committee	January 16, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.
Major Amendment (continued)		
Committee	Date	Action
MAG Regional Council	January 23, 2013	Recommend approval of the proposed major amendment to the Regional Transportation Plan (RTP) and that the RTP and other transportation programs be amended subject to the necessary air quality conformity analysis.

TIP/RTP/ALCP New Finding of Conformity and Amendment Approval		
Committee	Date	Action
30-Day Public Review/Notice	January 24, 2013	30 Day (prior to Regional Council)
MAG Transportation Review Committee	January 24 or 31, 2013	Recommend approval of TIP, RTP, and ALCP Amendments
MAG Management Committee	February 13, 2012	Recommend approval of TIP, RTP, and ALCP Amendments and New Finding of Conformity
MAG Transportation Policy Committee	February 20, 2012	Recommend approval of TIP, RTP, and ALCP Amendments
MAG Regional Council	February 27, 2012	Approval of TIP, RTP, and ALCP Amendments and New Finding of Conformity

Information Summary

ATTACHMENT #3



DATE

September 25, 2012

SUBJECT

Gilbert Road Light Rail Transit Extension

PURPOSE

The purpose of this information summary is to provide background information related to the Gilbert Road Light Rail Transit Extension.

BACKGROUND/DISCUSSION/CONSIDERATION

In September 2009, the Maricopa Association of Governments (MAG) Regional Council approved a set of Alternatives Analysis recommendations, which included a locally preferred alternative (LPA) for a 3.1-mile LRT extension along Main Street from Sycamore to just east of Mesa Drive. Also as part of the Alternatives Analysis recommendations, MAG approved consideration of a 1.9-mile LRT extension on Main Street east to Gilbert Road as a future phase.

The extension to Gilbert Road was included in the Regional Transportation Plan (RTP) as an “illustrative” project, meaning the project will be considered in future regional planning efforts, but is unfunded at this time. This was recommended because of strong ridership demand along this segment, opportunities to optimize regional bus connections, and a preferred long-range site for an end-of-line park and ride near Gilbert Road given the travel patterns observed in the regional model.

The Gilbert Road Extension project would also help ensure the equitable distribution of transit services across the city, and support community economic growth initiatives for sustainable development. Investments in transportation infrastructure must produce travel improvements for both personal and economic reasons. An investment in light rail within the corridor will allow for easier and faster movement of people to reach additional desired destinations in Mesa and the central valley region. The need for the project is demonstrated in five areas:

- Accommodating the travel needs of a growing population
- Improving local and regional mobility, especially during peak travel times
- Providing a reliable transportation service and optimize regional transit network efficiency
- Linking Mesa and East Valley populations with regional employment centers and activity destinations
- Maximizing the economic development potential of the corridor

The project is bounded by University Drive to the north, Broadway Road to the south, Gilbert Road to the east, and Mesa Drive to the west (Figure 1).

Ridership

As part of the planning process for the Central Mesa Extension that would extend light rail service through downtown Mesa, ridership was forecast between the current end-of-line station at Sycamore and at various points east towards the Superstition Springs Mall. A series of travel forecast analyses were conducted to estimate potential ridership along Main Street. The findings of these analyses suggested that extension of light rail to Gilbert Road showed high demand and could yield an additional 4,000 daily riders in opening year (Figure 2).

Capital & Operating Costs

The total project capital cost is estimated at \$133 million in year of expenditure dollars. The capital cost estimate is a planning-level estimate, which includes uncertainty in project elements such as stations, right-of-way requirements, placement of underground utilities etc. Valley Metro will refine the cost estimates during the environmental and design phase of the study. Funding for this project would be obtained from federal Surface Transportation Program (STP) funds, with the local match provided by the City of Mesa. Annual operating expenses are estimated at \$3.2 million in 2012 dollars and will be paid from fares and City of Mesa funds. The project is scheduled to open in 2017 (Figure 3).

APPROVAL PROCESS

City of Mesa City Council, May 18, 2009
METRO Board of Directors, June 17, 2009
MAG Regional Council, September 30, 2009

RECOMMENDATION

For information only, no action is required.

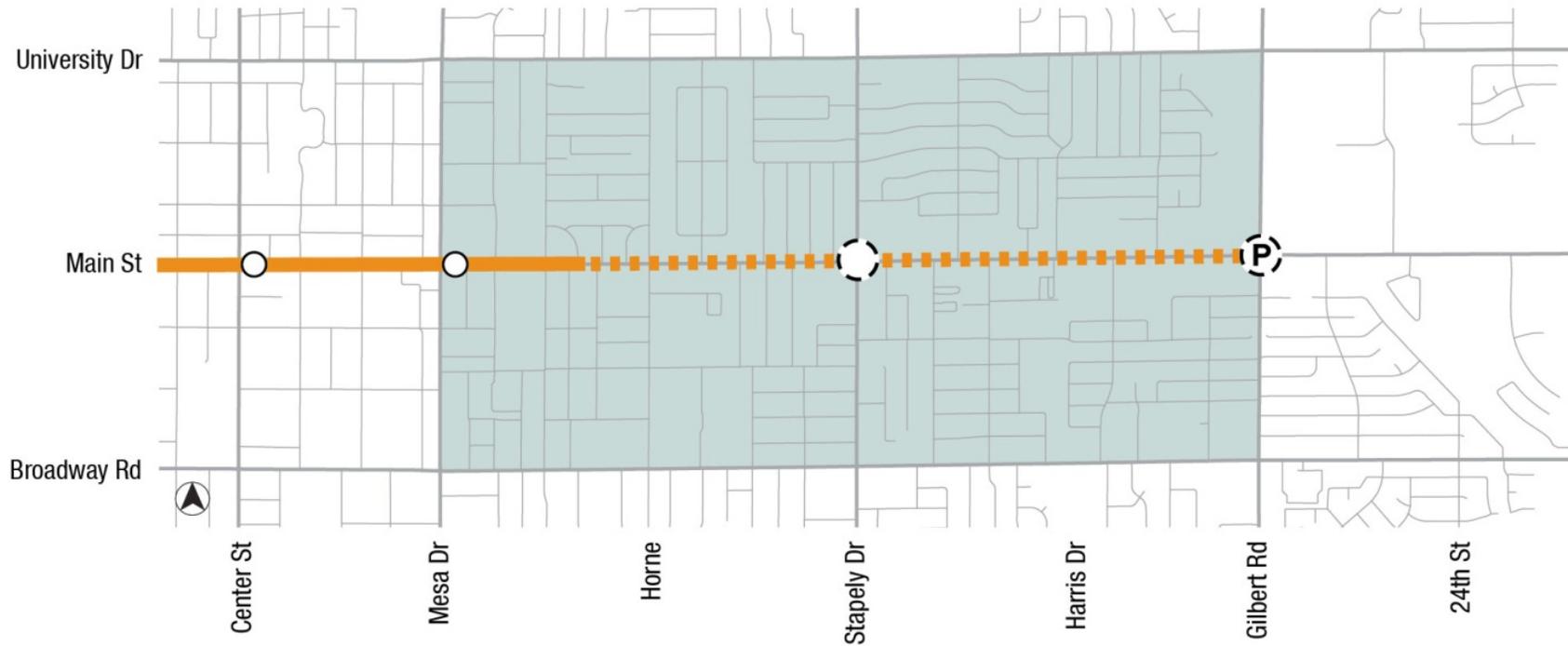
CONTACT

Wulf Grote
Director, Planning and Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENTS

Financing Plan to Extend Light Rail to Gilbert Road in Mesa

FIGURE 1: GILBERT ROAD LRT EXTENSION AND STUDY AREA



LEGEND

- | | | |
|--------------------------------|------------------------|---------------------------|
| Central Mesa Extension | Gilbert Road Extension | Gilbert Road Study Area |
| Central Mesa Extension Station | Station Opportunity | Park-and-Ride Opportunity |

FIGURE 2: GILBERT ROAD LRT EXTENSION RIDERSHIP MARKET

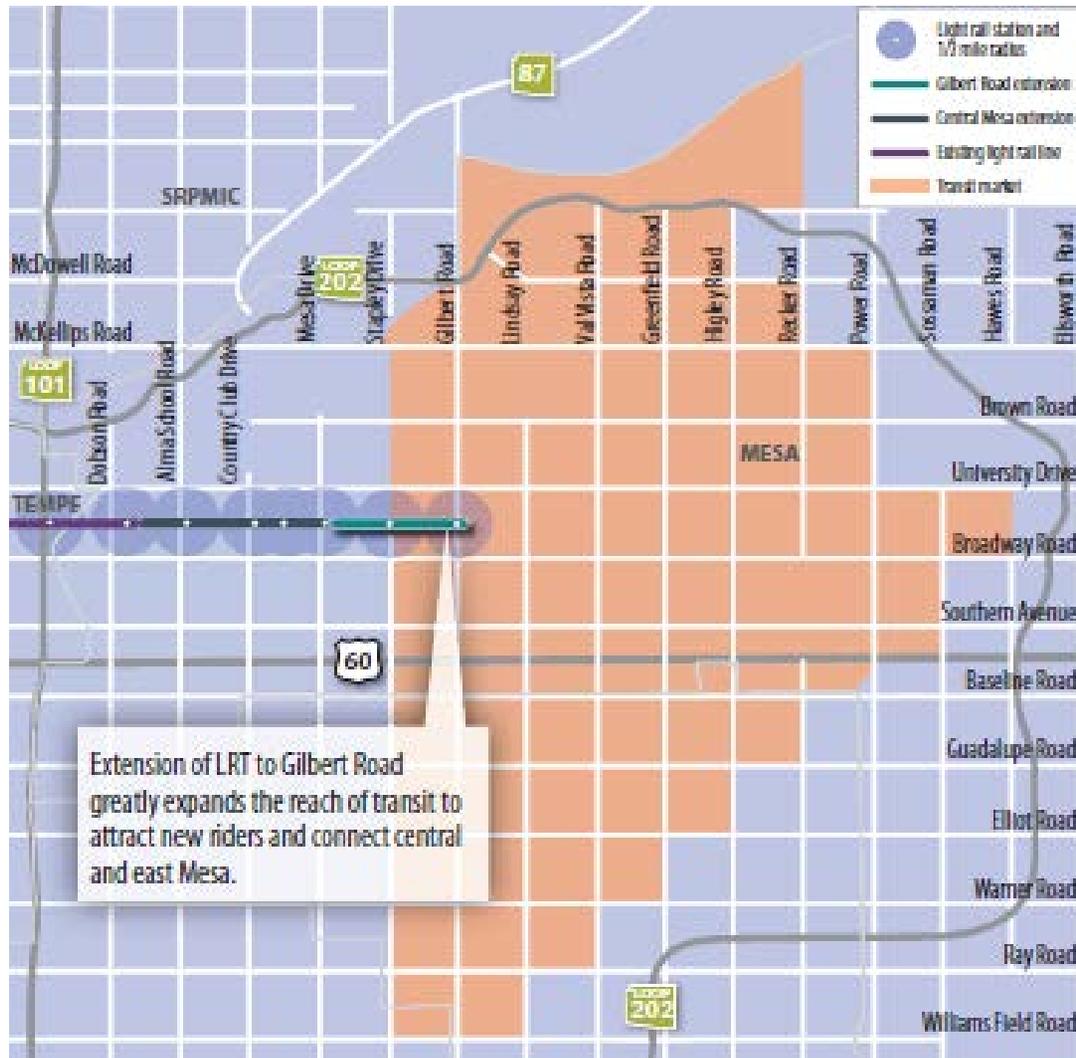
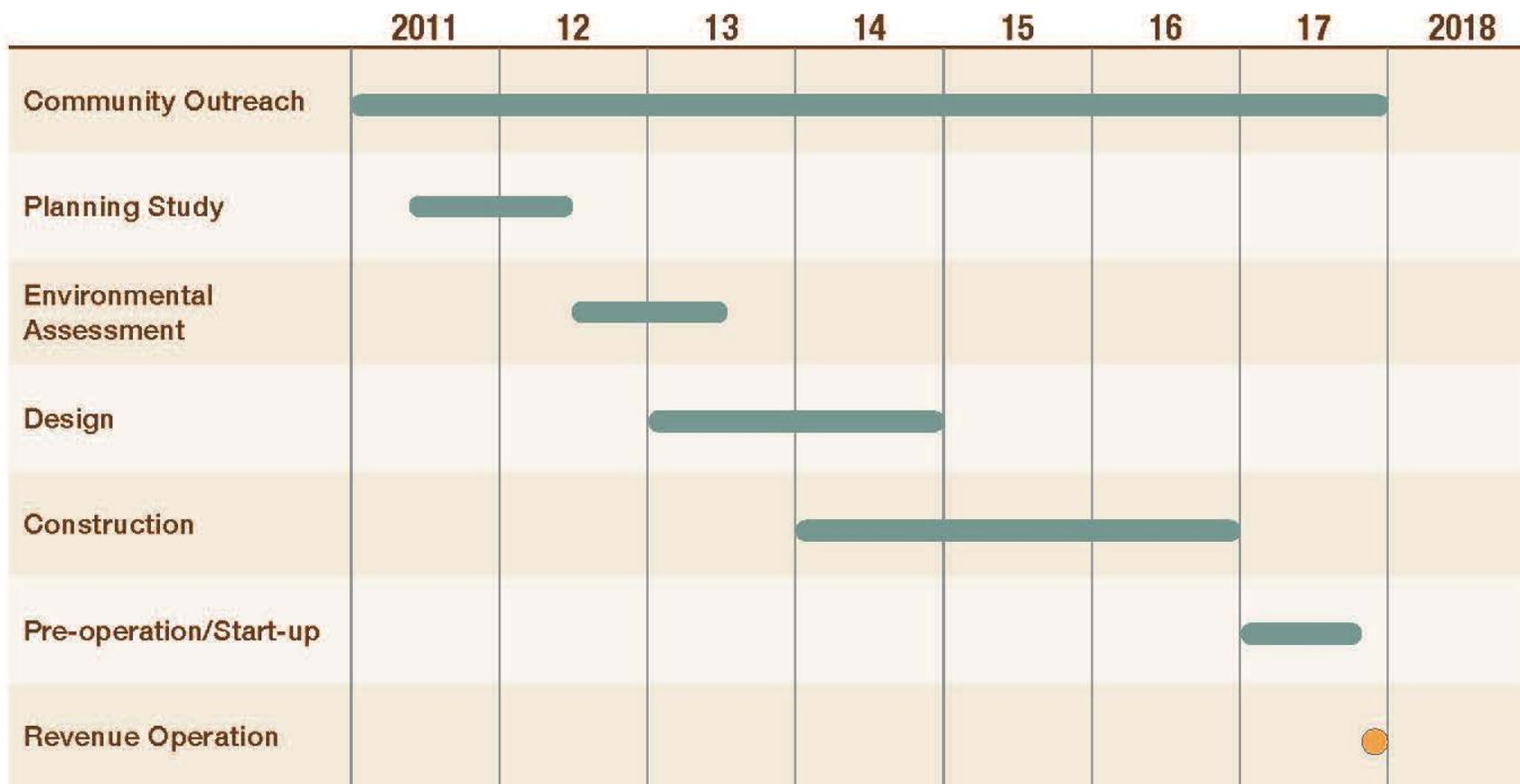


FIGURE 3: GILBERT ROAD LRT EXTENSION PRELIMINARY SCHEDULE



All dates reflect the year the activity is expected to begin.

ATTACHMENT #4

PROPOSED FINANCING TO EXTEND LIGHT RAIL TO GILBERT ROAD IN MESA

Subject: Financing Plan to Extend Light Rail to Gilbert Road in Mesa

Summary: Mesa has requested consideration of a proposal to advance the design, right-of-way acquisition and construction of a 1.9 mile extension of light rail transit (LRT) on Main Street, from Mesa Drive to Gilbert Road. Several planning studies have been conducted on this corridor including an Alternatives Analysis in 2009, which recommended the extension to Gilbert Road. Later that year, the MAG Regional Council adopted the Gilbert Road extension as an illustrative corridor to the MAG Regional Plan. In 2011, a planning study was completed to better define the proposed project and now an Environmental Assessment is underway with completion set for late 2013. Mesa is proposing to begin design and right-of-way acquisition in 2014 following the selection of a design-build contractor by METRO.

The underlying funding for this Project would come from federal Surface Transportation Program (STP) funds totaling \$153.4 million (2011\$) that are currently programmed for 16 Arterial Life Cycle Program (ALCP) projects in Mesa. Mesa is proposing to remove these funds from the ALCP and instead fund the LRT extension. The Mesa City Council established the extension of LRT to Gilbert Road as a Council priority and has determined that the extension is a better use of its limited transportation funds than the 16 ALCP projects. MAG staff also modeled regional travel demand without the ALCP projects proposed for deletion and found the impact on system performance to be minimal.

Since the funding for these ALCP projects does not align with the timing needed for light rail construction, Mesa is proposing to provide interim funding using Transportation Project Advancement Notes (TPANs). These notes would be repaid with federal STP funds as they become available in the program beginning in 2016. The TPAN financing would be secured by the City's excise tax and since Mesa would issue the notes, there would be no impact on the region's financing capacity. This financing is similar to the approach used to accelerate SR 24 by four years which saved the program roughly \$100 million by doing it earlier than planned.

The cost for this extension is currently estimated by METRO at \$112 million in year of expenditure dollars for design, right-of-way and construction. The Project cost also includes contingency funds of over 30% as required by the Federal Transit Administration. The interest expense for this financing is estimated to be about \$21 million for a total Project cost of about \$133 million. As indicated above, the repayment of the interim funding for the Project would come from STP funds totaling about \$153.4 million (2011\$). The additional STP funds being set aside (\$20 million) above the estimated Project cost could be used, if needed, as additional funds to repay the City's advance of interim funding or to fund light rail vehicles in the future if required by METRO policy at some future date.

Mesa understands and agrees that if the schedule for the Project is delayed due to higher program costs and/or lower program revenues, the reimbursement to Mesa would be delayed as other projects are also delayed.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 16, 2012

SUBJECT:

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

SUMMARY:

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

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

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

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

A Summary of Findings and Issues from the 2012 Annual Report has been enclosed and the full document is available on the MAG website. This item was presented to the MAG Management Committee on October 3, 2012, and the Transportation Policy Committee on October 17, 2012 for information and discussion.

PUBLIC INPUT:

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

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: This item is on the October 17, 2012, Transportation Policy Committee agenda for information and discussion.

MAG Management Committee: The Draft 2012 Annual Report was included on the MAG Management Committee agenda for October 3, 2012 for information and discussion.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

DRAFT

2012 ANNUAL REPORT ON PROPOSITION 400

SUMMARY OF FINDINGS AND ISSUES

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

MAG REGIONAL TRANSPORTATION PLAN

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

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

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

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

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

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

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

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

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

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

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

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

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

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

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

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

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

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

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

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

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

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

Completed

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

Advertised for Bids or Under Construction

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

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

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

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

ARTERIAL STREET LIFE CYCLE PROGRAM

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

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

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

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

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

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

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

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

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

TRANSIT LIFE CYCLE PROGRAM

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

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

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

Routes Implemented During FY 2012:

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

Routes Planned for Implementation During FY 2013 through FY 2017:

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

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

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

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

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

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

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

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

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

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

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

PERFORMANCE MONITORING PROGRAM

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

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

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