

March 19, 2013

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, March 27, 2013
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 Valerie Day at 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
March 27, 2013**

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 THAT ARE NOT ON THE AGENDA THAT ARE WITHIN 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 February 27, 2013, Meeting Minutes

5A. Review and approval of the February 27, 2013, meeting minutes.

TRANSPORTATION ITEMS

*5B. FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects

To ensure that all estimated levels of Congestion Mitigation and Air Quality (CMAQ) Obligation Authority (OA) is fully programmed for Federal Fiscal Year (FFY) 2013, the recommendation from the modal committees in December 2012 and January 2013 was to fund a design phase for the proposed FY 2015 CMAQ construction projects. The MAG Regional Council approved the final list of FY 2015 CMAQ construction and procurement projects on February 27, 2013. For projects to receive design phase federal funding, the project sponsor must submit related project information to the Arizona Department of Transportation no later than June 28, 2013. This item was recommended for approval by the Transportation Review Committee on February 28, 2013, and by the MAG Management Committee on March 13, 2013. This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5C. Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-three times with the latest modification approved on February 27, 2013. Since then, there is a need to modify projects in the programs. Refer to Tables A, B, and C for a list of proposed administrative corrections and project changes in the Arterial Life Cycle, Highway, and Transit Programs. These modifications are mainly minor adjustments to financial information. This item was recommended for approval by the Transportation Review Committee on February 28, 2013, and by the

5B. Approval of the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

5C. Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MAG Management Committee on March 13, 2013. This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. MAG Regional Programming Guidelines for Federal Transit Formula Funds

The Regional Programming Guidelines for Federal Transit Formula Funds outlines the process for programming Federal Transit Funds in the region. The set of guidelines was developed in coordination with working group meetings and MAG Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing the projects for inclusion in the Transportation Improvement Program. In order to meet the deadline for development and approval of the Transportation Improvement Program, the competitive evaluation process is required to be initiated prior to Regional Council approval of the Guidelines. The call for project information and project application may be found on the MAG website:

<http://www.azmag.gov/Committees/committee.asp?CMSID=1162>. This item was recommended for approval by the Transportation Review Committee on February 28, 2013, and by the MAG Management Committee on March 13, 2013. Please refer to the enclosed material.

*5E. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed

5D. Approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds.

5E. Approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program projects. This item was recommended for approval by the Transportation Review Committee on February 28, 2013, and by the MAG Management Committee on March 13, 2013. This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

AIR QUALITY ITEMS

- *5F. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

On January 30, 2013, the MAG Regional Council approved a proposed major amendment to the Regional Transportation Plan to add a 1.9-mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan (RTP) 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program (TIP) be amended subject to the necessary air quality conformity analysis. MAG has conducted the conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards. On February 8, 2013, a 30-day public review period began on the conformity assessment and amendment. Comments were requested by March 11, 2013. Please refer to the enclosed material.

- 5F. Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 Congestion Mitigation and Air Quality funded projects, and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5G. Consultation.

ITEMS PROPOSED TO BE HEARD

6. Domestic Violence Protocol Model Implementation Survey

The Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. An implementation survey was distributed to law enforcement agencies to gather data about the use and impact of the protocol model across the region. To date, 90 percent of law enforcement agencies in the region have completed the survey. Full participation in the survey is encouraged. Data gathered will be used to identify training and technical assistance opportunities for increasing use of the protocol model across the region. Use of this model will result in saving money, and more importantly, saving lives. The MAG Protocol Evaluation Project is funded by a STOP grant from the Governor's Office. The Domestic Violence Protocol Model Implementation Survey findings were presented to the MAG Regional Domestic Violence Council on February 7, 2013. The Council voted to table approval of the findings to pursue additional participation by law enforcement agencies across the region. The MAG Management Committee

6. Information.

received a presentation for information on March 13, 2013. Please refer to the enclosed material.

7. The 21st Annual American Trails International Trails Symposium

The 21st Annual American Trails International Trails Symposium will take place at the Fort McDowell Yavapai Nation Resort on April 14-17, 2013. A representative from the organization will discuss the event, mobile tours and exhibitor and sponsorship opportunities.

8. Potential Metropolitan Planning Area Boundary Adjustment and Amendment to the MAG By-Laws

At the February Regional Council meeting, an amendment to the MAG By-laws was presented that would acknowledge a new Metropolitan Planning Area (MPA) Boundary if one is approved by the Governor in cooperation with MAG as the Metropolitan Planning Organization (MPO). The proposed amendment would provide for local governments in Pinal County that are within the MPA Boundary to be eligible to join MAG. The City of Maricopa and the Town of Florence have passed resolutions expressing interest to join MAG, if the new MPA Boundary includes their communities. At the February meeting, the Regional Council approved providing a written notice of the proposed amendment to the MAG member agencies in accordance with the MAG By-Laws. On March 4, 2013, the City of Casa Grande approved a map for their MPO, which includes the Cities of Casa Grande, Coolidge, Eloy and Marana. Federal law requires that the MPA Boundary for the Casa Grande MPO be determined by March 27, 2013. If the new MPA Boundary is approved by the March 27, 2013, MAG Regional Council meeting, the Regional Council could consider approving the By-Laws amendment, and approve new members depending on the location of the new boundary. Please refer to the enclosed material.

7. Information.

8. Possible action to approve the proposed amendment to the MAG By-Laws and to approve new members that are within the boundary and to issue new member certificates, contingent upon the boundary that is approved by the Governor in cooperation with MAG as the MPO.

9. Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program

Under Moving Ahead for Progress in the 21st Century (MAP-21), a new Transportation Alternatives program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 Transportation Alternatives funds are estimated at \$4.2 million and \$4.8 million respectively. Transportation Enhancement projects and Safe Routes to School projects, previously programmed by the Arizona Department of Transportation for FY 2013 and FY 2014, have sunset under MAP-21. A list of projects and a proposed programming methodology will be reviewed. This item was recommended for approval by the Transportation Review Committee on February 28, 2013, and by the MAG Management Committee on March 13, 2013. This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

10. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2014 "MAG Programs in Brief" and the FY 2014 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

11. MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area

The MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area has been prepared in accordance with Section 175A(b) of the Clean Air Act. There have been no violations

9. Approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

10. Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

11. Adoption of the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

of one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The modeling analysis in the maintenance plan demonstrates that the standards will continue to be met through 2025. On February 19, 2013, a public hearing was conducted on the Draft MAG 2013 Carbon Monoxide Maintenance Plan. No public comments were received. This item was recommended for adoption by the MAG Air Quality Technical Advisory Committee on February 28, 2013, and by the MAG Management Committee on March 13, 2013. It is anticipated that the MAG Regional Council may take action on March 27, 2013. The complete Draft MAG 2013 Carbon Monoxide Maintenance Plan is posted on the MAG website at:

http://www.azmag.gov/Documents/EP_2013-01-17_Draft-MAG-2013-Carbon-Monoxide-Maintenance-Plan-for-the-Maricopa-County-Area_Plan-and-Appendices.pdf. Please refer to the enclosed material.

12. Legislative Update

An update will be provided on legislative issues of interest. Per direction from the MAG Executive Committee on March 18, 2013, pending Regional Infrastructure Improvement Zones (RIIZ) federal legislation will be discussed for possible action. Please refer to the enclosed material.

13. 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.

14. 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.

Adjournment

12. Information, discussion, and possible action.

13. Information and discussion.

14. Information.

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

February 27, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Vice Mayor Alex Finter for Mayor Scott Smith,
Mesa
Councilwoman Robin Barker, Apache Junction
* Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
* Councilman Dick Esser, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor Gregory Mendoza, Gila River Indian
Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
* Mayor Yolanda Solarez, Guadalupe

* Mayor Thomas Schoaf, Litchfield Park
Supervisor Steve Chucri, Maricopa Co.
Mayor Scott LeMarr, Paradise Valley
Councilmember Cathy Carlat, Peoria
Councilmember Daniel Valenzuela for Mayor
Greg Stanton, Phoenix
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mayor Michael LeVault, Youngtown
* Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
* Roc Arnett, Citizens Transportation Oversight
Committee

* 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 David Schwan, Mayor Gail Barney, Mayor Scott LeMarr, and Vice Mayor Alex Finter, as proxy for Mayor Scott Smith, joined the meeting via teleconference.

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. Parking validation and transit tickets for those who used transit to attend the meeting were available from staff.

Chair Rogers introduced two new members of the MAG Regional Council, Supervisor Steve Chucric from Maricopa County and Councilmember Cathy Carlat from Peoria. They were presented with their Regional Council membership certificates.

Chair Rogers recognized Mayor Christian Price, of the City of Maricopa, who was present in the audience.

Chair Rogers noted that material for agenda items #8, #9, and #10 was at each place.

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, who spoke of the historic moment at the Orpheum Theater on February 26, 2013, when the Phoenix City Council took action to change the city ordinance to protect classes of people from discrimination. Ms. Barker stated that she viewed opposition as more from a Biblical interpretation of feminine and masculine. She said that she felt this change in the Phoenix ordinance was good for the entire region and she also felt that freedom of speech should be supported. Ms. Barker stated that she hoped the government would set up a relief system for violations to correct mistakes, let people live freely, and use mediation for disputes. Chair Rogers thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated Sun Corridor Retreat is scheduled for March 6, 2013, from 10:00 a.m. to 2:00 p.m. at the Wild Horse Pass Hotel. He noted that implementation of the MAG Freight Transportation Framework Study will be featured and a panel will discuss what is needed to make business viable. He stated that Salt Lake City Mayor Ralph Becker and Chris Gutierrez from the Kansas City SmartPort, will speak at the event. Mr. Smith noted that more than 130 people have registered for the event.

Mr. Smith stated that the MAG Regional Council, Economic Development Committee and regional businesses have been invited to an economic forum in Nogales, Sonora, as a followup to the October 2012 event where Mexican businesses were invited to the forum held at the MAG office. He stated that the Nogales forum will be held March 22, 2013, and MAG is arranging for a bus for the one-day tour. Mr. Smith noted that MAG's Chair, Mayor Marie Lopez Rogers from Avondale, Mayor Rothschild from Tucson, Mayor Greg Stanton from Phoenix and Mayor Garino from Nogales, Arizona, will be speaking. He stated that a tour for local governments and a tour for business are planned. Mr. Smith added that attendance by business and elected officials is encouraged.

Mr. Smith stated that the 2013 Point-in-Time Homeless Count took place on January 30, 2013, between the hours of 5:00 a.m. to 9:00 a.m. He noted that more than 400 volunteers participated and he expressed appreciation to all of the municipalities involved. Mr. Smith stated that Phoenix Mayor Greg Stanton participated in the count. He explained that the U. S. Department of Housing and Urban development requires the data to apply for homeless assistance funding, and he added that the MAG region receives about \$20 million per year through this process.

Mr. Smith provided an update on the Regional Aging Services Network. He stated that round two of the City Leaders Institute on Aging in Place will focus on transportation needs. Mr. Smith stated that a website for older adults is under development and there is a call for stories, which are due March 8, 2013. He stated that profiles of people successfully aging in place will be featured in an outreach video.

Mr. Smith displayed a photograph of Chair Rogers appearing with First Lady Michelle Obama at the State of the Union address in Washington, D. C.

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

5. Approval of Consent Agenda

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

Chair Rogers recognized public comment from Ms. Barker, who commented on agenda item #5J. She expressed her support for congestion management and suggested that ITS funding might be utilized to improve communications in the event of an accident on the freeway. Ms. Barker expressed her support for the ITS improvements made by Los Angeles and Las Vegas. She stated that the communications are not working here, and she did not have proof of this other than what Joe Ryan says. Ms. Barker remarked that the accident rates are appalling and we need find relief rather than accepting it. 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 LeVault moved approval of the Consent Agenda. Mayor Lewis seconded, and the motion passed unanimously.

5A. Approval of the January 30, 2013, Meeting Minutes

The MAG Regional Council, by consent, approved the January 30, 2013, meeting minutes.

5B. Arizona Department of Transportation 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 July 1, 2012 to December 31, 2012. Of the 118 notices, no impact responses were received.

5C. FY 2014 MAG Human Services Coordination Transportation Plan Update

The MAG Regional Council, by consent, approved the Fiscal Year (FY) 2014 MAG Human Services Coordination Transportation Plan Update. On July 6, 2012, President Obama signed into law the Federal Transit Administration (FTA) Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 maintains the requirement established under SAFETEA-LU to develop locally coordinated human services-public transportation plans for projects funded under the revised titled Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. As required, MAG has developed the human services coordination transportation plan. The FY 2014 MAG Human Services Coordination Transportation Plan Update strategies were recommended for approval by the MAG Human Services Technical Committee on January 10, 2013. The FY 2014 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Coordinating Committee on January 30, 2013, and by the MAG Management Committee on February 13, 2013.

5D. Arterial Life Cycle Program Status Report - April 2012 Through November 2012

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between April 2012 and November 2012. The April 2012 through November 2012 ALCP Status Report was provided to the Street Committee on December 11, 2012, to the Transportation Review Committee on January 24, 2013, and the Management Committee on February 13, 2013, for information and discussion.

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

The MAG Regional Council, by consent, approved the amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update. The FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-two times. Since then, there is a need to modify projects in the programs. A list of proposed administrative corrections and project changes in the Arterial Life Cycle Program, Highway, and Transit programs are

included. The project changes were recommended for approval by the Transportation Review Committee on January 24, 2013, and by the Management Committee on February 13, 2013.

5F. 2010 Census Boundary Smoothing Methodology

The MAG Regional Council, by consent, approved the attached map of the 2010 Census smoothed boundaries for the MAG urban areas. Federal Surface Transportation legislation - MAP-21 and its predecessors - allows the US Census-defined boundaries to be smoothed to address transportation needs. This smoothing does not affect funding apportioned and allocated to the region, but does affect where MAG Surface Transportation Program funds may be expended, reporting and programming requirements for federal funding, allocations of some types of Federal Transit Administration transit funding, and the application of certain standards for the development of some types of roadways. On January 24, 2013, the Transportation Review Committee recommended approval with corrections to include a commercial portion from Via Linda and 96th streets to be included in the urbanized area smoothed boundaries. The maps and listing reflect the addition. On February 13, 2013, the Management Committee recommended approval of the attached map.

5G. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

The MAG Regional Council, by consent, approved the included map and listing of roadways to be included in the National Highway System for approval by the Federal Highway Administration and the Arizona Department of Transportation. MAP-21 mandated the expansion of the National Highway System (NHS) to include all locally owned, federally classified Principal Arterials. This expansion will impose significant federal requirements for these facilities without providing a reasonable expectation of increased federal funding. To address this issue, MAG prepared a proposal to revise the NHS system in the MAG area. This proposal will start from a base consisting of only roadways that were part of the NHS prior to the enactment of MAP-21. Minor modifications as identified in the enclosed materials reflecting four deletions and five additions as recommended by member agencies. This item was discussed at the Street Committee on November 13, 2012, and December 11, 2012. The map and listing of roadways were recommended for approval by the Transportation Review Committee on January 24, 2013, and by the Management Committee on February 13, 2013.

5H. FY 2013 Road Safety Assessments at Intersections

The MAG Regional Council, by consent, approved the list of 10 intersections for performing Road Safety Assessments utilizing MAG on-call consultants for a total cost of \$230,000. Each year more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and result in a total of nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended Road Safety Assessments as a regional road safety initiative to help identify and address safety issues at high risk intersections. In response to a MAG call for projects announced in October 2012, a total of ten (10) RSA sites have been identified. The list of 10 intersections for the second cycle of RSAs to be performed was recommended by the Transportation Safety Committee on January 8, 2013, by the Transportation Review Committee on January 24, 2013, and by the Management Committee on February 13, 2013.

5I. Appointment of Councilmember Cathy Carlat, City of Peoria, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The MAG Regional Council, by consent, appointed Councilmember Cathy Carlat, City of Peoria, as 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, which includes the City of Peoria. The mayor of the City of Peoria, the current representative on the TPC, has notified MAG that he is requesting that Councilmember Cathy Carlat be appointed as the City of Peoria representative on the TPC. The appointment of Councilmember Cathy Carlat to the TPC by the Regional Council as one of the seven largest cities/towns elected officials was requested.

5J. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft FY 2014-2018 MAG Transportation Improvement Program

The MAG Regional Council, by consent, approved the list of Fiscal Year (FY) 2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the lists of FY 2015, 2016, and 2017 projects to the Draft FY 2014-2018 MAG Transportation Improvement Program. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds for Intelligent Transportation Systems (ITS), Bicycle, Pedestrian, and Air Quality projects. Federal Highway Administration funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, apportionments, and regional distributions. The estimated total amount of CMAQ funding available for programming in FFY 2015 through 2017 for PM-10 Pave Unpaved Road projects is \$10.7 million; \$18.5 million is available for ITS projects; \$23.5 million is available for Bicycle and Pedestrian projects; and \$9.5 million is available for Air Quality/Travel Demand Management Programs. In developing a draft FY 2014-2018 Transportation Improvement Program, a Call for Projects was held on August 6, 2012, with CMAQ project applications turned in on September 19, 2012. Projects have been reviewed and ranked based on the Congestion Management Process, Air Quality scoring, and multiple modal committee evaluations and project reviews.

5K. 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 projects for Chandler, Fort McDowell Yavapai Nation, Gilbert, Maricopa County, Mesa, Phoenix, and Scottsdale. 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 February 22, 2013.

5L. Social Services Block Grant Allocation Recommendations

The MAG Regional Council, by consent, approved forwarding the Social Services Block Grant (SSBG) allocation recommendations for FY 2014 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Upon completion of research and a service ranking exercise, it is proposed to move \$75,039 to the highest priority services. The SSBG allocation recommendations were recommended for approval by the Human Services Technical Committee on January 10, 2013, by the Human Services Coordinating Committee on January 30, 2013, and by the Management Committee on February 13, 2013.

5M. Appointment of the MAG Economic Development Committee Maricopa County Member Position

The MAG Regional Council, by consent, appointed Supervisor Steve Chucuri as the Maricopa County representative on the MAG Economic Development Committee. On October 27, 2010, the MAG Regional Council approved the composition of the MAG Economic Development Committee (EDC). The composition includes 14 MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. On January 29, 2013, a letter was received from the Maricopa County Board of Supervisors Chairman recommending Supervisor Steve Chucuri serve as the Maricopa County representative on the EDC. On February 19, 2013, the Executive Committee recommended approval of Supervisor Steve Chucuri as the Maricopa County EDC representative.

5N. Appointment of the MAG Economic Development Committee West Valley Position

The MAG Regional Council, by consent, appointed Mayor Georgia Lord, City of Goodyear, to the MAG Economic Development Committee. The composition of the Economic Development Committee (EDC) was approved by the MAG Regional Council on October 27, 2010. On January 15, 2013, a West Valley seat on the EDC became vacant. Mayor Elaine Scruggs left elected office after 22 years of service in the City of Glendale. According to the MAG Committee Operating Policies and Procedures, the MAG Regional Council Executive Committee recommends to the Regional Council a new West Valley elected official to fill this seat. On January 17, 2013, a memorandum was sent to the MAG Regional Council, Management Committee and Intergovernmental Representatives soliciting interest for the West Valley seat. Two letters of interest were received; one from Mayor Georgia Lord, City of Goodyear, and a second from Councilmember Cathy Carlat, City of Peoria. Since that time, MAG staff received notification that the City of Peoria rescinded its letter of interest and is supporting Mayor Lord for the EDC West Valley seat. The City of Peoria expressed interest in serving in the future. On February 19, 2013, the MAG Executive Committee recommended Mayor Georgia Lord for the EDC West Valley member position.

50. Ratification of the Annual Performance Review and Compensation Benefits of the MAG Executive Director

The MAG Regional Council, by consent, ratified the action of the Executive Committee regarding compensation/benefits of the MAG Executive Director. In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review conducted by the Executive Committee. On November 28, 2012, an evaluation survey and Major Regional Goals and Results for FY 2012-2013 were sent to members of the Regional Council to receive their input on the review. On February 19, 2013, the MAG Regional Council Executive Committee discussed the performance of the Executive Director, and took action regarding the compensation/benefits of the Executive Director. The action of the Executive Committee is being presented to the Regional Council for ratification.

6. Metropolitan Planning Area Boundary Adjustment

Dennis Smith reported on adjustments that need to be made to the MAG planning area as a result of the 2010 Census. He said MAG has been working on this issue for a number of years. MAG is a council of governments, a metropolitan planning organization and a transportation management area. Mr. Smith explained that transportation management areas are more than 200,000 in population. They have more authority from the federal government, but also need to be certified that the federal regulations are being followed.

Mr. Smith stated that at MAG's 2004 certification, the federal representatives asked about the MAG urbanized area and if MAG had expanded its boundaries. At the 2009 certification, the federal representatives followed up on the 2004 request.

Mr. Smith stated that about one year after the 2010 Census, the Bureau of the Census sent out new urbanized areas. If an area is more than 50,000 in population, it is required to join a metropolitan planning organization (MPO) or create a new one. Mr. Smith noted that the City of Casa Grande now exceeds 50,000 and has decided that it is going to form its own MPO, which requires that it define its metropolitan planning area boundary.

Mr. Smith stated that the MAG urbanized area is going into Pinal County. MAG had a discussion with Federal Highway Administration, Arizona Department of Transportation, and the area's communities regarding the technical ramifications. Mr. Smith stated that some communities were indecisive about whether they would join the Casa Grande MPO or the MAG MPO.

Mr. Smith displayed the federal regulations that say that the existing urbanized area shall be part of MAG, the area expected to become urbanized within a 20-year period shall be a part of MAG, and those areas economically tied may become a part of MAG. He noted that the Federal Highway Administration indicated that the City of Maricopa is economically tied to MAG. Mr. Smith stated that a number of discussions on this took place at the Executive Committee and staff was invited to visit the City of Maricopa. Mr. Smith stated that the City of Maricopa passed a Resolution to join MAG.

Mr. Smith displayed a map of the urbanized area and the area expected to be urbanized by 2030. He pointed out how the MAG urbanized area is extending into the Santan Valley and Gold Canyon Ranch and even into Florence. Mr. Smith then displayed a map of traffic analysis zones. He stated that the MAG traffic analysis zone system includes all of Maricopa and Pinal counties in order to properly model regional projects.

Mr. Smith pointed out on a map the extensive travel that occurs between Maricopa and Pinal Counties and noted that in 2011, more than 285,000 vehicles crossed the boundary between Maricopa and Pinal Counties on the average weekday, which shows that Maricopa County is totally connected to Pinal County. He stated that there are a lot of rooftops in Pinal County but not a lot of businesses. Mr. Smith added that the Pinal County trip length is two times the national average (26 miles versus 13 miles). Mr. Smith noted that approximately 57 percent of commuter trips by Pinal County residents are to Maricopa County, and only four percent are to Tucson.

Mr. Smith stated that MAG has been doing a lot of studies with Pinal County, which also contributed financially. He said that the MAG region and Pinal County are connected economically, but not politically, and the Joint Planning Advisory Council was formed to understand needs and increase Arizona's global competitiveness.

Mr. Smith then showed a map of the air quality boundary. He noted that air quality is quite complicated. He stated that at the Executive Committee meeting, the question was asked if the boundary was moved into Pinal County, would a dirty monitor located next to the City of Maricopa impede MAG's ability to build transportation projects. Mr. Smith stated that the EPA Region IX has said it will not. Mr. Smith stated that MAG will do its own air quality plan per state statute, and he thought that the Arizona Department of Environmental Quality will do Pinal County's air quality plan. He added that whoever does the air quality plan sets the motor vehicle emission budget, which is very important.

Mr. Smith then displayed a map of the proposed boundary that was developed after discussion with Federal Highway Administration, City of Maricopa, Pinal County, and MAG. He noted that the dark brown area would be the new Casa Grande MPO and the putty color would be MAG.

Mr. Smith stated that Monday night, the Town of Florence, which abuts the Santan Valley, said that the Santan Valley is its future, and if Santan Valley went to MAG, Florence would also desire to go to MAG because it needs to be with the agency that plans for Santan Valley. Mr. Smith stated that if Florence is in MAG, it makes sense that Superstition Vistas would also be in MAG. He also noted that the Maricopa County portion of the Gila River Indian Community is in MAG, and GRIC transportation committee staff recommended to a higher GRIC committee that all of GRIC be in MAG.

Mr. Smith then reviewed the proposed changes to the MAG By-Laws that would be needed. He said that the Executive Committee formed a subcommittee to work on the changes. Mr. Smith stated that MAG has not been pushing for the changes in the MPA Boundary, because it is difficult politically, but it does need to establish the planning boundary. He also noted that the By-Laws changes also include six administrative changes not related to the boundary provisions, for example, the CTOC representative on the Regional Council currently votes only on highway issues according to the existing By-Laws, but

with the new law that provided for the Proposition 400 election, the CTOC representative votes on all transportation issues because Proposition 400 includes transit. Mr. Smith introduced Fredda Bisman, MAG's General Counsel, who was available to answer questions.

Mr. Smith pointed out on the proposed boundary map what they are calling the Pinal County area. He noted that continuous changing of the MAG By-Laws is not desired and the By-Laws changes say that any incorporated city (currently, the Town of Florence and the City of Maricopa), within that area could be members of MAG. Mr. Smith stated that the question is what will happen with the Santan Valley – will it incorporate or be annexed to a city.

Mr. Smith stated that the one question people had is what the new members in Pinal County within the new boundary would vote on at MAG. He explained that the half cent sales tax for transportation is restricted to Maricopa County per state law. Mr. Smith stated that tasks defined by Executive Orders (such as Section 208, Water Quality Management Planning) will remain with their respective councils of governments, while others (such as building codes or domestic violence) could be available for voting on by new members from Pinal County.

Mr. Smith stated that the Governor is expected to approve the Metropolitan Planning Area boundary for MAG by March 28. If the Governor changes the boundary, then an amendment to the MAG By-Laws would be needed and a 15-day written notice to members would be required. Mr. Smith stated that action by the Regional Council was needed to send out the written notice. If the Governor approves a new boundary, then this would be brought back to the Regional Council to approve the By-Laws amendment and memberships. Mr. Smith stated that new members would be included in the July dues and assessments of the new MAG budget.

Mr. Smith then displayed a potential timeline and noted that all of the actions are contingent upon the Governor's action. He said that Eric Anderson has done a lot of work on this issue. Mr. Smith advised that the boundary is needed for transportation planning purposes. Mr. Smith stated that there is competition for a limited amount of funds. He stated that the population of agencies in the brown areas would apply to the federal funds we receive. Mr. Smith stated that another question was regarding the State Transportation Board member who serves for Pinal County. He explained that this seat is a floating seat and is therefore not included in the MAG By-Laws. Mr. Smith stated that the Regional Council already includes two members from the State Transportation Board and they represent the state's interests.

Mr. Smith stated that the Regional Council is requested to approve sending out the 15 day written notice of the proposed By-Laws amendment. He advised that if the Governor acts on the boundary, the By-Laws amendment and memberships would come back before the Regional Council at a future meeting.

Chair Rogers thanked Mr. Smith for his report and asked members if they had questions.

Mayor Lewis stated that the City of Maricopa has been involved in the Greater Phoenix Economic Council and has been a great partner. He said that MAG needs a boundary for planning, but there are no boundaries to transportation in the eyes of the citizens who travel the roads. Mayor Lewis expressed

his support for the City of Maricopa and the Town of Florence. He said that they have been involved in regional planning and he felt this was a positive move and they would be good partners.

Mayor Lane asked for clarification of voting in regard to specific funding measures. Mr. Smith stated that voting on specific areas is addressed in the By-Laws. He added that this would probably not be a frequent occurrence. Mr. Smith stated that the \$6 billion Transportation Improvement Program (TIP) includes private, federal and state funds. He said that if they became members, the City of Maricopa, Town of Florence, and Pinal County would vote on the TIP, but would not vote on Proposition 400 sales tax funded projects. He added that only members within Maricopa County would vote on Proposition 400 sales tax funded projects.

Mayor Mitchell asked for clarification of voting when funding involves local matching dollars for federal funds. Mr. Smith replied that members outside of Maricopa County would sit on MAG committees and vote on projects that are federally funded, but would not vote on projects funded by the Maricopa County sales tax. Mr. Smith noted that there are already similar provisions in the MAG By-Laws, for example, the Citizens Transportation Oversight Committee member votes on transportation related items only.

Mayor Mitchell stated that one of the pros of including new members is that MAG grows stronger, but what message is being sent to the other MPOs when cities are defecting to MAG. He asked if growth would be inhibited. Mr. Smith replied that the law provides that the entire Metropolitan Statistical Area (i.e., MAG and Pinal) can be a part of MAG. He added that they are not trying to include all of Pinal County in MAG. Mr. Smith stated that the North Central Texas Council of Governments has more than 200 members. He said they have so many members they hold a congress of cities each year and then provide for a smaller Regional Council. Mr. Smith noted that Michael Gallis said in his presentation that if the Sun Corridor is not politically aligned, it will not be able to accomplish what Utah has accomplished. Mr. Smith noted the political alignment in New Mexico that allowed improvements at the Santa Teresa port of entry. He stated that partnerships are necessary to compete in a global economy. Mr. Smith stated that many elected officials will be attending the March 6 Sun Corridor Retreat. Included as speakers are the mayors of Casa and Florence, and Tucson. He remarked that the pro is cooperation among agencies can make things happen as they did in Utah, but the con is that there is greater competition for a limited amount of funds.

Mayor Wolcott asked for clarification about new member agencies being in competition for federal funds. She said if a project is strictly sales tax funded, agencies outside Maricopa County would not have a vote. However, what happens with a project that has dropped off due to a decrease in sales tax funds and an increase in the demand to replace the funds with federal funds. Mr. Smith stated that all members would have the right to vote on projects to be funded with federal funds. He added that he did not foresee that this would be a huge issue. Mr. Smith stated that his view was all for one and one for all, and as Mayor Lewis said, the citizens do not see boundaries when they are driving. Mr. Smith added that citizens outside of MAG are contributing to this region's economy.

Chair Rogers expressed that she understood the hesitancy due to projects dropping off in the past as a result of lower sales tax collections. There were struggles with funding but this is a new day and we

need to be regional and look beyond our own borders. We will do our due diligence but it should not stop us from moving forward with planning and what it means for the state. Chair Rogers expressed her hope that an example of cooperation to increase that conversation will spread beyond the region.

Mayor Tibshraeny asked for clarification on the Gila River Indian Community being partially in Maricopa County. Mr. Smith explained that when MAG was formed in 1967, MAG's boundaries were Maricopa County boundaries. In 1985, there was an investigation of MAG because of the location of the South Mountain Freeway. At that time it was noted that the Gila River Indian Community was not a member of MAG even though eligible, and it then joined MAG. Mr. Smith noted that only a portion of the Community is in the MAG region and its dues are based only on that portion in Maricopa County. He stated that if the Community would decide to include the entire Community in MAG, its dues would be based on the entire population of the Community.

Chair Rogers asked Mr. Smith the action that was being requested. Mr. Smith replied that the action requested was to direct staff to approve sending out the 15 day written notice of the proposed By-Laws amendment to member agencies. He noted that if the Governor acts on the boundary, the By-Laws amendment and memberships would come back before the Regional Council at a future meeting.

Mayor Lewis moved and Councilmember Barker seconded. With no further discussion, the vote on the motion passed unanimously.

7. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Rebecca Kimbrough, MAG Fiscal Services Manager, provided a report on the development of MAG's draft Unified Planning Work Program and Annual Budget for Fiscal Year 2014. She stated that the Work Program is developed each year in conjunction with member agency and public input. Ms. Kimbrough stated that new projects are presented in February and provide for an incremental review of key budget proposed projects.

Ms. Kimbrough stated that the draft Dues and Assessments were presented in January 2013. She explained that due to the economy, the rate for the draft Dues and Assessments was reduced to 50 percent of the FY 2009 amount. Ms. Kimbrough stated that expenses in excess of the Dues and Assessments have been paid out of MAG's fund balance. She stated that MAG staff is proposing that the draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014. Ms. Kimbrough stated that the draft budget will be presented next month.

Ms. Kimbrough stated that the following documents were included in the agenda packet: the draft Dues and Assessments for FY 2014, the timeline for budget development, the invitation to the Budget Workshop, and the proposed new projects for FY 2014. She noted that the Intermodal Planning Group meeting has now been scheduled for April 3, 2013. Ms. Kimbrough stated that most of the newly proposed projects are for ongoing project work that MAG does each year. Ms. Kimbrough stated that this item was on the agenda for information and input on the development of the Work Program and Annual Budget.

Chair Rogers thanked Ms. Kimbrough for her report. No questions from the Council were noted.

8. Potential Impacts of the Budget Control Act of 2011- Sequestration

Lora Mwaniki-Lyman provided a presentation on sequestration and its potential economic impact on the economy of Arizona. She stated that sequestration is an automatic reduction in federal spending and deficit that was put in place by the Budget Control Act of 2011. Ms. Lyman reviewed key dates in sequestration and said that the sequestration amount is approximately \$85 billion.

Ms. Lyman stated that most of the affected agencies are planning to absorb most of the funding reductions through employee furloughs. However, the furloughs will not be fully implemented until April 1, as the agencies are required to give affected employees 30 days notice. Ms. Lyman stated that five days before the furloughs can be implemented, the government will run out of the authority to spend unless Congress authorizes a new Continuing Resolution by March 27.

Ms. Lyman stated that Arizona could lose close to 50,000 jobs as a result of sequestration. She stated that Arizona could potentially see the furloughs of 10,000 civilian defense employees with a \$52 million loss in payroll and an additional \$50 million reduction in funding for the Army and Air Force. The reduced funding would mean a reduction in funding for procurement and defense contracts and research and development.

Ms. Lyman stated that a study released by the Greater Phoenix Economic Council revealed that 24 percent of companies interviewed are expanding, 52 percent are stable and 26 percent are contracting with Tier 2 companies that rely on subcontracts from the bigger defense companies such as Raytheon and Boeing.

Ms. Lyman stated that sequestration would result in lost or reduced services to Arizona's most vulnerable. Arizona's K-12 would receive \$17.7 million less in funding while education for children with disabilities would see a loss of \$10 million in funding. Ms. Lyman stated that the Head Start Program would receive \$1 million less, and vaccination programs would see a reduction of \$176,000 in funding.

Ms. Lyman addressed the effects of sequestration on the City of Phoenix. Estimated funding reductions total \$13 million in human services, neighborhood services, housing, and community and economic development programs. These estimates could increase or decrease based on the actions by Congress this fiscal year. Ms. Lyman stated that the action or inaction of Congress and the President over the next three months will significantly affect whether sequestration happens or not, its magnitude and potential effect on Arizona's economy.

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

Mayor LeVault asked if the cuts were going to be to the amount spent last year or to the amount built in to programs that were going to be increased. Ms. Lyman replied that the sequestration cuts are based on budget amounts. She said she heard that some estimates say there will be approximately \$44 billion

in actual outlay reductions. Ms. Lyman stated that the George Mason University study looked at actual reductions.

Mayor LeVault asked for clarification between furloughs and layoffs. He said that he read the Department of Defense was going to furlough 400,000 people from five-day workweeks to four-day workweeks. Ms. Lyman stated that regular workers will be asked to take furlough days without pay, but will remain employed. She said that temporary workers have been laid off.

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

Lindy Bauer, MAG Environmental Programs Director, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events issues. Ms. Bauer stated that the new plan was submitted to the Environmental Protection Agency (EPA) by May 25 and employs existing measures from the 2007 plan. She stated that the plan is designed to reduce emissions by five percent per year until attainment is reached. Ms. Bauer noted that the plan also included one new measure: the general dust action permit.

Ms. Bauer stated that the focus of the new plan is high winds. She advised that there were no violations of the PM-10 standard during stagnant conditions since the last plan was submitted. Ms. Bauer noted that the last plan was withdrawn. She stated that the region needs three years (2010, 2011, 2012) of clean data at the monitors to demonstrate attainment of the standard.

Ms. Bauer then reviewed the timeline of the 2012 plan. On May 23, 2012, the MAG Regional Council adopted the plan; on May 25, 2012, MAG submitted the plan to ADEQ/EPA; on July 20, 2012, the EPA issued a completeness determination on the plan which stopped the 18 month and 24 month sanctions clocks; on September 6, 2012, EPA approved the first high wind exceptional event package for July 2-8, 2011 (the first ever approved by EPA). Ms. Bauer remarked on the extensive amount of work to prove that exceedances at the monitors were exceptional events caused by high winds and not manmade. Ms. Bauer stated that ADEQ obtained consultant assistance at an estimated cost of \$500,000 and all of the documentation is now at EPA. She noted that on January 28, 2013, ADEQ transmitted 10 packages of exceptional events to EPA; on February 13, 2013, ADEQ transmitted the remaining seven packages of exceptional events.

Ms. Bauer stated that EPA approval of the plan was required by February 14, 2013, to stop the imposition of a federal implementation plan, however, EPA has not taken action on the plan. On February 15, 2013, the Arizona Center for Law in the Public Interest filed a 60-day Notice of Intent to sue EPA for not taking action on the plan.

Ms. Bauer stated that issues with the EPA exceptional events process still exist. She noted that EPA has acknowledged that its rule is flawed. Ms. Bauer stated that while some improvements have been made, it is very resource-intensive and expensive to document exceptional events. She noted that it took a 200-page document to prove the July 5, 2011, haboob was not manmade. Ms. Bauer then showed a photograph of all 18 packages of documentation submitted to EPA – more than nine inches thick. She

also indicated that EPA Region IX staff had provided assistance in further streamlining the documentation for 17 of the packages.

Ms. Bauer then addressed next steps. She said that EPA needs to concur with the 17 packages of exceptional events documentation (EPA is currently reviewing the documentation and has assigned a staff person full-time for this task). Ms. Bauer stated that EPA needs to take approval action on the Five Percent Plan to avoid imposing a federal implementation plan. EPA could issue a clean data finding if the region has at least three years of clean data and has attained the standard. She said this is a key step to attainment. Ms. Bauer said that the EPA has said informally that the exceedances look like exceptional events. She also noted that the EPA intends to issue revised guidance for exceptional events.

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

Mr. Smith stated that MAG has been working with EPA so that documenting exceptional events is not as resource intensive. He asked Ms. Bauer to describe plan B. Ms. Bauer replied that ADEQ has indicated these are exceptional events and this region should not be penalized. If EPA disapproves MAG's plan, MAG will work with its Washington special legal counsel on legislation that EPA is not allowed to disapprove or take any action against the plan when the state has determined that the standard would have been met except for exceptional events. Ms. Bauer stated that they hope they will not have to use plan B but cannot afford to be without plan B.

10. Legislative Update

Nathan Pryor, MAG Government Relations Manager, provided an update on legislative issues of interest. He noted that a summary of legislation was at each place.

Mr. Pryor stated that MAG was pleased to host the National League of Cities Arizona Leadership Forum on February 21, 2013. He stated that the forum was an opportunity to discuss issues related to growth. Mr. Pryor stated that approximately 30 local elected officials, state agency officials, and nonprofit leaders attended the forum. He said that a preliminary report from the League is anticipated in the next couple of weeks.

Mr. Pryor then reported on state legislative issues, beginning with House Bill (HB) 2005, which if enacted, would subject political subdivisions, such as MAG, to open meeting laws. Mr. Pryor stated that MAG complies with the Open Meeting Law although extra measures might need to be implemented in regard to archiving. He stated that HB 2005 has moved from the House to the Senate.

Mr. Pryor stated that if enacted, HB 2006 would prevent new employees of political subdivisions from joining the Arizona State Retirement System. He stated that HB 2006 was held in committee last week and he would continue to monitor it. Mr. Pryor expressed appreciation to member agencies who assisted in addressing this bill.

Chair Rogers thanked Mr. Pryor for his report. She expressed her appreciation to Mr. Smith and Mr. Pryor for all of their efforts in hosting the National League of Cities Arizona Leadership Forum.

Mr. Smith noted that attendees were impressed with the MAG meeting facility. He stated that this was the purpose when the floor was remodeled. Mr. Smith noted that upcoming events that MAG will be hosting include a forum for the Organization of Women in Transportation and Trade.

11. 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.

No requests were noted.

12. 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.

Chair Rogers invited everyone to attend the NASCAR race and events at Phoenix International Raceway.

Adjournment

There being no further business, the meeting adjourned at 12:50 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects

SUMMARY:

Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP) funding began in December and was approved by the Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY 2015 construction projects. The Regional Council approved the listing of FY 2015 CMAQ construction phase projects on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY 2013 for FY 2015 CMAQ construction projects. A remaining balance of \$3.4 million CMAQ funding will be carried forward to address the over-programming of FY 2014 CMAQ project phases. This proposal leaves the Transportation Improvement Program (TIP) fiscally constrained and in balance, and utilizes the regional FFY 2013 obligation authority limit based on current revenues both actual and projected.

All projects that are proposed to receive CMAQ funding for the design phase in FY 2013 must submit required paperwork to the Arizona Department of Transportation (ADOT) by June 28, 2013, to be eligible for the closeout funding. Modal committees have reviewed projects and several agencies have requested to locally fund their design phases. Please see attached list of proposed design phase projects, Table DP.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations will allow additional project design phases to be federally funded and will ensure that obligation authority is utilized.

CONS: If a project sponsor accepts and expends federal funds for the project design phase, the project must be completed or the federal funds must be returned to ADOT.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Each year all federal funding obligation authority must be programmed or is at risk. Closeout funding allows projects to receive federal funds if available. The project sponsor must receive federal authorization for its project phase in the year programmed or the funding will be reprogrammed to another project in the MAG region. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Approval of the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On March 13, 2013, the MAG Management Committee recommended approval of the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- | | |
|---|---|
| David Cavazos, Phoenix, Chair | Darryl Crossman, Litchfield Park |
| Dr. Spencer Isom, El Mirage, Vice Chair | Kari Kent for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | * Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | Carl Swenson, Peoria |
| # Stephen Cleveland, Buckeye | # Patrick Flynn 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 |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | Andrew Ching for Jeff Kulaga, Tempe |
| # Ken Buchanan, Fountain Hills | * Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | # Lloyce Robinson, Youngtown |
| Patrick Banger, Gilbert | John Nelson for John Halikowski, ADOT |
| Jenna Goad for Horatio Skeete, Glendale | John Hauskins for Tom Manos, Maricopa County |
| Brian Dalke, Goodyear | JymeSue McLaren for Steve Banta, Valley Metro/RPTA |
| * Bill Hernandez, Guadalupe | |

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

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and

administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Jamal Rahimi for Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with low budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- Charles Andrews, Avondale, Chairman
- Bret Anderson for Lupe Harriger, ADOT
- * Jose Heredia, Buckeye
- Dan Cook, Chandler
- Bob Senita, El Mirage
- * Tony Rodriguez, Gila River Indian Community
- * Michael Gillespie, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- * Gino Turrubiates, Guadalupe
- # Daymara Cesar for Darryl Crossman, Litchfield Park
- Chris Plumb, Maricopa County
- Maria Deeb, Mesa
- * James Shano, Paradise Valley
- Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Phil Kercher, Scottsdale
- Jason Mahkovtz, Surprise
- * Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- * Jim Fox, Youngtown

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

On February 6, 2013, the ITS Committee reviewed and recommended the list of ITS design phase projects.

MEMBERS ATTENDING

- | | |
|--|------------------------------------|
| Reza Karimvand, ADOT | Nicolaas Swart, Maricopa County |
| * Soyoung Ahn, ASU | Avery Rhodes, Mesa |
| Chris Hamilton, City of Avondale | Ron Amaya, Peoria |
| # Daymara Cesar for Thomas Chlebanowski, | Marshall Riegel, Phoenix |
| Buckeye | # Bill Birdwell, Queen Creek |
| Mike Mah, Chandler | Steve Ramsey for Bruce Dressel, |
| Captain Burley Copeland, DPS | Scottsdale |
| Jorge Gastelum, El Mirage | Albert Garcia for Nicholas Mascia, |
| * Jennifer Brown, FHWA | Surprise |
| Erik Guderian, Town of Gilbert | Catherine Hollow, Tempe |
| Debbie Albert, Glendale | Ratna Korepella, RPTA |
| Luke Albert, Goodyear | |

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

CONTACT PERSON:
Teri Kennedy, (602) 254-6300.

Table DP: FY 2015 CMAQ funded projects, Request for Design Phase and Amendments to the FY 2011-2015 TIP

2/27/2013

Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2013	BKY-Pave-1	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	215,000	12,996	227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-4	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I	Air Quality	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	No	220,000	13,298	233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-6	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	37,500	2,267	39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-Pave-1	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	50,000	3,022	53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-BikePed-1	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	167,000	10,094	177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	CVK-BikePed-1	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	320,000	19,343	339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MES-BikePed-1	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	146,500	8,855	155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-BikePed-1	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	99,000	5,984	104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-ITS-1-R	AVN15-461d	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	88,850	5,371	94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-1 R	PHX15-461d	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	108,000	6,528	114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-3 R	PHX15-463d	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	73,000	4,413	77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	TMP-ITS-1	TMP15-461d	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	36,000	2,176	38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-ITS-1 R	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	No	300,000	18,134	318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.

Totals \$ 1,860,850 \$ 112,480 \$ 1,973,330

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty three times, with the latest modification approved on February 27, 2013.

The attachment listings in Table A (modifications to the TIP) and Table B (non-TIP modifications) are for the FY 2013 Arterial Life Cycle Program (ALCP) and include changes to the Southern Avenue at Country Club Drive project in Mesa. All changes to the project relate to an updated cost and work schedule and the balance for annual programmed reimbursements will be maintained. Table A also includes a change to SCT13-106DZ, which is not eligible for CMAQ closeout.

Table C in the attachment includes project change requests from the Arizona Department of Transportation (ADOT).

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On March 13, 2013, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

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

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

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the project changes in tables A, B, and C, and approval of the amendment and administrative modification to the FY2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Jamal Rahimi for Andrew Granger
- Phoenix: Rick Naimark

- * Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position

- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

CONTACT PERSON:

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

Table A. Arterial Life Cycle Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

3/5/2013

ALCP			TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.
Mesa	2013	--	MES181-015DZ2	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ -	\$ 378,501	--	\$ -	Amend: New TIP listing to reflect FY2013 design costs.
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.
Mesa	2014	2014	MES181-10RW2	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ 1,588,495	\$ 196,505	\$ 1,785,000	RARF	\$ 1,588,495	Amend: New TIP listing to reflect FY2014 right-of-way costs.
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.

Changes to TIP in Red Strike through denotes project deletion and change to TIP.

TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	--	Southern Ave at Country Club Dr	Project savings for intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ -	\$ 3,605,458	RARF	\$ 3,605,458	Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.

Table C. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

3/5/2013

HIGHWAY		REQUESTED CHANGE TO THE FY2011-2014 TIP												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	Dec-14	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	Apr-16	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.

Text in RED indicates changes to the TIP

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

MAG Regional Programming Guidelines for Federal Transit Formula Funds

SUMMARY:

After a continuous six-month effort with the MAG Transit Committee, a set of guidelines has been drafted that outlines the region's programming priorities for Federal Transit Formula Funds.

The set of guidelines outlines the process for programming Federal Transit Funds in the region. It was developed in coordination with working group meetings and MAG Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing projects for inclusion in the Transportation Improvement Program. The programming priorities are outlined below.

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that one percent of 5307 funds are used for transit security or be able to certify that it is not necessary.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY 2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale Urbanized Area (UZA) would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25 percent of 5307 funds.
 - The Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY 2014-2018 Transportation Improvement Program (TIP).
4. Fund the Job Access and Reverse Commute (JARC) program using the process outlined in Section 703 JARC.
5. Support the Transit Life Cycle Program (TLCP) capital bus program.
6. Support the TLCP capital facility program.
7. Support the TLCP regional transit supergrid service.
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

In order to meet the deadline for development and approval of the Transportation Improvement Program, the competitive evaluation process under priority #9 listed above will be initiated prior to Regional Council approval of the Guidelines. The call for project information and project application may be found on the MAG website:

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The Regional Programming Guidelines for Federal Transit Formula Funds integrates the needs and priorities of the region, funds the regional projects through the TLCP, sets a baseline allocation for preventive maintenance/operations, and apportions funds to be addressed through a competitive process both through 5307 and JARC.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG staff has worked closely with the Transit Committee to develop the guidelines and project application as presented. Staff will continue to work with RPTA, City of Phoenix and the member agencies to carry out the recommendations in the guideline.

POLICY: The Regional Programming Guidelines for Federal Transit Formula Funds provides a framework for programming transit federal funds in the MAG region. It addresses both regional and local priorities through coordination with RPTA, City of Phoenix and MAG member agencies.

ACTION NEEDED:

Approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds.

On March 13, 2013, the MAG Management Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

PRIOR COMMITTEE ACTIONS:

On February 28, 2013, the Transportation Review Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
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- * Guadalupe: Gino Turrubiarres
- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
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- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

On February 14, 2013, the Transit Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

MEMBERS ATTENDING

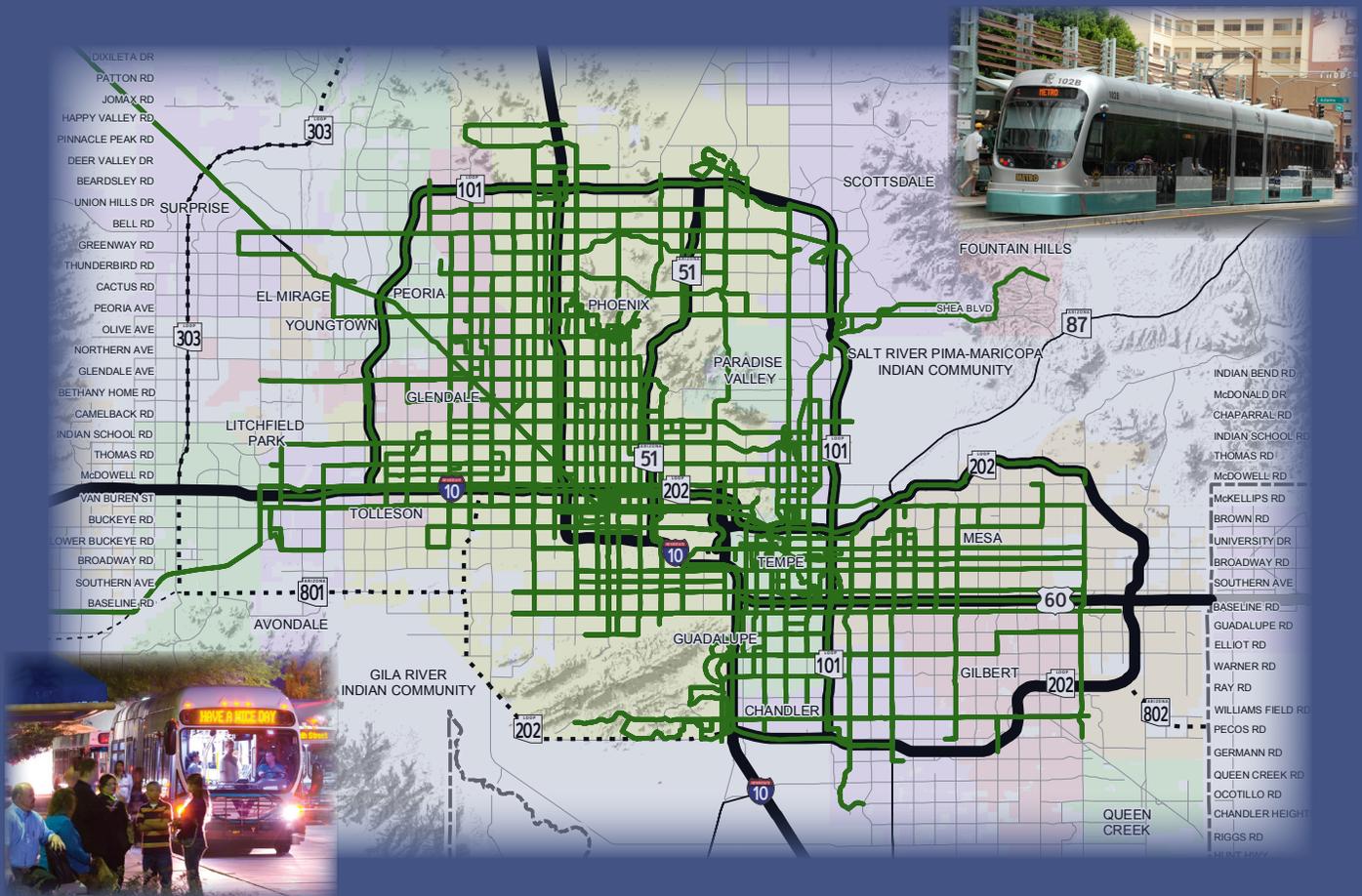
- # ADOT: Nicole Patrick
- Avondale: Kristen Sexton for Rogene Hill
- * Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Sue McDermott
- * Gilbert: Nicole Dailey
- Glendale: Matthew Dudley for Cathy Colbath
- Goodyear: Cato Esquivel
- Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell
- Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Ken Kessler for Neal Young
- * Queen Creek: Vacant/proxy not present
- Scottsdale: Madeline Clemann, Vice Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes for Greg Jordan
- * Tolleson: Chris Hagen
- Valley Metro: Wulf Grote
- Youngtown: Grant Anderson for Jim Fox

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

CONTACT PERSON:

Alice Chen, Transportation Planner II, (602) 254-6300.

Regional Programming Guidelines for Federal Transit Formula Funds



February 2013

Table of Contents

100. Guiding Principles	4
200. Public Transportation Supported by the Region Transportation Plan	5
201. Regional Transportation Plan	5
202. Transit Life Cycle Program	5
300. Transportation Programming Priorities	6
400. Preventive Maintenance Distribution Methodology for 5307 Formula Funds	6
500. Programming Projects for a New MAG Transportation Improvement Program	7
600. Transit Program of Projects	8
700. Regional Competitive Evaluation Process	8
701. Phoenix-Mesa-Glendale UZA	8
702. Avondale-Goodyear UZA	9
703. Job Access Reverse Commute (JARC)	9
Appendix A : MAG Committee Structure Chart	i
Appendix B : MAG Draft Smoothed Urbanized Area	i
Appendix C : Transit Programming Cycle.....	i
Appendix D : Transit Accessibility Evaluation Criteria	ii
Appendix E : State of Good Repair Evaluation Criteria	iv
Appendix F : Applicant Resources.....	vi
Appendix G : Glossary of Terms	vii

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100. GUIDING PRINCIPLES

1. The MAG Regional Programming Guidelines for Federal Transit Administration (FTA) formula funds shall comply with all federal laws. The Guidelines will be reviewed and updated for compliance as new state and federal laws are adopted, or as deemed necessary by Regional Council.
2. The MAG Regional Programming Guidelines for FTA formula funds will incorporate policy direction, as appropriate, from Regional Council approved MAG Transportation Plans.
3. The MAG Regional Programming Guidelines for Federal Transit Formula Funds and changes to the Guidelines will be approved through the MAG Committee Process including the Transit Committee, the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see Appendix A: MAG Committee Structure Chart.
4. The MAG Regional Programming Guidelines for Federal Transit Formula Funds, including 5307, JARC, 5340, 5337-FGM, 5337-HI Bus, 5339(d)(2), CMAQ, STP-AZ, are applicable to federal formula funds received from the Federal Transit Administration, and flexed Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds from the Arizona Department of Transportation (ADOT).
5. The MAG Regional Programming Guidelines for FTA formula funds will abide by federal guidance regarding federal and local shares depending on funding and project type.
6. FTA formula funds will be used within the period of apportionment. Funds flexed from FHWA, have an extended period of availability, however due to the deficit at the federal level, it is the region's goal to follow the same guidelines as FTA formula apportionments and program them within the appropriate years.
7. Transit operators and recipients of federal funds are required to work with MAG and the City of Phoenix, the designated grant recipient, to submit information for the Transit Service Inventory Report/ Transit Asset Management Plan. The information is necessary to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process.
8. It is recognized that the Regional Public Transportation Authority (RPTA) is the agency designated to manage the Transit Life Cycle Program (TLCP).

200. PUBLIC TRANSPORTATION SUPPORTED BY THE REGION TRANSPORTATION PLAN

201. Regional Transportation Plan

The MAG Regional Transportation Plan (RTP) that was approved in 2003 established the Transit Life Cycle Program (TLCP) that is supported by the regional half-cent sales tax/public transportation fund (PTF), federal funds from transit formula accounts, farebox receipts, transit discretionary awards, and 'flexed' highway funds from Congestion Mitigation Air Quality (CMAQ) and state Surface Transportation Program (STP-AZ). Since the initial approval, the RTP has been updated several times.

202. Transit Life Cycle Program

The TLCP is a 20 year (2006-2026) program that includes:

- Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit).
- Construction and acquisition of high capacity and light rail transit corridors, including associated park and rides, transit centers, maintenance facility upgrades and vehicles.
- Regional transit expansion program: Expansion of regional public transportation service including capital, procurement, and operations.
- Regional Park and Rides identified from the 2000 Regional Park and Ride Study. Please note, locations and scopes may have been modified since 2000; no additional regional park and rides have been added.
- Regional Transit Centers as identified in the 2003 RTP. Please note, locations and scopes may have been modified since 2003; no additional regional transit centers have been added.
- Regional operations and maintenance facilities to support an expanded regional transit system, including new and upgraded bus facilities, paratransit facilities, rural and vanpool facilities.
- Local routes that are identified to turn into supergrid routes in the TLCP. Refer to the latest version of the TLCP for route detail.
- ADA service, which is the service required by the Americans with Disabilities Act (ADA) for all areas within ¼ mile of a fixed route; and alternative transportation services for ADA certified passengers.
- Bus stop improvements Safety and Security
- Intelligent Transportation System projects including fare collection and communication systems

The TLCP does not include:

- Operations for local routes
- Operations for light rail or other high capacity fixed guideway modes
- Operations for vanpool services

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- Operations for non-ADA paratransit or alternative transportation services
- Preventive maintenance
- Expansion of local public transportation since 2003, including fleet purchase, replacements, and operations
- Expansion of non-ADA paratransit/dial-a-ride service since 2003, including fleet purchase, replacements, and operations
- Bike/Ped connections

300. TRANSPORTATION PROGRAMMING PRIORITIES

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so 'phasing out' of the old methodology between FY2012 and FY2014.

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1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a 'phase out' approach and use the May 25, 2011 approved preventive maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.
3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose utilize Operating Assistance in lieu of Preventive Maintenance.¹ This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

500. PROGRAMMING PROJECTS FOR A NEW MAG TRANSPORTATION IMPROVEMENT PROGRAM

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially.

Please see for Appendix B for a typical schedule.

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

¹ Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

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2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.
3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.
5. If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.

600. TRANSIT PROGRAM OF PROJECTS

The Transit Program of Projects is a list of transit projects for a given fiscal year, that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule for MAG to move forward with a Transit Program of Projects is dependent on Congressional action. **Please Appendix B.**

700. REGIONAL COMPETITIVE EVALUATION PROCESS

701. PHOENIX-MESA-GLENDALE UZA

The Phoenix-Mesa-Glendale UZA will conduct a Regional Competitive Evaluation Process to program remaining Federal Transit Funds. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee. **Please refer to Appendix B and Appendix C for detailed guidance on the evaluation criteria and application.** The application will be made available on the MAG website.

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than once a year. In the event it is necessary to program a balance of funds subject to FTA obligation and/or utilization deadlines, the Committee may recommend:

1. Funding additional projects submitted during the evaluation process but not initially chosen;
2. Increasing funding of awarded projects;
3. Allocating additional resources to regional Preventive Maintenance;

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4. Other options subject to MAG Regional Council Approval.

702. AVONDALE-GOODYEAR UZA

The utilization of Avondale-Goodyear (AVN-GDY) UZA Federal Transit Funds will be discussed during working group meetings comprising members of the AVN-GDY UZA. The interested members will conduct a sub-regional discussion with general guidelines and adhering to Arizona Open Meeting Laws under A.R.S. § 38-431. Recommendations from the working group would be reviewed by the Transit Committee and forwarded to MAG Regional Council for approval. Additional guidelines may be evaluated and established as the UZA's Transit planning and network becomes more established.

703. JOB ACCESS REVERSE COMMUTE (JARC)

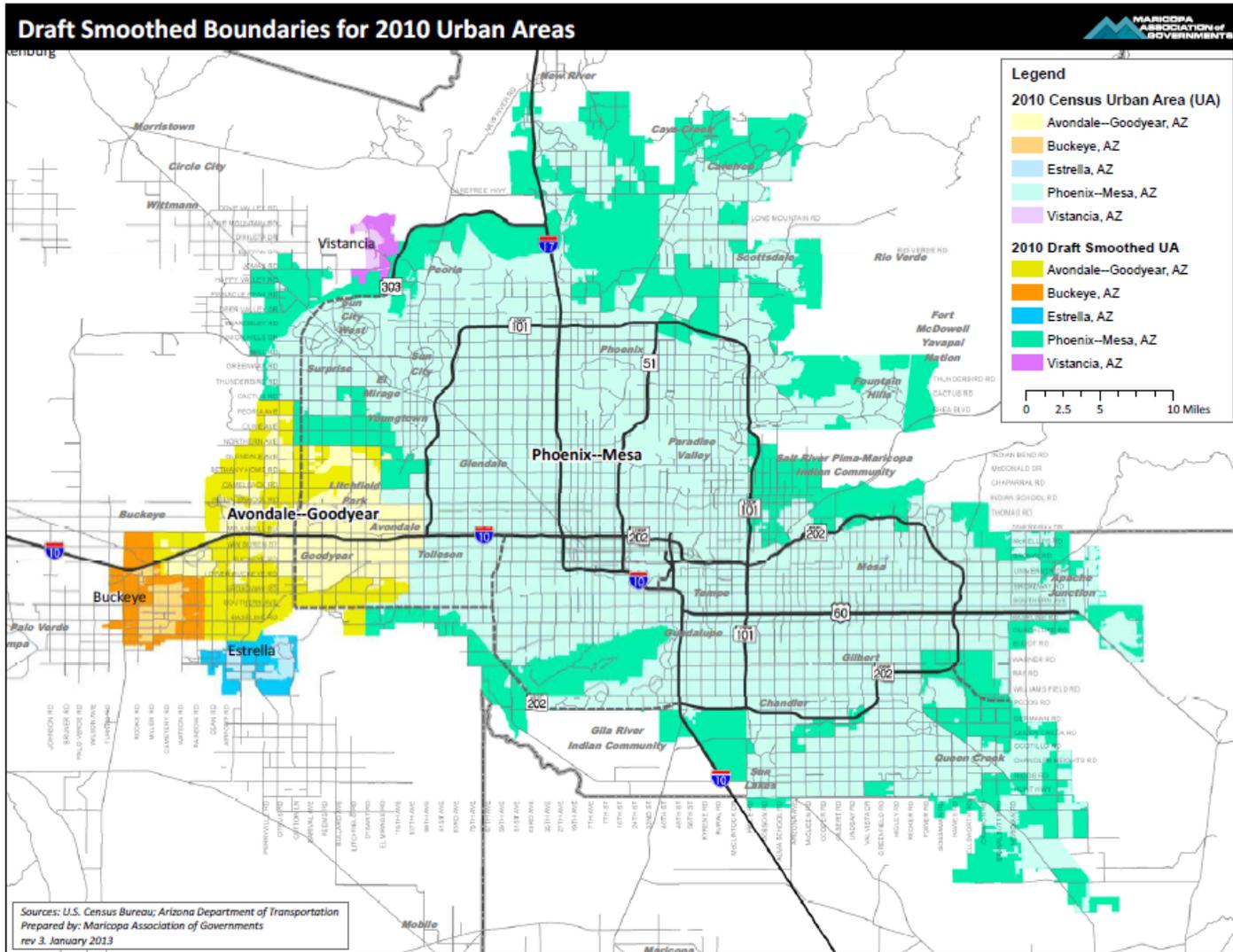
Under SAFTEA-LU, the MAG region was allocated \$1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds.

JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

1. For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 - 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.
2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.
3. In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.

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Appendix B: MAG DRAFT SMOOTHED URBANIZED AREA



Appendix C: TRANSIT PROGRAMMING CYCLE

Transit Programming Process	
Typical Schedule	
2012	
June	Send Transit Service Inventory/Transit Asset Management Plan workbook to agencies and transit operators.
August	DUE DATE for Transit Service Inventory Workbook/Transit Asset Management Plan submittal
September	MAG Transit Committee
October	Transit Service Inventory Report Available
	TLCP project listing and funding are submitted to MAG.
November	MAG conducts analysis of TLCP funding requirements, baseline Preventive Maintenance funding and available funds for regionally competitive projects.
December	MAG Committees as need
2013	
January	MAG Committees as need
February	MAG Transit Committee – Regional competitive process initiated
March	Potential projects qualifying information and applications due
	MAG Transit Committee reviews initial submittals
	Applications sent to ad-hoc evaluation committee
April	Ad –hoc evaluation committee provides initial ranking to MAG
	Ad –hoc evaluation committee meets to evaluation project during interview process
May	Transit Committee to review and recommend projects
	MAG TRC, TPC, Management, RC for approval
June	MAG Committees as need, public input
July	MAG Committees as need, public input
August	MAG TIP and RTP Approved

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Appendix D: TRANSIT ACCESSIBILITY EVALUATION CRITERIA²

Performance Based

Goal		Possible Metrics	Points Available
1	Improve access to the riders	a) Measured by LOS on Roadway	3
		b) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project	3
		c) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project	3
		d) Traffic count	3
2	Improve system connectivity and system	a) Connecting different modes	3
		b) Addresses missing link in the system	3
		c) Routes impacted	3
		d) Individuals Impacted	3
3	How it relates to land use	a) Supports transit accessible Land Use goals and infrastructure	3
		b) Support complete streets principles	3
4	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			40% Weight

Equitable / Title VI /Special Needs

Goal (As Stated in the NOFA)		Possible Metrics	Points Available
5	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/2 miles (low,med,high)	3
		b) Percentage Non-drivers within 1/2 miles (low,med,high)	3
		c) Percentage Senior Citizens within 1/2 miles (low,med,high)	3
		d) Percentage Persons with disabilities within 1/2 miles (low,med,high)	3
		e) number of driver licenses (low,med,high)	3
		f) minority population within 1/2 miles (low,med,high)	3
		g) ADA compliance	5
		h) Population analysis - human services	5
			30% Weight

² Modifications may be made subject to available data, recommendations by modal committee and/or requirements of federal legislation.

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Safety - keep general until FTA guidance comes out

Description		Possible Metrics	Points Available
6	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
7	Directly addresses transit crime concerns including bike and pedestrian	a) Nice to have/ Will need to be addressed at one point/High Priority	3
8	Directly addresses pedestrian and bicyclists traffic safety concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
9	Improves security of the transit location	a) Nice to have/ Will need to be addressed at one point/High Priority	3
20% Weight			

Other Considerations

Description		Possible Metrics	Points Available
10	Committee Reading Score Ranking	Rank of the project relative to others	
11	Local Commitment	a) Match %>=30%	2
		b) Match %>=60%	2
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
10% Weight			

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Appendix E: STATE OF GOOD REPAIR EVALUATION CRITERIA³

Performance Based

Description		Possible Metrics	Points Available
1	The age relative to its useful life.	a) Almost Met Useful life b) Met Useful life c) refurbishment (higher rating)	3 3 3
2	The project is critical to the type of service it provides, whether it is bus replacement, midlife rebuilt, parts replacement or facility maintenance issue.	a) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project b) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Cost of project/requested funding relative to individuals served d) increases lifecycle of product e) Routes impacted f) Individuals Impacted	3 3 3 3 3 3
3	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			40% Weight

Equitable / Title VI /Special Needs

Description		Possible Metrics	Points Available
4	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/4 miles walking distance b) Percentage Non-drivers within 1/4 miles walking distance c) Percentage Senior Citizens within 1/4 miles walking distance d) Percentage Persons with disabilities within 1/4 miles walking distance e) Is it within 1/4 mile of a school walking distance	3 3 3 3 3

³ Modifications may be made subject to available data, recommendations by modal committee and/or requirements of federal legislation.

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Safety

Description		Possible Metrics	Points Available
5	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
6	Directly addresses transit crime concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
20% Weight			

Other Considerations

Description		Possible Metrics	Points Available
7	Committee Reading Score Ranking	Based on number of projects available.	
8	Local support is demonstrated by availability of local match and letters of support for the project.	a) Match %>=30%	2
		b) Match %>=60%	2
		c) price reasonability	3
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
10% Weight			

Appendix F: APPLICANT RESOURCES

Census 2010 – For data related to Census 2010: <http://2010.census.gov/2010census/#>

Human Services Coordination Plan – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf

Job Access Reverse Commute (JARC) – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: http://www.fta.dot.gov/13093_7172.html

MAG- 21 – Updates to MAP-21 as provided by the Federal Administration can be found here: <http://www.fta.dot.gov/map21/>

MAG Population Data – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. http://azmag.gov/Information_Services/default.asp

MAG Transit Committee – For upcoming agenda items and additional resources, view the MAG transit committee web site: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

MAG Transportation Improvement Program – <http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation>

MAG Urbanized Areas – To view the draft maps of the smoothed Urbanized Areas: http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf

Transit Operators Eligible for Operating Assistance – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx

Appendix G: GLOSSARY OF TERMS

A.R.S. § 38-431 – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

Applicant/Designated Recipient (for this application only) – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the “Applicant” to the FTA and the designated recipient of the awarded funds.

Asset Management – A system that includes functionality for:

1. Storing a complete asset inventory;
2. Recording condition and performance data for the inventory;
3. Identifying deficiencies in existing assets;
4. Providing decision support capability for predicting future conditions and needs;
5. Tracking data on work accomplishments, including maintenance actions and capital projects; and
6. Supporting monitoring and reporting.

Competitive Selection Process – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

Designated Recipient – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

Federal Share – amount of funds being requested as part of the grant application.

FTA – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

Local Share – the amount of funds the sponsoring local agencies will invest in the project.

MPO – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

MAP-21 - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

Subrecipient (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

State of Good Repair – Projects that emphasizes one or more of the following concepts:

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1. Maintaining rolling stock and infrastructure as needed;
2. Performing maintenance, repair, rehabilitation and renewal; and/or
3. Reducing or eliminating an agency's backlog of unmet capital needs.

Transit Accessibility – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

SUMMARY:

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects.

PUBLIC INPUT:

At the January 16, 2013, MAG Management Committee meeting, a citizen expressed concern on light rail because it is at-grade and there have been accidents. The citizen stated that light rail has benefits: it provides transit and is electric. The citizen stated that cities are not required to vote on major amendments but they need to take more interest in the transfer of federal funds.

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 street 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 street 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.

ACTION NEEDED:

Approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On March 13, 2013, the MAG Management Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

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

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

On February 28, 2013, the Transportation Review Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Jamal Rahimi for Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position

- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

On January 30, 2013, the Regional Council approved the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

- Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- # Councilwoman Robin Barker, Apache Junction
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- # Councilman Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community

- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- * Mayor Yolanda Solarez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- * Supervisor Steve Chucuri, Maricopa Co.
- Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Mayor Greg Stanton, Phoenix
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe

* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mayor Michael LeVault, Youngtown
Victor Flores, State Transportation Board

Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

On January 23, 2013, the Transportation Policy Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

Mayor W. J. "Jim" Lane, Scottsdale, Chair
Mayor Jackie Meck, Buckeye, Vice Chair
F. Rockne Arnett, Citizens Transportation
Oversight Committee
Ron Barnes, Total Transit
* Mayor Bob Barrett, Peoria
* Dave Berry, Swift Transportation
* Jed Billings, FNF Construction
Councilmember Ben Cooper, Gilbert
Mayor Mark Mitchell, Tempe
Councilmember Dick Esser, Cave Creek
* Joseph La Rue, State Transportation Board
* Mark Killian, The Killian Company/Sunny
Mesa, Inc.

* Lt. Governor Stephen Roe Lewis, Gila River
Indian Community
* Garrett Newland, Macerich
Mayor Marie Lopez Rogers, Avondale
Mayor Georgia Lord, Goodyear
Mayor Jerry Weiers, Glendale
Councilmember Jack Sellers, Chandler
* Mayor Scott Smith, Mesa
Mayor Greg Stanton, Phoenix
Karrin Kunasek Taylor, DMB Properties
* Supervisor Max W. Wilson,
Maricopa County
Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On January 16, 2013, the MAG Management Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair
Dr. Spencer Isom, El Mirage, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert

Horatio Skeete, Glendale
Jim Rumpeltes for 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
Charlie Meyer, Tempe

Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT

John Hauskins for Tom Manos,
Maricopa Co.
JymeSue McLaren for Steve Banta,
Valley Metro/RPTA

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

Regional Council: On October 24, 2012, the MAG Regional Council approved the (1) removal of 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) programming of 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) consultation process 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.

MEMBERS ATTENDING

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

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

Transportation Policy Committee: On October 17, 2012, the Transportation Policy Committee recommended 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.

MEMBERS ATTENDING

- Mayor W. J. "Jim" Lane, Scottsdale, Chair
- Mayor Jackie Meck, Buckeye, Vice Chair
- F. Rockne Arnett, Citizens Transportation Oversight Committee
- Ron Barnes, Total Transit
- # Mayor Bob Barrett, Peoria
- * Dave Berry, Swift Transportation
- * Jed Billings, FNF Construction
- * Councilmember Ben Cooper, Gilbert
- Mayor Mark Mitchell, Tempe
- * Councilmember Dick Esser, Cave Creek
- Joseph La Rue, State Transportation Board
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Garrett Newland, Macerich
- * Mayor Marie Lopez Rogers, Avondale
- Mayor Georgia Lord, Goodyear
- # Mayor Elaine Scruggs, Glendale
- Councilmember Jack Sellers, Chandler
- Mayor Scott Smith, Mesa
- * Mayor Greg Stanton, Phoenix
- # Karrin Kunasek Taylor, DMB Properties
- Supervisor Max W. Wilson, Maricopa County
- Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300

TABLE MA. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2013 ALCP

2/28/2013

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2014	2016	MES14-401DZ	Baseline Rd.-Power-Rd to-Ellsworth Rd	Design roadway widening	3	4	6	-	Local	\$	\$	\$ 1,307,009	\$ 1,307,009	STP-MAG	\$ 914,691	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-401RWZ	Baseline Rd.-Power-Rd to-Ellsworth Rd	Acquisition of right-of-way for roadway widening	3	4	6	-	Local	\$	\$	\$ 3,919,236	\$ 3,919,236	STP-MAG	\$ 2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-421DZ	Baseline Rd.-Ellsworth Rd to-Meridian Rd	Design roadway widening	3	4	6	-	Local	\$	\$	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-427DZ	Crismon Rd.-Ray Rd to-Germann Rd	Design roadway widening	3	0	6	-	Local	\$	\$	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-414DZ	Meridian Rd.-Baseline Rd to-Ray	Design roadway widening	4	0	6	-	Local	\$	\$	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2013	2013	VMR13-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	CMAQ	\$ 943,000	\$ -	\$ 57,000	\$ 1,000,000	CMAQ	\$ 943,000	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions. Advance from 2017 to 2013.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 22,181,000	\$ 22,181,000	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 12,170,184	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ 19,226,000	\$ 19,226,000	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 388,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 13,255,281	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 10,390,000	\$ 10,390,000	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

TABLE MA2. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd- Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6	-	STP-MAG	\$ 5,277,575	\$ -	\$ 2,261,818	\$ 7,539,393	STP-MAG	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	3	4	6	-	STP-MAG	\$ 2,743,148	\$ -	\$ 1,176,871	\$ 3,920,019	STP-MAG	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6	-	STP-MAG	\$ 5,703,575	\$ -	\$ 2,444,389	\$ 8,147,965	STP-MAG	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AM	Country Club at Brown Rd- Intersection Improvements	Design intersection improvement	0.5	4	6	-	CMAQ	\$ 362,132	\$ -	\$ 155,364	\$ 517,495	CMAQ	\$ 362,132	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd- Intersection Improvements	Acquisition of right-of-way for intersection improvement	0.5	4	6	-	CMAQ	\$ 1,167,875	\$ -	\$ 500,981	\$ 1,668,856	CMAQ	\$ 1,167,875	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd- Intersection Improvements	Construct intersection improvement	0.5	4	6	-	CMAQ	\$ 2,499,715	\$ -	\$ 1,071,618	\$ 3,571,333	CMAQ	\$ 2,499,715	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Crismen Rd- Ray Rd to- Germann Rd	Acquisition of right-of-way- for roadway widening	3	0	6	-	STP-MAG	\$ 3,645,460	\$	\$ 1,566,591	\$ 5,212,051	-STP-MAG	\$ 3,645,460	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Crismen Rd- Ray Rd to- Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	\$ 4,200,000	\$	\$ 1,800,000	\$ 6,000,000	-STP-MAG	\$ 4,200,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismen Rd- Ray Rd to- Germann Rd	Construct roadway widening	3	0	6	-	Local	\$	\$	\$ 4,662,769	\$ 4,662,769	-STP-MAG	\$ 3,263,938	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Germann Rd- Ellsworth Rd to- Signal Butte Rd	Construct roadway widening	2	2	6	-	STP-MAG	\$ 1,268,467	\$	\$ 544,054	\$ 1,812,521	-STP-MAG	\$ 1,268,467	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd- Ellsworth Rd to- Signal Butte Rd	Acquisition of right-of-way- for roadway widening	2	2	6	-	Local	\$	\$	\$ 5,263,687	\$ 5,263,687	-STP-MAG	\$ 3,684,694	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd- Ellsworth Rd to- Signal Butte Rd	Construct roadway widening	2	2	6	-	Local	\$	\$	\$ 11,202,949	\$ 11,202,949	-STP-MAG	\$ 7,842,165	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd- Power Rd to- Hawes Rd	Design roadway widening	2	4	6	-	Local	\$	\$	\$ 718,918	\$ 718,918	-STP-MAG	\$ 502,964	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd- Power Rd to- Hawes Rd	Acquisition of right-of-way- for roadway widening	2	4	6	-	Local	\$	\$	\$ 2,650,715	\$ 2,650,715	-STP-MAG	\$ 1,855,925	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd- Power Rd to- Hawes Rd	Construct roadway widening	2	4	6	-	Local	\$	\$	\$ 3,164,897	\$ 3,164,897	-STP-MAG	\$ 2,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd- Power Rd to- Hawes Rd	Construct roadway widening	2	4	6	-	Local	\$	\$	\$ 6,022,467	\$ 6,022,467	-STP-MAG	\$ 4,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd- Hawes Rd to- Crismen Rd	Design roadway widening	2	4	6	-	Local	\$	\$	\$ 2,615,833	\$ 2,615,833	-STP-MAG	\$ 1,831,083	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd- Hawes Rd to- Crismen Rd	Acquisition of right-of-way- for roadway widening	2	4	6	-	Local	\$	\$	\$ 3,376,814	\$ 3,376,814	-STP-MAG	\$ 2,363,770	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2019	None	Guadalupe Rd--Hawes Rd to Crismon Rd	Construct roadway widening	2	4	6	-	Local	\$	\$	\$ 6,752,166	\$ 6,752,166	STP-MAG	\$ 4,726,517	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd--Crismon to Meridian	Design roadway widening	2	4	6	-	Local	\$	\$	\$ 1,125,449	\$ 1,122,449	STP-MAG	\$ 787,815	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd--Crismon to Meridian	Acquisition of right of way for roadway widening	2	4	6	-	Local	\$	\$	\$ 3,621,318	\$ 3,621,318	STP-MAG	\$ 2,534,922	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd--Crismon to Meridian	Construct roadway widening	2	4	6	-	STP-MAG	\$ 4,235,374	\$	\$ 1,815,160	\$ 6,050,535	STP-MAG	\$ 4,235,374	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2020	None	Higley Rd Pkwy--Loop 202 to Brown Rd	Design roadway widening	3	4	6	-	Local	\$	\$	\$ 1,205,854	\$ 1,205,854	CMAQ	\$ 844,097	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy--Loop 202 to Brown Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	\$	\$	\$ 3,872,798	\$ 3,872,798	CMAQ	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy--Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	\$	\$	\$ 3,590,424	\$ 3,590,424	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy--Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	\$	\$	\$ 3,590,425	\$ 3,590,425	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy--Brown to US60	Design roadway widening	3.5	4	6	-	Local	\$	\$	\$ 1,205,854	\$ 1,205,854	STP-MAG	\$ 843,968	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy--Brown to US60	Acquisition of right of way for roadway widening	3.5	4	6	-	Local	\$	\$	\$ 3,872,798	\$ 3,872,798	STP-MAG	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy--Brown to US60	Construct roadway widening	3.5	4	6	-	Local	\$	\$	\$ 7,180,849	\$ 7,180,849	STP-MAG	\$ 5,026,594	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy--US 60 to SR-202L (RM) Grade Separations	Design intersection improvement	0	4	6	-	Local	\$	\$	\$ 4,018,422	\$ 4,018,422	STP-MAG	\$ 2,812,896	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2019	2022	None	Higley Rd Pkwy- US 60 to SR-202L (RM) Grade Separations	Acquisition of right of way for intersection improvement	0	4	6	-	Local	-\$	-\$	-\$12,057,143	-\$12,057,143	-STP-MAG	-\$8,440,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- US 60 to SR-202L (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	-\$	-\$	-\$7,142,857	-\$7,142,857	-STP-MAG	-\$5,000,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy- US 60 to SR-202L (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	-\$	-\$	-\$3,026,711	-\$3,026,711	-STP-MAG	-\$2,118,698	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2024	None	Higley Rd Pkwy- US 60 to SR-202L (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	-\$	-\$	-\$14,425,215	-\$14,425,215	-STP-MAG	-\$4,118,698	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6	-	GMAQ	-\$566,002	-\$	-\$242,572	-\$808,574	-GMAQ	-\$566,002	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right of way for intersection improvement	0.5	4	6	-	GMAQ	-\$802,965	-\$	-\$344,192	-\$1,147,157	-GMAQ	-\$802,965	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6	-	GMAQ	-\$2,024,417	-\$	-\$867,607	-\$2,892,025	-GMAQ	-\$2,024,417	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6	-	STP-MAG	-\$40,708	-\$	-\$75,257	-\$115,964	-STP-MAG	-\$40,708	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	-	STP-MAG	-\$167,508	-\$	-\$71,832	-\$239,340	-STP-MAG	-\$167,508	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right of way for intersection improvement	0.5	4	6	-	STP-MAG	-\$235,623	-\$	-\$100,981	-\$336,604	-STP-MAG	-\$235,623	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6	-	STP-MAG	\$ 2,466,935	\$	\$ 1,057,258	\$ 3,524,193	STP-MAG	\$ 2,466,935	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	\$	\$	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd- Baseline Rd to Ray	Acquisition of right of way for roadway widening	4	0	6	-	STP-MAG	\$ 5,063,952	\$	\$ 2,170,266	\$ 7,234,218	STP-MAG	\$ 5,063,952	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2018	None	Meridian Rd- Baseline Rd to Ray	Construct roadway widening	4	0	6	-	STP-MAG	\$ 10,470,638	\$	\$ 4,487,416	\$ 14,958,252	STP-MAG	\$ 10,470,638	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd- Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	\$	\$	\$ 1,808,095	\$ 1,808,095	STP-MAG	\$ 1,265,667	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Meridian Rd- Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	\$ 3,797,884	\$	\$ 1,627,665	\$ 5,425,549	STP-MAG	\$ 3,797,884	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	\$ 7,657,578	\$	\$ 3,281,819	\$ 10,939,397	STP-MAG	\$ 7,657,578	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4	-	Local	\$	\$	\$ 538,488	\$ 538,488	STP-MAG	\$ 376,942	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Acquisition of right of way for roadway widening	2	0	4	-	Local	\$	\$	\$ 1,997,934	\$ 1,997,934	STP-MAG	\$ 1,398,231	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2020	2021	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4	-	Local	\$ -	\$ -	\$ 5,633,161	\$ 5,633,161	STP-MAG	\$ 2,970,765	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2016	2019	VMR16-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 32,412,000	\$ 32,412,000	STP-MAG	\$ 18,623,913	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2019	VMR19-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 4,524,132	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2020	VMR20-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 7,416,470	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 8,411,000	\$ 8,411,000	STP-MAG	\$ 5,814,164	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 2,117,409	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Testing and Start-up	1.9	0	0	140-30	Local	\$ -	\$ -	\$ 1,391,000	\$ 1,391,000	CMAQ	\$ 1,311,713	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	-	2020	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,639,231	\$ -	\$ -	\$ 2,639,231	CMAQ	\$ 2,639,231	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 11,697,474	\$ -	\$ -	\$ 11,697,474	STP-MAG	\$ 11,697,474	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,513,297	\$ -	\$ -	\$ 2,513,297	CMAQ	\$ 2,513,297	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2022	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 20,682,022	\$ -	\$ -	\$ 20,682,022	STP-MAG	\$ 20,682,022	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2023	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 6,334,126	\$ -	\$ -	\$ 6,334,126	STP-MAG	\$ 6,334,126	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2024	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 4,118,698	\$ -	\$ -	\$ 4,118,698	STP-MAG	\$ 4,118,698	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

SUMMARY:

On January 30, 2013, the MAG Regional Council approved a proposed major amendment to the Regional Transportation Plan to add a 1.9-mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. MAG has conducted a conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards.

On February 8, 2013, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update. Also, on February 25, 2013, MAG distributed a complete list of projects (attached) in a revised Attachment B. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update. Comments were requested by March 11, 2013.

PUBLIC INPUT:

On March 13, 2013, citizen comments were received on the proposed amendment and new finding of conformity indicating that there is no realistic emissions budget, MAG's modeling is too old—not current, even 2002, and that there is no guaranteed, often unreliable control measures. Also, on March 13, 2013, the same citizen provided these comments at the MAG Management Committee meeting.

PROS & CONS:

PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2010 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

PRIOR COMMITTEE ACTIONS:

Management Committee: On March 13, 2013, the MAG Management Committee recommended approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

February 25, 2013

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Al Larson, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO
THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND
REGIONAL TRANSPORTATION PLAN 2010 UPDATE

On February 8, 2013, the Maricopa Association of Governments transmitted for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. At that time, an incomplete list of projects was inadvertently distributed due to a print format error. A complete list of projects is attached in a revised Attachment B. It is important to note that the transmittal of the complete list of projects does not impact the results of the regional emissions analysis previously transmitted for consultation on February 8, 2013.

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update is required to remove the federal Surface Transportation Program funds from City of Mesa Arterial Life Cycle Program projects and use the funding for new projects associated with the design, purchase of right-of-way, and construction of a 1.9-mile light rail extension on Main Street from Mesa Drive to Gilbert Road. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted. Comments are requested by March 11, 2013.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. It is anticipated that the amendment, as well as the corresponding new conformity determination on the TIP and Regional

Transportation Plan 2010 Update, will be on the agenda for the March 13, 2013 MAG Management Committee meeting and the March 27, 2013 MAG Regional Council meeting.

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

Attachments

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

ATTACHMENT A

CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes new projects associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail extension on Main Street from Mesa Drive to Gilbert Road. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2010 Update, as amended, was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

This conformity determination also satisfies the transportation conformity requirement that a new conformity determination be made within one year of the effective date (i.e. July 20, 2013) of EPA's nonattainment designation of the Maricopa County nonattainment area for the 2008 eight-hour ozone standard. The EPA final rule designating nonattainment areas for the 2008 eight-hour ozone standard became effective on July 20, 2012. For the 2008 eight-hour ozone nonattainment area, the existing nonattainment area boundary for the 1997 eight-hour ozone standard for the Maricopa County nonattainment area was expanded to the west and southwest. Consistent with conformity test requirements at 40 CFR 93.109(c)(2)(iii)(B), the regional emissions analysis compares the projected emissions from the 2008 eight-hour ozone nonattainment area for each analysis year with

the budgets from the EPA-approved MAG 2007 Eight-Hour Ozone Plan. The results are described below and in Table A-1.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment considered together with the TIP and Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). The regional emissions analysis was conducted for carbon monoxide, eight-hour ozone and PM-10 for the years 2012, 2015, 2025, and 2031.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The year 2012 was modeled for carbon monoxide since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. The year 2025 was modeled because it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2012 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO_x) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. On May 25, 2012, the EPA signed the final rule approving the MAG 2007 Eight-Hour Ozone Plan including the emissions budgets. The year 2012 was modeled for VOC and NO_x since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for VOC and NO_x since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For VOC, the total regional vehicle-related emissions for the 2008 ozone nonattainment area in the analysis years 2012, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO_x, the total regional vehicle-related emissions for the 2008 ozone nonattainment area in the analysis years 2012, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

The EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and the 2006 PM-10 emissions budget of 59.7 metric tons per day, effective August 26, 2002. The year 2012 was modeled for PM-10 since 2012 is no more than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for PM-10 since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For PM-10, the total vehicle-related emissions for the analysis years of 2012, 2015, 2025, and 2031 are projected to be less than the emissions budget of 59.7 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the 2012 MAG Conformity Analysis document distributed for interagency consultation on October 4, 2011. On February 27, 2012, EPA published a Federal Register notice extending the grace period for requiring the use of the MOVES emissions model an additional year to March 2, 2013. Regional conformity analyses that are started during the grace period can use either MOBILE6.2 or MOVES. All new regional emissions analyses started after March 2, 2013 must be based on MOVES. MOBILE6.2 is used in this regional emissions analysis. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on December 22, 2012. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and Regional Transportation Plan 2010 Update, the 2010 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2010 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan 2010 Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c		
	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2006 Total PM-10
Budget Test	699.7	662.9	67.9	138.2	N/A	N/A	59.7
2012	547.2		60.1	100.1	41.4	2.4	43.8
2015		524.5	54.0	75.5	40.7	3.0	43.7
2025		520.1	43.4	43.7	46.9	3.5	50.4
2031		530.9	45.6	42.0	50.5	3.5	54.0

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor's Executive Order 95-2, official County projections were updated every 5 years after a census. These official projections were used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG developed a set of employment projections for Maricopa County that were consistent with the DES population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in May 2007.	DRAM/EMPAL; SAM-IM	Under the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2012 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2011 for the 2008 base year, using approximately 3,500 traffic counts collected in 2006-2010.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were recalibrated in 2008-2009 based on data from the 2007 on-board bus survey. The MAG truck model and volume delay functions were recalibrated in 2008-2010 based on the 2007 Travel Time and Speed Study, 2007 Truck Survey and 2008 External Travel Survey.	TransCAD	The FY 2011 Unified Planning Work Program (UPWP) contained \$740,000 for the MAG model recalibration and update. MAG has collected new household travel data to supplement the 2008-2009 National Household Travel Survey and has also obtained 2010-2011 on-board transit survey data. These data will be used to recalibrate the transportation models in 2012-2013.
Speeds	The highway models were validated in 2010 and 2011 using data collected by the 2007 Travel Time and Speed Study.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2012 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

ATTACHMENT B

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,307,009	\$ 1,307,009	STP-MAG	\$ 914,691	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Acquisition of right-of-way for roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,919,236	\$ 3,919,236	STP-MAG	\$ 2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-121DZ	Baseline Rd: Ellsworth Rd to Meridian Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Design roadway widening	3	0	6		Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Design roadway widening	4	0	6		Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 22,181,000	\$ 22,181,000	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 12,170,184	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ 20,226,000	\$ 20,226,000	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 1,331,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 13,255,281	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 10,390,000	\$ 10,390,000	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After		Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd: Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6		STP-MAG	\$ 5,277,575	\$ -	\$ 2,261,818	\$ 7,539,393	STP-MAG	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd: Ellsworth Rd to Meridian Rd	Acquisition of right-of-way for roadway widening	3	4	6		STP-MAG	\$ 2,743,148	\$ -	\$ 1,176,871	\$ 3,920,019	STP-MAG	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd: Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6		STP-MAG	\$ 5,703,575	\$ -	\$ 2,444,389	\$ 8,147,965	STP-MAG	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AD	Country Club at Brown Rd Intersection Improvements	Design intersection improvement	0.5	4	6		CMAQ	\$ 362,132	\$ -	\$ 155,364	\$ 517,495	CMAQ	\$ 362,132	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd Intersection Improvements	Acquisition of right-of-way for intersection improvement	0.5	4	6		CMAQ	\$ 1,167,875	\$ -	\$ 500,981	\$ 1,668,856	CMAQ	\$ 1,167,875	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd Intersection Improvements	Construct intersection improvement	0.5	4	6		CMAQ	\$ 2,499,715	\$ -	\$ 1,071,618	\$ 3,571,333	CMAQ	\$ 2,499,715	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2016	2016	None	Crismson Rd: Ray Rd to Germann Rd	Acquisition of right-of-way for roadway widening	3	0	6		STP-MAG	\$ 3,645,460	\$ -	\$ 1,566,591	\$ 5,212,051	STP-MAG	\$ 3,645,460	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Crismson Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		STP-MAG	\$ 4,200,000	\$ -	\$ 1,800,000	\$ 6,000,000	STP-MAG	\$ 4,200,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismson Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		Local	\$ -	\$ -	\$ 4,662,769	\$ 4,662,769	STP-MAG	\$ 3,263,938	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6		STP-MAG	\$ 1,268,467	\$ -	\$ 544,054	\$ 1,812,521	STP-MAG	\$ 1,268,467	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Acquisition of right-of-way for roadway widening	2	2	6		Local	\$ -	\$ -	\$ 5,263,687	\$ 5,263,687	STP-MAG	\$ 3,684,691	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd: Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6		Local	\$ -	\$ -	\$ 11,202,949	\$ 11,202,949	STP-MAG	\$ 7,842,165	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd: Power Rd to Hawes Rd	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 718,918	\$ 718,918	STP-MAG	\$ 502,961	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd: Power Rd to Hawes Rd	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 2,650,715	\$ 2,650,715	STP-MAG	\$ 1,855,925	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,164,897	\$ 3,164,897	STP-MAG	\$ 2,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd: Power Rd to Hawes Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 6,022,467	\$ 6,022,467	STP-MAG	\$ 4,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 2,615,833	\$ 2,615,833	STP-MAG	\$ 1,831,083	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd: Hawes Rd to Crismon Rd	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,376,814	\$ 3,376,814	STP-MAG	\$ 2,363,770	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd: Hawes Rd to Crismon Rd	Construct roadway widening	2	4	6		Local	\$ -	\$ -	\$ 6,752,166	\$ 6,752,166	STP-MAG	\$ 4,726,517	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd: Crismon to Meridian	Design roadway widening	2	4	6		Local	\$ -	\$ -	\$ 1,125,449	\$ 1,122,449	STP-MAG	\$ 787,815	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd: Crismon to Meridian	Acquisition of right-of-way for roadway widening	2	4	6		Local	\$ -	\$ -	\$ 3,621,318	\$ 3,621,318	STP-MAG	\$ 2,534,922	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd: Crismon to Meridian	Construct roadway widening	2	4	6		STP-MAG	\$ 4,235,374	\$ -	\$ 1,815,160	\$ 6,050,535	STP-MAG	\$ 4,235,374	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Design roadway widening	3	4	6		Local	\$ -	\$ -	\$ 1,205,854	\$ 1,205,854	CMAQ	\$ 844,097	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Acquisition of right-of-way for roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,872,798	\$ 3,872,798	CMAQ	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Construct roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,590,424	\$ 3,590,424	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy: Loop 202 to Brown Rd	Construct roadway widening	3	4	6		Local	\$ -	\$ -	\$ 3,590,425	\$ 3,590,425	CMAQ	\$ 2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy: Brown to US60	Design roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 1,205,854	\$ 1,205,854	STP-MAG	\$ 843,968	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy: Brown to US60	Acquisition of right-of-way for roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 3,872,798	\$ 3,872,798	STP-MAG	\$ 2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy: Brown to US60	Construct roadway widening	3.5	4	6		Local	\$ -	\$ -	\$ 7,180,849	\$ 7,180,849	STP-MAG	\$ 5,026,594	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 4,018,422	\$ 4,018,422	STP-MAG	\$ 2,812,896	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2022	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Acquisition of right-of-way for intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 12,057,143	\$ 12,057,143	STP-MAG	\$ 8,440,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 7,142,857	\$ 7,142,857	STP-MAG	\$ 5,000,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 3,026,711	\$ 3,026,711	STP-MAG	\$ 2,118,698	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2024	None	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6		Local	\$ -	\$ -	\$ 14,425,215	\$ 14,425,215	STP-MAG	\$ 4,118,698	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6		CMAQ	\$ 566,002	\$ -	\$ 242,572	\$ 808,574	CMAQ	\$ 566,002	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right-of-way for intersection improvement	0.5	4	6		CMAQ	\$ 802,965	\$ -	\$ 344,192	\$ 1,147,157	CMAQ	\$ 802,965	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6		CMAQ	\$ 2,024,417	\$ -	\$ 867,607	\$ 2,892,025	CMAQ	\$ 2,024,417	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6		STP-MAG	\$ 40,708	\$ -	\$ 75,257	\$ 115,964	STP-MAG	\$ 40,708	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6		STP-MAG	\$ 167,508	\$ -	\$ 71,832	\$ 239,340	STP-MAG	\$ 167,508	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6		STP-MAG	\$ 235,623	\$ -	\$ 100,981	\$ 336,604	STP-MAG	\$ 235,623	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6		STP-MAG	\$ 2,466,935	\$ -	\$ 1,057,258	\$ 3,524,193	STP-MAG	\$ 2,466,935	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd: Baseline Rd to Ray	Design roadway widening	4	0	6		Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd: Baseline Rd to Ray	Acquisition of right-of-way for roadway widening	4	0	6		STP-MAG	\$ 5,063,952	\$ -	\$ 2,170,266	\$ 7,234,218	STP-MAG	\$ 5,063,952	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2018	None	Meridian Rd: Baseline Rd to Ray	Construct roadway widening	4	0	6		STP-MAG	\$ 10,470,638	\$ -	\$ 4,487,416	\$ 14,958,252	STP-MAG	\$ 10,470,638	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd: Ray Rd to Germann Rd	Design roadway widening	3	0	6		Local	\$ -	\$ -	\$ 1,808,095	\$ 1,808,095	STP-MAG	\$ 1,265,667	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2019	2020	None	Meridian Rd: Ray Rd to Germann Rd	Acquisition of right-of-way for roadway widening	3	0	6		STP-MAG	\$ 3,797,884	\$ -	\$ 1,627,665	\$ 5,425,549	STP-MAG	\$ 3,797,884	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd: Ray Rd to Germann Rd	Construct roadway widening	3	0	6		STP-MAG	\$ 7,657,578	\$ -	\$ 3,281,819	\$ 10,939,397	STP-MAG	\$ 7,657,578	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4		Local	\$ -	\$ -	\$ 538,488	\$ 538,488	STP-MAG	\$ 376,942	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquisition of right-of-way for roadway widening	2	0	4		Local	\$ -	\$ -	\$ 1,997,934	\$ 1,997,934	STP-MAG	\$ 1,398,231	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2021	None	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4		Local	\$ -	\$ -	\$ 5,633,161	\$ 5,633,161	STP-MAG	\$ 2,970,765	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2016	2019	VMR16-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 32,412,000	\$ 32,412,000	STP-MAG	\$ 18,623,913	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2016	2019	VMR19-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 4,524,132	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2016	2020	VMR20-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 7,416,470	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ 8,411,000	\$ 8,411,000	STP-MAG	\$ 5,814,164	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 2,117,409	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2017	2020	VMR17-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Testing and Start-up	1.9	0	0	140-30	Local	\$ -	\$ -	\$ 1,391,000	\$ 1,391,000	CMAQ	\$ 1,311,713	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	-	2020	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,639,231	\$ -	\$ -	\$ 2,639,231	CMAQ	\$ 2,639,231	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 11,697,474	\$ -	\$ -	\$ 11,697,474	STP-MAG	\$ 11,697,474	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,513,297	\$ -	\$ -	\$ 2,513,297	CMAQ	\$ 2,513,297	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.

Amendment to the FY 2011- 2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Activity Line Item	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	-	2022	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 20,682,022	\$ -	\$ -	\$ 20,682,022	STP-MAG	\$ 20,682,022	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2023	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 6,334,126	\$ -	\$ -	\$ 6,334,126	STP-MAG	\$ 6,334,126	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.
Valley Metro Rail	-	2024	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 4,118,698	\$ -	\$ -	\$ 4,118,698	STP-MAG	\$ 4,118,698	Amend: New Project Savings line item in the TIP. Funding transferred from Mesa ALCP project deletions and will be programmed once project costs have been updated.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 CMAQ funded projects, and other miscellaneous projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by March 22, 2013.

PUBLIC INPUT:

An opportunity for public comment was provided at the March 13, 2013 Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and Regional Transportation Plan 2010 Update.

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the March 13, 2013 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

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

March 5, 2013

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Al Larson, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION
IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

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 Arterial Life Cycle Program projects for Mesa and Scottsdale, the addition of the design phase for several FY 2015 CMAQ funded projects, and other miscellaneous projects. Comments on the conformity assessment are requested by March 22, 2013.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 22, 2012 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.	A minor project revision is needed to defer project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	--	MES181-015DZ2	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ -	\$ 378,501	--	\$ -	Amend: New TIP listing to reflect FY2013 design costs.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.	A minor project revision is needed to defer project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES181-10RW2	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ 1,588,495	\$ 196,505	\$ 1,785,000	RARF	\$ 1,588,495	Amend: New TIP listing to reflect FY2014 right-of-way costs.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.	A minor project revision is needed to defer project and revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.	A minor project revision is needed to defer project and decrease funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.	A minor project revision is needed to increase funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.	A minor project revision is needed to revise funding source and amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2016	2016	--	Southern Ave at Country Club Dr	Project savings for intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ -	\$ 3,605,458	RARF	\$ 3,605,458	Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)	A minor project revision is needed to revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note	Conformity Assessment
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.	A minor project revision is needed to revise funding amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.	A minor project revision is needed to revise the project budget. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2013	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	\$ 215,000	\$ 12,996	\$ 227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I.	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	\$ 220,000	\$ 13,298	\$ 233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	\$ 37,500	\$ 2,267	\$ 39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	\$ 50,000	\$ 3,022	\$ 53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	\$ 167,000	\$ 10,094	\$ 177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	\$ 320,000	\$ 19,343	\$ 339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	\$ 146,500	\$ 8,855	\$ 155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	\$ 99,000	\$ 5,984	\$ 104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Year	TIP ID	Name of Agency	Title	Description:	Miles	Lanes Before	Lanes After	Federal Cost	Local Match	Total Cost	Notes	Conformity Assessment
2013	AVN15-461d	Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	\$ 88,850	\$ 5,371	\$ 94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	MES15-461d	Mesa	Radio Communications Upgrade	Design: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	\$ 35,080	\$ 2,120	\$ 37,200	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	PHX15-461d	Phoenix	7th Ave 7th St DMS Deployment	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	\$ 108,000	\$ 6,528	\$ 114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	PHX15-463d	Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	\$ 73,000	\$ 4,413	\$ 77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	SCT15-463d	Scottsdale	Highway Advisory Radio Deployment	Design: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	\$ 38,000	\$ 2,297	\$ 40,297	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	TMP15-461d	Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	\$ 36,000	\$ 2,176	\$ 38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
2013	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	\$ 300,000	\$ 18,134	\$ 318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000). Total construction project cost = \$ 1,384,889.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).	The new project is considered exempt under the category "Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.	The new project is considered exempt under the category "Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Note	Conformity Assessment
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.	A minor project revision is needed to adjust project funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Domestic Violence Protocol Model Implementation Survey

SUMMARY:

The Misdemeanor Domestic Violence Protocol Model was developed to improve the way domestic violence offenders are arrested across the region. An implementation survey was distributed to law enforcement agencies to gather data about the use and impact of the protocol model across the region. To date, 90 percent of law enforcement agencies in the region have completed the survey. Full participation in the survey is encouraged. Data gathered will be used to identify training and technical assistance opportunities for increasing use of the protocol model across the region. Use of this model will result in saving money, and more importantly, saving lives.

The MAG Protocol Evaluation Project is funded by a STOP grant from the Governor's Office with the goal of assessing the way the region arrests and prosecutes domestic violence offenders. The Domestic Violence Protocol Model Implementation Survey findings were presented to the MAG Regional Domestic Violence Council on February 7, 2013. The Council voted to table approval of the findings to pursue additional participation by law enforcement agencies across the region. The MAG Management Committee received a presentation for information on March 13, 2013.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Regional Domestic Violence Council meeting on February 7, 2013, and the MAG Management Committee meeting on March 13, 2013. At the MAG Management Committee meeting, one member of the public noted veterans returning from war need to be considered and included in domestic violence efforts. He commented that many veterans are struggling with Post-Traumatic Stress Disorder (PTSD) and may struggle with issues related to violence.

PROS & CONS:

PROS: Domestic violence occurs in every community. Every law enforcement agency receives calls for service related to domestic violence. These calls are the most dangerous and the most expensive. The protocols and practices used by law enforcement when responding to these calls can mean the difference between life and death for officers and residents. The Misdemeanor Domestic Violence Protocol Model provides a set of best practices for law enforcement to use when responding to these crimes. Putting these practices into place will help law enforcement agencies reduce the pain and suffering of victims, put more offenders behind bars, and save money through increased efficiency.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Domestic Violence Protocol Model Implementation Survey was created to gather data from law enforcement agencies about their use of the protocol model across the region. Full participation is sought to establish baseline data about the usage and impacts of the protocol model. Responses will serve to highlight successes and challenges experienced by agencies striving to implement the recommended protocols and practices. This information will inform development of future training and technical assistance opportunities to help law enforcement agencies

POLICY: Region-wide participation in the Domestic Violence Protocol Model Implementation Survey is needed to establish a thorough assessment of the protocol model. Successes and challenges experienced while working to incorporate the protocols in the field are valuable parts of the evaluation process. They provide insights for enhancing the processes used to put best practices in place. Full participation by law enforcement agencies will ensure the protocol model is fulfilling its intended purpose of improving the way domestic violence offenders are arrested and keeping victims safe.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

On March 13, 2013, the MAG Management Committee received a presentation on the Domestic Violence Protocol Model Implementation Survey findings for information.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

On February 7, 2013, the Domestic Violence Protocol Model Implementation Survey findings were presented to the MAG Regional Domestic Violence Council. The Council voted to table approval of the findings to pursue additional participation by law enforcement agencies across the region.

MEMBERS ATTENDING

- * Celeste Adams, Save the Family
- + Christina Avila, Avondale
Sgt. Marc Rivers for Lt. Robert Bates,
Phoenix Police Dept.
- * John Belatti, Chandler Prosecutor's Office
Libby Bissa, Phoenix Family Advocacy
Center
John A. Blackburn, Jr., Arizona Criminal
Justice Commission
Allie Bones, Arizona Coalition Against
Domestic Violence
Chief Steve Campbell, El Mirage, Vice Chair
Chris Christy, Salt River Pima-Maricopa
Indian Community
- * Lacey Rose Cox, Gilbert Police Dept.
Councilmember Ginny Dickey, Fountain Hills
- * Jon Eliason, City of Mesa Prosecutor's
Office
- * President Diane Enos, Salt River Pima-
Maricopa Indian Community
Kristen Scharlau for Naomi Farrell, Tempe
Linda Melendez for Janeen Gaskins,
Surprise

- Patricia George for Will Gonzalez, Phoenix
Prosecutor's Office
Laura Guild, Arizona Dept. of Economic
Security
- * Cmdr. Kim Humphrey, Phoenix Police Dept.
- + Lynette Jelinek, Glendale Fire Dept.
- * Mary Lynn Kasunic, Area Agency on Aging
- * Patricia Klahr, Chrysalis Shelter, Inc.
Councilmember Suzanne Klapp, Scottsdale
- + Councilmember Sheri Lauritano, Goodyear
Barbara Marshall, Maricopa County
Attorney's Office, Chair
Leah Meyers for Mary Murphy, Governor's
Office for Children, Youth, and Families
Dottie O'Connell, Chicanos por la Causa
Dick Geasland for Connie Phillips,
Sojourner Center
Kay Daukei for Kerry Ramella, Phoenix Fire
Dept.
Councilmember Lynn Selby, El Mirage
- + Sarah Youngblood, Community Legal
Services

+Those attending by video/audio conference
* Those not present or represented by proxy

CONTACT PERSON:

Renaë Tenney, MAG Human Services Planner II, (602) 254-6300.

March 7, 2013

TO: Members of the MAG Regional Council

FROM: Dennis Smith, Executive Director

SUBJECT: AMENDMENT TO THE MAG BY-LAWS ALLOWING MEMBERSHIP TO UNITS OF LOCAL GOVERNMENT WITHIN THE MAG METROPOLITAN PLANNING AREA BOUNDARY AND OTHER CONFORMING CHANGES

At the February 27, 2013 Regional Council meeting, staff was directed to forward a written notice of a possible amendment to the MAG By-Laws. The MAG By-Laws state that the By-Laws may be amended at any meeting of the Regional Council by a majority vote of all members provided written notice of the proposed amendment has been given not less than (15) days prior to the meeting at which it is to be voted upon.

The proposed By-Laws amendment allows membership for units of local government that are within the MAG Metropolitan Planning Area (MPA) Boundary. Other conforming changes are also included in the amendment. Possible action on the amendment is anticipated if the MAG MPA Boundary is modified by the Governor in cooperation with MAG as the metropolitan planning organization.

A change in the boundary is anticipated due to new urbanized areas being defined by the Bureau of the Census following the 2010 Decennial Census. Federal law requires that the boundary shall, at a minimum, cover the urbanized areas and the contiguous geographic areas(s) likely to become urbanized within the twenty year forecast period.

The MPA Boundary decision is moving forward due the City of Casa Grande exceeding the 50,000 population threshold and becoming a metropolitan planning organization. This necessitates that Casa Grande defines its MPA Boundary that may affect the MAG boundary. It is expected that the boundary decision will be made by March 28, 2013.

Once a MPA boundary is determined by the Governor, it may be necessary to provide for an amendment to the MAG By-Laws to accommodate new units of local government within the new boundary.

Please contact me at the MAG Office with any questions. The amendment to the MAG By-Laws is attached.

c: MAG Management Committee
Intergovernmental Representatives
Fredda Bisman, MAG General Counsel

BY-LAWS

OF

MARICOPA ASSOCIATION OF GOVERNMENTS

ARTICLE I

STATEMENT OF PRINCIPLES AND POLICIES

Section 1:

The underlying concept of the Maricopa Association of Governments is that cities, towns, counties and Indian communities, which are closest to the people, should exercise the basic initiative and leadership and that they should have the primary responsibility for treating with those local problems and needs which require action on an area-wide or regional basis.

Section 2:

The area of concern for the Maricopa Association of Governments is defined as those issues or projects which affect all or a significant part of Maricopa County and the urbanized areas contiguous to Maricopa County, and certain portions of Pinal County within the MAG Metropolitan Planning Area Boundary as determined and modified from time to time by the Maricopa Association of Governments and the Governor, and depicted on Appendix A. (referred to henceforth as the "Pinal County Area"). In the event that the MAG Metropolitan Planning Area Boundary is modified, the modified depiction may be substituted for Appendix A and such substitution shall not be considered an amendment to these Bylaws.

Section 3:

Constructive and workable policies and programs for meeting area-wide problems of local government will be most effectively and expeditiously developed by regular meetings of governmental unit members in an area-wide voluntary and cooperative association dedicated to the solution of these problems.

Section 4:

Nothing contained in these By-Laws shall authorize the Maricopa Association of Governments to intervene in matters which are essentially within the jurisdiction of any one (1) member, nor to intervene in matters which may affect more than one (1) member but are effective only within each jurisdiction.

Section 5:

The Maricopa Association of Governments is not, nor is it intended to be, a substitute for local government. It is, however, an organization through which individual governmental units can work on regional problems and coordinate their efforts.

ARTICLE II

DEFINITIONS

Section 1:

Association. Association, as used in these By-Laws, means the Maricopa Association of Governments, a nonprofit corporation of the State of Arizona created pursuant to Title 10, Arizona Revised Statutes.

Section 2:

Regional Council. Regional Council, as used in these By-Laws, means the membership of this corporation. The number and qualifications of members is set forth in Article III of these By-Laws. The Regional Council is also constituted as the Board of Directors of this corporation.

Section 3:

Executive Committee. Executive Committee, as used in these By-Laws, means the Chair, Vice Chair and Treasurer of the Regional Council in addition to any other member selected by the Regional Council to serve on the Executive Committee.

Section 4:

Management Committee. Management Committee, as used in these By-Laws, means the eligible city or town managers, or city or town clerks of incorporated municipalities which do not have the council-manager form of government; the county ~~manager~~managers of Maricopa County and Pinal County; the chief administrative officer of an Indian community; and the Director of the Arizona Department of Transportation and the Chief Executive

~~Director~~Officer of the Regional Public Transportation Authority, who shall serve as ex-officio members of the Management Committee for traffic and transportation matters only.

Section 5:

Standing and Special Committees. Standing Committee, as used in these By-laws, means the permanent committee(s) formed by the Regional Council to conduct studies and projects on a continuing basis. Special Committee, as used in these By-Laws, means the committee(s) formed by the Regional Council on a temporary basis for the completion of special studies and projects.

ARTICLE III

MEMBERSHIP

Section 1:

A person shall not be eligible to be a member of this corporation unless he or she is a duly elected member of a governing body of a unit of local government located in Maricopa County, in the Pinal County Area, or in an urbanized area contiguous to Maricopa County, except that the two Arizona Department of Transportation board members for District I shall have ex-officio membership in the corporation for traffic and transportation matters only and the Chairman of the Citizens Transportation Oversight Committee shall have ex-officio membership in the corporation for matters relating to the regional freeway system only. For the purposes of this section, a unit of local government is defined as a city or town located in Maricopa County or the Pinal County Area, in an urbanized area contiguous to Maricopa County, that portion of an Indian ~~Community~~community located in Maricopa County, that portion of an Indian community located in the Pinal County Area that chooses to join MAG, and the ~~County~~Counties of Maricopa— and Pinal. The unit of local government shall designate the person among its duly elected governing body that shall serve as a member of the corporation. Not more than (1) member of the governing body may represent any unit of local government at any time. The government of the corporation shall be vested in the membership and shall be collectively known as the “Regional Council.”

Section 2:

A certificate of membership shall be issued to each member, which certificate shall not be transferable. Any person ceasing to be a member, whether voluntarily or by expulsion or no longer meeting the eligibility requirements established by Section 1 of this Article, shall

forfeit all rights and privileges of membership and all rights and claims in and to the property of the corporation, and all his or her, its or their interests in such property shall vest in the corporation, absolutely. Each certificate of membership shall express on its face that it shall not be transferable.

Section 3:

The membership of the Maricopa Association of Governments can be increased by a majority vote of the members.

ARTICLE IV

MEETINGS OF MEMBERS

Section 1:

The annual meeting of the members of Maricopa Association of Governments shall be held on the fourth Wednesday in June of each year in Phoenix, Maricopa County, Arizona, at a time and place to be designated in the notice of the meeting.

Section 2:

Regular meetings of the members may be held in Maricopa County, Arizona, with the time, date and location of said meetings to be determined by the Regional Council.

Section 3:

Special meetings of the Regional Council may be held in Maricopa County, Arizona, whenever called in writing by the Chair or Vice Chair. In the absence of the Chair, any six

(6) members of the corporation may call said meetings. The place of holding special meetings shall be designated in the notice.

Section 4:

The calls and notices of all meetings of the members shall conform to the provisions of Article V of these By-Laws.

Section 5:

The Chair, and in his or her absence the Vice Chair, shall preside at such meetings.

Section 6:

~~Each member of the corporation, excepting the Arizona Department of Transportation board members for District I, and the Chairman of the Citizens Transportation Oversight Committee~~Except as otherwise specifically provided herein, each member of the corporation is entitled to vote on all matters coming before any meeting of its membership, and each member of the corporation, including the Chair, Vice Chair and Treasurer of the Regional Council may be represented in vote by proxy. The Secretary shall enter a record of such proxies in the minutes of the meetings. ~~On traffic and transportation matters, the~~Members of MAG that are in the Pinal County Area are entitled to vote on all matters coming before any meetings of its membership except those that are exclusive to the Maricopa County Boundary defined by State Law or through a planning designation by a Governor's Executive Order, including but not limited to the Transportation Excise Tax enacted by Maricopa County, Section 208 Water Quality Management Planning, and Solid Waste Management Planning. The District I transportation board members for the Arizona Department of Transportation may vote only on traffic and transportation matters and shall each have one vote. ~~On matters relating~~

~~to the regional freeway system, the~~The Chairman of the Citizens Transportation Oversight Committee may vote only on matters relating to the Regional Transportation Plan and shall have only one vote.

Section 7:

A simple majority in number of the members, either in person or by proxy, shall constitute a quorum for all purposes. In the absence of a quorum, the Chair of the meeting may adjourn the meeting from time to time without notice, other than by announcement at the meeting, until members sufficient to constitute a quorum shall attend, either in person, or by proxy. At the adjourned meeting at which a quorum shall be present any business may be transacted which might have been transacted at the meeting as originally notified.

Section 8:

All information and/or irregularities in calls, notices of meeting and in the manner of voting, form of proxy credentials, method of ascertaining those present shall be deemed waived if no objection is made at the meeting.

Section 9:

The Regional Council may adopt rules governing its procedures.

ARTICLE V

NOTIFICATION REQUIREMENTS FOR
MEETINGS OF REGIONAL COUNCIL

Section 1:

Whenever all of the members shall meet in person or by proxy, such meeting shall be valid for all purposes without call or notice and at such meeting any corporate action may be taken. Whenever all of the Regional Council members meet, such meeting shall be valid for all purposes without call or notices. No call or notice of any meeting of the members shall be necessary if waiver of call and notice be signed by all of the members.

Section 2:

At least five (5) days before the day of any meeting of the members, the Secretary, when requested by the Chair, or in his or her absence by the Vice Chair; or a majority of the Regional Council, shall cause a written notice setting forth the time, place and general purpose of the meeting to be delivered personally or by mail with postage prepaid to each member of record at his or her last post office address as it appears on the books of the corporation.

Section 3:

Any meeting of the Regional Council sitting as a Board of Directors may be called by the Chair or in his or her absence, the Vice Chair, or by ~~a majority~~ any six (6) members of the Regional Council, and notice of such meetings shall be given by the Secretary at least twenty-four (24) hours before the time fixed for the meeting and such notice shall specify time, place and general purpose of the meeting and shall be delivered personally or mailed, postage prepaid, to each member at his or her last post office address as it appears on the books of the corporation, or shall be communicated to the member by telephone.

ARTICLE VI

**MEETINGS OF COMMITTEES
NOTIFICATION REQUIREMENTS**

Section 1:

The Management Committee shall meet on the call of its Chair with the date, time and place to be fixed by the Chair. At least two (2) days prior notice shall be given to Committee members and the Secretary.

Section 2:

Standing and Special Committees shall meet on the call of their Chair with notification to the Committee members and to the Secretary two (2) days prior to meeting of said Standing or Special Committees.

ARTICLE VII

REGIONAL COUNCIL SITTING AS A BOARD OF DIRECTORS

Section 1:

The business and affairs of the corporation shall be conducted by the Regional Council sitting as a Board of Directors at properly called meetings.

Section 2:

In case the office of Chair, Vice Chair or Treasurer becomes vacant, the remaining Regional Council members, by affirmative vote of the majority thereof, shall elect a successor to hold office for the unexpired term of the officer whose position shall be vacant.

Section 3:

~~Each~~ Subject to the provisions of Article IV, Section 6, each director is entitled to vote on all matters coming before any meeting of Regional Council, and each director may be represented in vote by proxy. The Secretary shall enter a record of such proxies in the minutes of the meeting.

Section 4:

The powers and functions of the Regional Council subject to the limitations hereinafter stated, shall include, but not be limited to, the following:

- a. The formulating of policy decisions and determination of policy matters for the corporation.
- b. The approval and adoption of a budget for each fiscal year and a service charge schedule.
- c. The initiation and/or request for studies to be undertaken either by inter-agency agreement, contract, or otherwise as they may deem appropriate.
- d. The right of any director at any meeting of the Regional Council to propose a subject for study by the Maricopa Association of Governments.

- e. The right of any director at any meeting of the Regional Council to request review of any action taken by the Management Committee during the interval between meetings of the Regional Council.

- f. The appointment of such Standing and Special committees deemed necessary to achieve the purposes of the Association. The Regional Council may delegate its appointment authority for Standing and Special committee members to the Chair of the Regional Council.

Section 5:

No person shall have the authority to make or execute binding contracts on behalf of the Maricopa Association of Governments except upon approval of the Regional Council or Executive Committee acting at a properly called meeting. Any contract made or executed by the Executive Committee shall be subject to ratification by the Regional Council at its next meeting.

ARTICLE VIII

OFFICERS

Section 1:

At the annual meeting, the members shall elect the following officers of the corporation: Chair, Vice Chair, and Treasurer, each of whom shall, when elected, also serve as a member of the Executive Committee of this corporation.

Section 2:

The Chair shall be the chief executive of the corporation and shall exercise general supervision over its affairs. He or she shall sign on behalf of the corporation all documents requiring the signature of the corporation and shall do and perform all other acts and things which the Regional Council may require of him or her. He or she shall serve without compensation.

Section 3:

In the absence of the Chair, or his or her inability to act or serve, the Vice Chair shall have the powers of the Chair. He or she shall perform such further duties as the Regional Council may delegate to him or her and shall receive no compensation for his or her services.

Section 4:

The Treasurer shall have the custody and control of the funds of the corporation, subject to the acts of the Regional Council, and shall report the state of the finances of the corporation at each annual meeting of the members and at any special meeting of the members when requested by the Chair. He or she shall perform such other services as the Regional Council may require of him or her and shall serve without compensation.

Section 5:

The Secretary shall be appointed by and serve at the pleasure of the Regional Council and shall keep the minutes of the corporation and such books and these By-Laws or resolutions of the Regional Council may require him or her to keep. He or she shall attest the

signature of the authorized officer of all documents requiring the signature of the corporation, shall be the custodian of the seal of the corporation and shall affix the seal to all papers and instruments requiring it. He or she shall perform such other services as the Regional Council may require of him or her and shall receive such compensation for his or her services as the Regional Council may allow. The Secretary shall not be a member of this corporation.

ARTICLE IX

EXECUTIVE COMMITTEE

Section 1:

At the annual meeting of the Regional Council, the Regional Council shall elect an Executive Committee of not less than three (3) Regional Council members to serve until the next annual meeting of the Regional Council. The Chair, Vice Chair and Treasurer of the Regional Council shall be ex-officio members of the Executive Committee, and the Chair shall serve as Chair of the Executive Committee.

Section 2:

In case of any vacancy in the Executive Committee, the Regional Council at its next meeting, may elect a successor to the Committee in the same manner as provided for in Article VII, Section 2, of these By-Laws.

Section 3:

The business and affairs of the corporation which arise between meetings of the Regional Council shall be conducted by the Executive Committee.

Section 4:

The Executive Committee shall meet at the call of the Chair at such place designated by him or her and special meetings may be called by any member of the Committee by having the Secretary give written notice thereof to all of the other members.

Section 5:

A majority of the members of the Executive Committee shall constitute a quorum for the transaction of business at any meeting of the Executive Committee.

Section 6:

The Secretary shall take minutes at all meetings of the Executive Committee and copies of said minutes shall be furnished to the members of the Regional Council after approval by the Executive Committee.

ARTICLE X

MANAGEMENT COMMITTEE

Section 1:

There is established a Management Committee of the Maricopa Association of Governments which shall consist of the eligible city or town managers, or city or town clerks of incorporated municipalities which do not have the council-manager form of government; the county ~~manager~~managers of Maricopa County and Pinal County; and the chief administrative ~~officer~~officers of the Indian communities. The Director of the Arizona Department of Transportation and the Chief Executive ~~Director~~Officer of the Regional Public Transportation Authority shall serve in an ex-officio capacity only when matters of traffic and transportation are before the Management Committee. In such matters the Arizona Department of Transportation Director and the Chief Executive ~~Director~~Officer of the Regional Public Transportation Authority shall each have one vote.

Section 2:

The Management Committee shall be responsible for the functions as hereinafter set forth:

- a. There shall be selected a Chair and Vice Chair, from the members of the Management Committee. Said selection shall occur at the first meeting in June of each year. In the event a vacancy occurs in the chairmanship, the Vice Chair shall become the Chair for the unexpired term and a Vice Chair shall be elected to complete the remainder of the Vice Chair's term.

- b. The Management Committee shall have the authority to appoint committees and personnel to study specific problems, programs, or other matters which the Management Committee has approved for study.
- c. The Management Committee shall act as the coordinating agency for all other committees and subsidiary groups.
- d. The Management Committee shall keep the Regional Council informed on any matter or problem involving intergovernmental cooperation.
- e. The Management Committee shall perform any other functions assigned by the Regional Council.

ARTICLE XI

STANDING AND SPECIAL COMMITTEES

Section 1:

Standing and Special Committees shall be created by the Regional Council from time to time, as the Regional Council may deem appropriate.

Section 2:

The Regional Council shall authorize and define the powers and duties of all committees of the Council.

Section 3:

The Regional Council shall designate a Chair and Vice Chair of the Standing and Special Committees. Vacancies occurring in these positions shall be filled by the Regional Council or the Executive Committee unless such authority has been delegated to the Chair of the Regional Council.

Section 4:

Membership on Standing and Special Committees shall be determined by the Regional Council. There shall be no minimum nor maximum number of members on any Standing or Special Committee unless specified by the Regional Council. Nothing in these By-Laws shall be construed to limit membership on these aforesaid committees exclusively to officials serving political subdivisions of the State. The Regional Council, in its discretion, may appoint any individual it deems qualified to serve on a Standing or Special Committee.

ARTICLE XII

FINANCES

Section 1:

Fiscal Year. The fiscal year of the Maricopa Association of Governments shall commence on July 1 of each year.

Section 2:

The Maricopa Association of Governments shall have the power to receive from any public or private source including, but not limited to the federal, state, and local governments, voluntary associations, nonprofit corporation, firms, partnerships, or persons or any combination thereof, bequests, donations, devices, grants, and gifts of all kinds of property, including all forms of ownership interest therein, to do all acts necessary to carry out the purposes of such bequests, gifts, grants, devised and donations, with power to manage, sell, convey, contract, lease or otherwise dispose of the same in accordance with the terms of the bequest, gift, grant, donation, device of trust, or absolutely in case such bequest, grant, gift, donation or device of trust be unconditional.

Section 3:

Members of the corporation representing local units of government in Maricopa County ~~and~~, in the urbanized areas contiguous to Maricopa County, and in the Pinal County Area shall be responsible for insuring that any service charges assessed by the Regional Council are paid into the association's treasury. All service charges for cities and towns shall be based on population, provided that service charges for cities and towns shall be based on the population within their corporate limits ~~and service~~. Service charges for Maricopa County shall be based upon population in the unincorporated area of the County, exclusive of Indian communities that are members of Maricopa Association of Governments. Service charges for the Pinal County Area shall be based on population in the unincorporated area of the County that is within the Maricopa Metropolitan Planning Area, exclusive of Indian communities that are members of Maricopa Association of Governments. Service charges for Indian communities that are members of MAG shall be based on population in that portion of the Indian community located in Maricopa County: or in the Pinal County Area, as applicable.

Section 4:

The Regional Council may assess special service charges for individual studies or projects, sufficient to provide the funds required for the completion of said studies and projects, in addition to any regularly established service charges.

Section 5:

Annual Audit. The Secretary shall cause an annual audit of the financial affairs of the Association to be made by a public accountant or a certified public accountant selected by the Regional Council or the Executive Committee at the end of each fiscal year. The audit report shall be made available to all members.

ARTICLE XIII

**VOTING PROCEDURE FOR THE REGIONAL COUNCIL AND THE
MANAGEMENT COMMITTEE**

Section 1:

(A) The Regional Council and Management Committee shall vote on all motions on the basis of one vote per member, except that the two Arizona Department of Transportation board members for District I on the Regional Council shall each have one vote. However, if any member entity requests a weighted vote, the numerical vote shall have no force or effect unless concurred in by the weighted vote.

(B) When a weighted vote is taken, each member voting on that issue shall have as many votes as the population of the member entity that the member represents bears to the total population of all member entities voting on the issue, expressed in percentages. In

calculating percentages, fractions of a percent less than one-half or more shall be rounded to the next higher whole number, excepting that no member shall be allocated less than one full percent. Thus each member representing an entity with one percent of the population or less shall have one vote, and each member representing an entity with more than one percent of the population shall have as many votes as that entity's percentage of the population. The affirmative vote of members present representing not less than a majority of the total population of all members present and voting on the issue shall be required in order for the motion to pass.

(C) The population of the member entity shall be determined by the most recent decennial or mid-decade special census, excepting that the population of Maricopa County shall be that of the unincorporated portion of Maricopa County only, exclusive of the population of Indian communities within its boundaries that are members of Maricopa Association of Governments, and the population of Pinal County shall be that of the unincorporated portion of the Pinal County Area only, exclusive of the population of Indian communities within its boundaries that are members of the Maricopa Association of Governments. The population of an Indian community is for that portion of the Indian community within Maricopa County, or the Pinal County Area, as applicable. The representatives for the Arizona Department of Transportation vote only on traffic and transportation related issues, do not represent an entity having a population, and shall always have one vote on such issues in a weighted vote. ~~The~~ Chairman of the Citizens Transportation Oversight Committee votes only on issues matters relating to the ~~regional freeway system~~ Regional Transportation Plan, does not represent an entity having a population, and shall always have one vote on such issues in a weighted vote.

(D) Upon receipt of an official decennial or mid-decade special census, or if a new member entity joins Maricopa Association of Governments, the population percentages of each of the member entities, and when applicable the total regional population, shall be recomputed. If an existing member withdraws its membership, the weighted vote shall not be recomputed,

but the remaining members shall have the right to vote the number of votes established by the existing percentages.

ARTICLE XV

The seal of the corporation shall be impressed as follows: "Maricopa Association of Governments, incorporated October 24, 1967, Arizona."

ARTICLE XVI

These By-Laws may be amended at any meeting of the Regional Council by a majority vote of all members provided written notice of proposed amendment has been given not less than fifteen (15) days prior to the meeting at which it is to be voted upon.

March 18, 2013

John Halikowski, Director
Arizona Department of Transportation
206 S 17th Avenue MD 100A
Phoenix, AZ 85007-3213

Dear Director Halikowski:

On behalf of the Maricopa Association of Governments (MAG), I am forwarding for consideration the proposed map for the new Metropolitan Planning Area boundary. The new boundary includes in the MAG planning area the City of Maricopa planning area, the Town of Florence planning area, and a portion of an unincorporated area of Pinal County.

The MAG MPA boundary needs to be adjusted due to new urbanized areas defined by the 2010 Census, as well as areas that are projected to be urbanized over the next 20 years. Both the City of Maricopa and the Town of Florence have passed resolutions expressing interest in joining MAG. The City of Casa Grande is moving forward to form a Metropolitan Planning Organization (MPO), as its urbanized area has reached the 50,000 population threshold that requires the area to be in an MPO, either by forming a new MPO or joining an existing one. Casa Grande has proposed forming a new MPO under the name "Sun Corridor Metropolitan Planning Organization."

At the February 19, 2013, MAG Executive Committee meeting, concerns were raised regarding the proposed Sun Corridor name and potential confusion that may arise in regard to the area being served. Research indicates that the Sun Corridor definition typically encompasses Maricopa, Pinal, and Pima counties, and even extends into Yavapai and Santa Cruz counties. MAG staff contacted Casa Grande staff following the February meeting and Casa Grande staff asked if there were other suggestions for a title that could be considered. Ideas that have been discussed include Pinal Corridor MPO, Pinal Sun Corridor MPO, Central Arizona MPO, or Casa Grande MPO. As the megapolitan region continues to grow and the Sun Corridor is further promoted and recognized globally, modifying the name "Sun Corridor" may help alleviate geographic and economic "brand" confusion. We greatly appreciate Casa Grande's willingness to consider acceptable alternatives.

We are looking forward to working with the Arizona Department of Transportation and the Governor's Office regarding a final determination of the new MPO and the new MAG Metropolitan Planning Area boundary. Please do not hesitate to contact me at the MAG office if you have any questions regarding the enclosed proposed boundary maps showing the entire boundary and a subset showing a closeup of the additions.

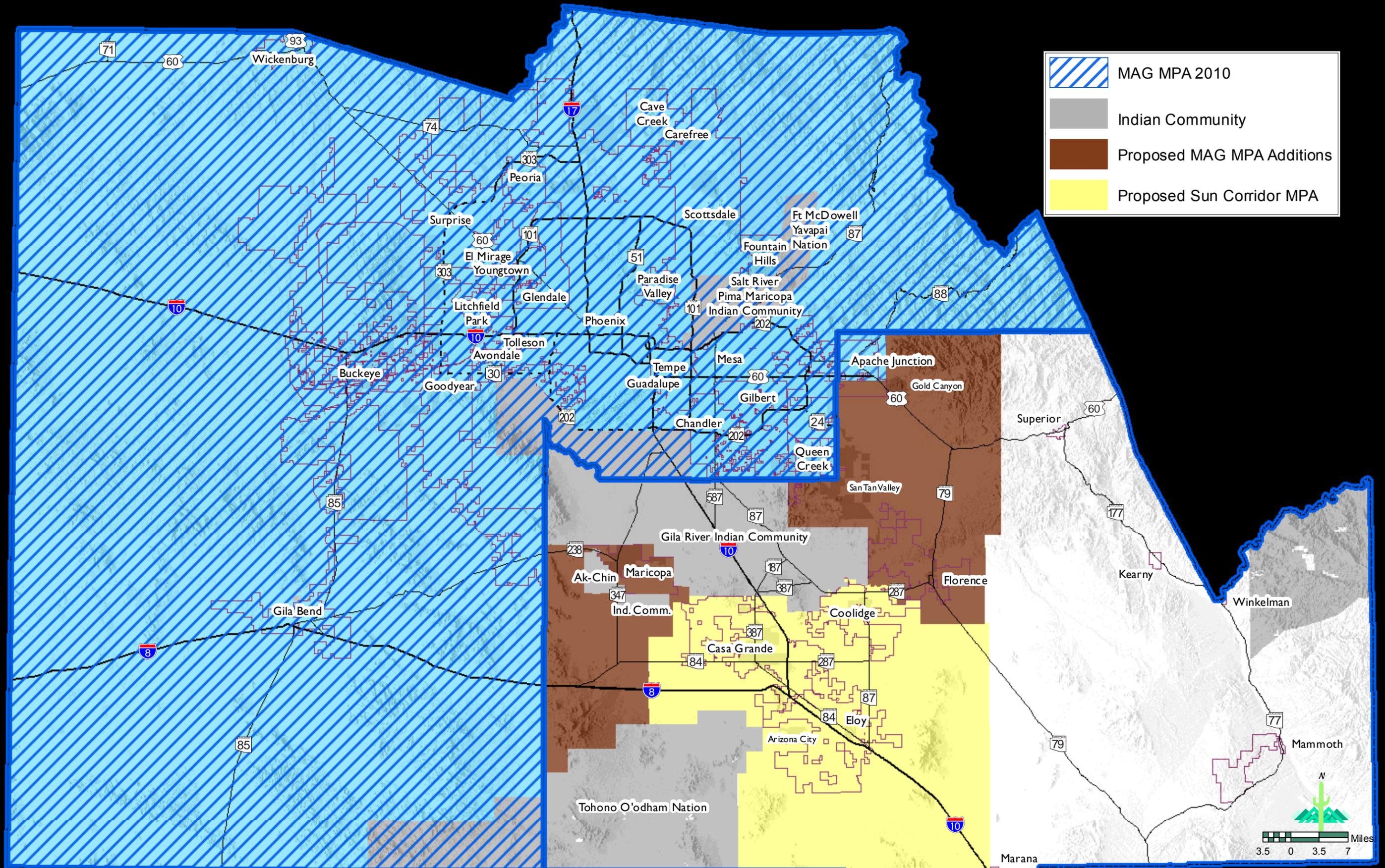
Sincerely,



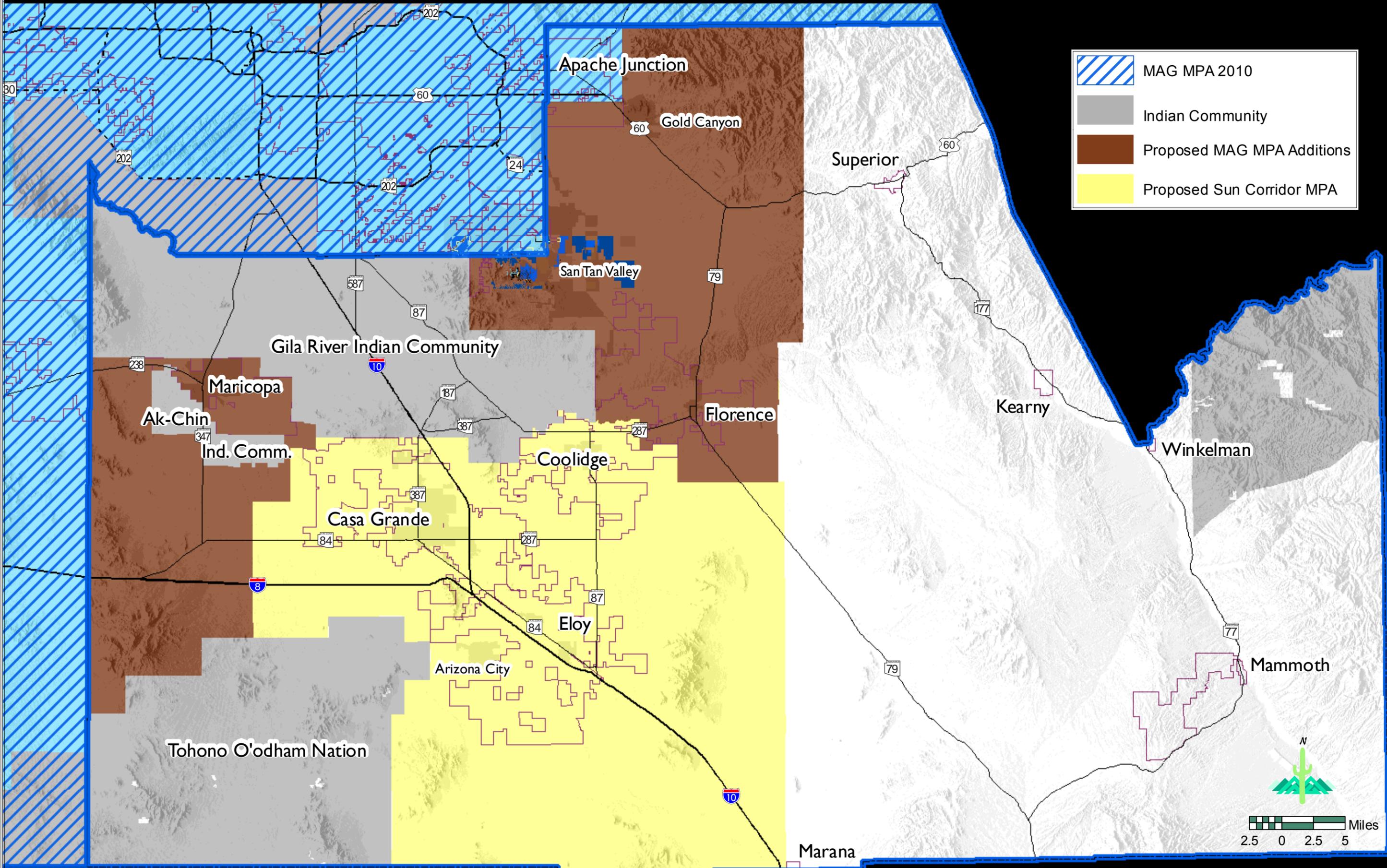
Dennis Smith
Executive Director

cc: Jim Thompson, City Manager, City of Casa Grande
Scott Omer, ADOT Multimodal Planning Division Director

Proposed MAG Metropolitan Planning Area (MPA) Boundary



Proposed MAG Metropolitan Planning Area (MPA) Boundary



RESOLUTION NO. 1383-13

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, SEEKING ADMITTANCE IN AND PARTICIPATION AS A FULL MEMBER OF THE MARICOPA ASSOCIATION OF GOVERNMENTS METROPOLITAN PLANNING ORGANIZATION.

WHEREAS, membership in the Metropolitan Planning Organization will ensure consistent coordination and enhance the quality of local and regional planning efforts; and

WHEREAS, the Town of Florence lies within the 20 year planning horizon of the Maricopa Association of Governments Urbanized Planning Area; and

WHEREAS, the Town of Florence has strong economic, community and transportation linkages to the region represented by the Maricopa Association of Governments including commuting patterns and service agreements with Maricopa Association of Governments member agencies; and

WHEREAS, representatives of the Maricopa Association of Governments have let it be known that the inclusion of the Town of Florence as a member of Maricopa Association of Governments is viable and welcomed; and

WHEREAS, The Town Council of the Town of Florence believes it is in the best interest of citizens of the Town of Florence to become a member of the Maricopa Association of Governments Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Florence, Arizona, to seek admittance in and participation as a full member of the Maricopa Association of Governments Metropolitan Planning Organization based on mutual agreement and in accordance with Maricopa Association of Governments Bylaws.

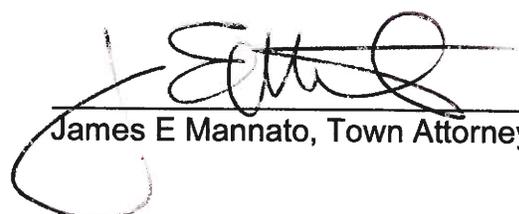
PASSED AND ADOPTED by the Mayor and Council of the Town of Florence, Arizona, this 25th day of February, 2013.



Tom J. Rankin, Mayor

ATTEST:


Lisa Garcia, Town Clerk

APPROVED AS TO FORM:


James E Mannato, Town Attorney

RESOLUTION NO. 12-76

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MARICOPA, ARIZONA SEEKING ADMITTANCE IN AND PARTICIPATION AS A FULL MEMBER OF THE MARICOPA ASSOCIATION OF GOVERNMENTS METROPOLITAN PLANNING ORGANIZATION.

WHEREAS, membership in a Metropolitan Planning Organization will ensure consistent coordination and enhance the quality of local and regional planning efforts; and

WHEREAS, the City of Maricopa lies within the 20 year planning horizon of the Maricopa Association of Governments Urbanized Planning Area; and

WHEREAS, the City of Maricopa has strong economic and community linkages to the region represented by the Maricopa Association of Governments including commuting patterns and service agreements with Maricopa Association of Governments members agencies; and

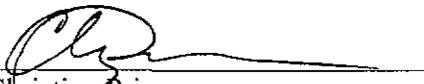
WHEREAS, representatives of the Maricopa Association of Governments have let it be known that the inclusion of the City of Maricopa as a member of Maricopa Association of Governments is viable and welcomed; and

WHEREAS, the City Council of the City of Maricopa believe it is in the best interest of the citizens of the City of Maricopa to become a member of the Maricopa Association of Governments Metropolitan Planning Organization.

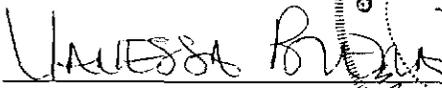
NOW, THEREFORE, BE IT RESOLVED BY the Mayor and City Council of the City of Maricopa to seek admittance in and participation as a full member of the Maricopa Association of Governments Metropolitan Planning Organization based on mutual agreement and in accordance with Maricopa Association of Governments Bylaws.

PASSED AND ADOPTED by the Mayor and Council of the City of Maricopa Arizona, this 18th day of December, 2012.

APPROVED:

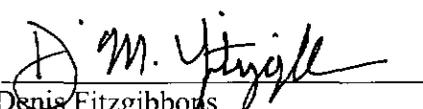

Christian Price
Mayor

ATTEST:


Vanessa Bueras
City Clerk



APPROVED AS TO FORM:


Denis Fitzgibbon
City Attorney

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program

SUMMARY:

Under MAP-21, a new Transportation Alternatives (TA) Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$4.2 million and \$4.6 million respectively. Under SAFETEA-LU, the Arizona Department of Transportation (ADOT) had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY 2013 and FFY 2014. Under MAP-21 the TE and SRTS programs have sunset. However, many of the activities from the TE and SRTS projects are eligible under the MAP-21 TA program. Funding for the statewide portion of the TA program is substantially reduced from the previous levels and is now over-programmed. MAG has generated a programming scenario to address regional needs and to assist with the statewide over-programming.

ADOT expects that all SRTS project awards from the statewide process to have funding available from ADOT. Many of the projects that were awarded funding under the TE and SRTS programs received federal funding that had program ceiling limits or project phase limits on the awards. The TE and SRTS projects additional eligible costs will be addressed under the proposed MAG short term programming. The proposal includes a two-step approach that addresses short term and long term needs. In the short term MAG will program for unfunded and underfunded project phases for the currently selected FY 2013 and FY 2014 ADOT programmed TE projects, utilizing TA funding to ensure that the project is fully funded to the maximum federal amount. The balance of the obligation authority for FY 2013 and FY 2014 that will be loaned back to ADOT to address statewide needs for current TE programmed projects.

For the long term needs, MAG will develop an evaluation method for project selection, hold a call for projects to program in FY 2015, 2016, and 2017 this summer, and project selections will be amended into the Draft FY 2014-2018 TIP pending approval by Regional Council in September 2013. The carryforward federal funding amounts from FY 2013 and FY 2014 will be included in the FY 2015 project selections. Programming and award of FY 2015, 2016, and 2017 TA projects are contingent on the TA program continuation based on the surface transportation authorization beyond FFY 2014.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding scenario and related changes for these projects will enable their inclusion in the MAG Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. Approval will also assist with the statewide over-programming in FY 2013 and FY 2014. There is no guarantee that the federal program will be extended beyond FFY 2014 by a continuing resolution or if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to substantial change.

CONS: If these projects are not approved, the time to develop new projects is limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and that obligation authority and the related funding are not lost from the region.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection criteria have been fully addressed by ADOT and MAG technical advisory committees under SAFETEA-LU authorization.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

ACTION NEEDED:

Approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

PRIOR COMMITTEE ACTIONS:

This item is on the March 20, 2013, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

On March 13, 2013, the MAG Management Committee recommended approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

MEMBERS ATTENDING

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

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

On February 28, 2013, the Transportation Review Committee recommended the scenario for short term and long term programming methodologies and of the associated amendments and modification to the

FY 2011-2015 TIP, the FY 2010 RTP Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft FY 2035 RTP as appropriate.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- # Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrlich
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Jamal Rahimi for Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

On February 12, 2013, the MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with incorrect budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- Charles Andrews, Avondale, Chairman
- Bret Anderson for Lupe Harriger, ADOT
- * Jose Heredia, Buckeye
- Dan Cook, Chandler
- Bob Senita, El Mirage
- * Tony Rodriguez, Gila River
- Indian Community
- * Michael Gillespie, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- * Gino Turrubiates, Guadalupe
- # Daymara Cesar for Darryl Crossman, Litchfield Park
- Chris Plumb, Maricopa County
- Maria Deeb, Mesa
- * James Shano, Paradise Valley
- Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Phil Kercher, Scottsdale
- Jason Mahkovtz, Surprise
- * Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- * Jim Fox, Youngtown

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

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

March 19, 2013

TO: Members of the MAG Regional Council

FROM: Teri Kennedy, MAG Transportation Improvement Program Manager

SUBJECT: MAP-21 FEDERAL HIGHWAY ADMINISTRATION TRANSPORTATION ALTERNATIVES PROGRAM

Under new federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transportation programs are authorized for two years. A new Federal Highway Administration (FHWA) program, Transportation Alternatives (TA), was included in MAP-21. The TA program allocates a portion of funding to regional planning organizations for programming. The Maricopa Association of Governments (MAG) is tasked with ensuring that all FHWA funding for the region is programmed annually, or the funding is at risk. For the fiscal years (FY) of 2013 and 2014, the TA program for the region is estimated at \$4.2 and \$4.3 million respectively.

To address the short term need to ensure that the MAG-TA funding is programmed, a short term methodology was developed. To fully develop the MAG-TA program to meet the regional needs and preferences for the long term, an additional methodology is now under development. The detail of the short term programming is included, and an outline of the expected long term program development is provided.

Short Term: With the enactment of MAP-21, the Transportation Enhancements (TEA) and Safe Routes to School (SRTS) programs have sunset. Previously, the Arizona Department of Transportation (ADOT) had programmed projects for the TEA and SRTS programs statewide for FY2013 and 2014 to ensure proper project development. The eligible activities for the new TA program include many elements of the historic TEA and SRTS programs. The funding level for the TA program under MAP-21 is a large reduction to the state's previous TEA and SRTS program allocation. To address both the MAG responsibility for programming its MAG-TA funding allocation and to assist ADOT to ensure that currently programmed projects succeed, a balanced approach is applied.

The development timeframe for beginning new projects (typically three to five years) limits the region in collecting new projects that can obligate the federal funding by the close of FY2013 (June 28, 2013). The currently programmed TEA and SRTS projects were evaluated for project phases that are eligible to receive additional federal funding. Member agencies and ADOT were contacted and a list of the proposed project changes to the FY2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) were completed. The combination of the ADOT awarded funding and the MAG-TA funding will safeguard that the

currently awarded projects continue to completion. The balance of the MAG-TA funding from FFY2013 and 2014 will be applied to the MAG TA program in the future for the long term programming.

Long Term: The TA program allocates funding for urbanized areas to program to meet regional needs. The TA program offers funding for projects that have eligible activities that are very similar to the MAG Bicycle and Pedestrian Program that is funded by the Congestion Mitigation and Air Quality FHWA program. It also offers funding for projects that have eligible activities that are very similar to the MAG Safety Program that is funded through a sub-allocation from ADOT of FHWA Highway Safety Improvement Program funds.

For development of the program, MAG staff will meet with the Managers Federal Fund Working Group and determine priorities for the eligible activities that will be included in the MAG TA program. MAG administration will assign staff and the committee or working group(s) that will provide technical guidance. MAG staff in coordination with the committee or working group(s) will develop the evaluation and performance criteria. A **Call For Projects** will be scheduled for the Summer of 2013 to collect applications for FY2015, 2016, and 2017 projects. The assigned committee/working group will evaluate applications, an approved list of projects will be presented to committees and the Regional Council, and the TIP and RTP will be amended as appropriate.

Table TA: Proposed changes to the FY2011-2015 Transportation Improvement Program

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	----	No	----	Bicycle	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	----	No	----	Safety	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	----	Bicycle	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000). Total construction project cost = \$ 1,384,889.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	----	No	----	Pedestrian	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.

Changes to TIP in Red

MAG Total \$ 5,621,713 \$ - \$ 339,807 \$ 5,961,520

Total year breakouts:	2013	TA-MAG	FY2013	\$ 1,943,850
	2014	TA-MAG	FY2014	\$ 3,677,863

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 19, 2013

SUBJECT:

Development of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in the Spring by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the first draft of the Fiscal Year (FY) 2014 "MAG Programs in Brief" and the FY 2014 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete.

The Regional Council reviewed the development of the Work Program and Annual Budget at its meetings on January 30, 2013, and February 27, 2013. The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained each fiscal year through FY 2013. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. Last month MAG staff proposed that draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014 with the average CPI-U change of 2.29 percent from calendar year 2009 through 2012 applied to this overall amount. Changes in dues and assessments for individual members are due to population shifts and the application of the CPI-U. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d) of the Draft Dues and Assessments page.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2014 were first presented at the February 19, 2013, Executive Committee meeting and the February 27, 2013, Regional Council meeting. Since new projects were presented in February, the Multi-modal Level of Service Study has been added. This project description is included along with all of the newly proposed projects in the Draft FY 2014 "MAG Programs in Brief."

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is produced that allows our members to quickly decipher the financial implications of the MAG budget. The final summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the FY 2014 “MAG Programs in Brief.” The draft documents present the newly proposed projects.
- Draft FY 2014 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2014 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, and consultant pages for new and carryforward consultants.

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed dues and assessments and new projects were reviewed. MAG is presenting a draft summary for the FY 2014 budget document, “MAG Programs in Brief.” The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

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

ACTION NEEDED:

Information and input on the development of the draft fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

This item was on the March 18, 2013 MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

- # Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Mayor Michael LeVault, Youngtown, Treasurer
- # Mayor Gail Barney, Queen Creek

- * Mayor W. J. “Jim” Lane, Scottsdale
- Mayor Thomas L. Schoaf, Litchfield Park
- Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the March 13, 2013 MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

This item was on the February 27, 2013 MAG Regional Council agenda for information and input.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the February 19, 2013 MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown, Treasurer
Mayor Gail Barney, Queen Creek

Mayor W. J. "Jim" Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the February 13, 2013 MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair
Sue McDermott for Dr. Spencer Isom,
El Mirage
Matt Busby for George Hoffman, Apache
Junction
Rogene Hill for Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Wayne Anderson for 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
Patrick Banger, Gilbert
Horatio Skeete, Glendale
Brian Dalke, Goodyear

* Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dan Worth, Scottsdale
Chris Hillman, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
* Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT
Clem Ligocki for Tom Manos, Maricopa Co.
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.

This item was on the January 29, 2013, Regional Council agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Councilwoman Robin Barker,
Apache Junction
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor Gregory Mendoza, Gila River
Indian Community

Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
* Mayor Yolanda Solarez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
* Supervisor Steve Chucru, Maricopa Co.
Mayor Scott LeMarr, Paradise Valley
* Mayor Bob Barrett, Peoria
Mayor Greg Stanton, Phoenix
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe

* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mayor Michael LeVault, Youngtown
Victor Flores, State Transportation Board

Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the January 22, 2013, Regional Council Executive Committee agenda for information and input.

MEMBERS ATTENDING

* Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown, Treasurer
Mayor Gail Barney, Queen Creek

Mayor W. J. "Jim" Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
* Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the January 16, 2013 MAG Management Committee for information and input.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair
Dr. Spencer Isom, El Mirage, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Horatio Skeete, Glendale
Jim Rumpeltes for 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
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa Co.
JymeSue McLaren for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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



MAG PROGRAMS IN BRIEF

DRAFT
FY 2013-2014
Summary

Unified Planning
Work Program
& Annual Budget

March 2013



302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003



Budget Highlights

The Maricopa Association of Governments (MAG) annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparation of the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated based on MAG committee project needs and other requests and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee, and Intergovernmental Representatives for review and discussion during January and February.

Communications Program

Don't Trash Arizona Litter Prevention and Education Program. \$300,000

Concern over ugly freeway litter led elected officials to cite litter education and prevention as an important component of the Regional Transportation Plan. Don't Trash Arizona is a joint effort between the Maricopa Association of Governments and the Arizona Department of Transportation to address the economic, safety, and health impacts of freeway litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. That funding encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. Don't Trash Arizona seeks to change attitudes, awareness, and most importantly, behavior, when it comes to roadway littering.

Disability Outreach Associate. \$18,000

Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

Video Outreach Associate. \$70,000

Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, preproduction, production, and post production services along with project management. Approximately five videos would be produced within a 12-month time frame.

Environmental Program

Air Quality Technical Assistance On-Call. \$130,000

As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the

eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area asa Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. Consultant expertise may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

2014 MAG Air Quality Associate..... \$130,000

As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area asa Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

Human Services Program

HUD Application Support..... \$2,500

John Epler and Associates will provide assistance on the region's consolidated application to the United States Department of Housing and Urban Development (HUD) to support homeless assistance programs.

Transportation Division

MAG Regional Multi-modal Level of Service Map. \$125,000

TRB's National Cooperative Highway Research Program (NCHRP) Report 616: Multimodal Level of Service Analysis for Urban Streets explores a method for assessing how well an urban street serves the needs of all of its users. The method for evaluating the multimodal level of service (MMLOS) estimates the auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of readily available data and data normally gathered by an agency to assess auto and transit level of service.

MAG Transportation Performance Dashboard Platform. \$120,000

Brief Description: The MAG Transportation Dashboard Platform is intended to be a strategic, web-based portal and data repository of multimodal transportation performance information for the region. The platform will enable a dashboard interface to communicate with archived and real-time data from multiple public and private sources available. The main focus for the development of the Dashboard Platform will be visual communication products and tools to simplify complex information and make it available in a user-friendly and relevant format. These tools will enable policymakers, officials, and the public to assess the effectiveness and efficiency of the multiple investments in the regional transportation system.

MAG Regional Transportation Plan 2016. \$500,000

The next Regional Transportation Plan update represents the next generation and refresh of this important document since its current edition that was adopted by the MAG Regional Council in November 2003. Although there have been updates to the Plan in 2005, 2006, 2008, 2010 and 2013, there has been considerable change in the available funding for regional transportation facilities, greater demands for better transit integration (based upon the successes of light rail transportation), a larger transportation planning area related to expanding MAG's boundaries into Pinal County, designation of Interstate 11 as a new northwest-southeast corridor for the region providing connections throughout the Intermountain West, and new federal policies significantly expanding the role of performance-based and scenario planning into a region's transportation planning process. New land use and socioeconomic data forecasts have also been identified for the region for the 2040 horizon prompting the need to evaluate this growth on the regional transportation system to determine future needs. As part of this effort, a new tool such as Metroquest will be used to enhance the public involvement aspects of the plan. Given these factors, the multi-year planning for the next generation of the MAG Regional Transportation Plan is proposed to begin in FY 2014.

Off-Street Bicycle Network Guide. \$75,000

To develop a comprehensive naming, numbering and wayfinding signage guidance for the off-street bicycle and pedestrian network.

Pedestrian and Bicycle Facilities Design Assistance Program On-Call. \$300,000

The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Masterplan. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure. MAG will issue a new Request for Qualifications to develop an on-call consultant list.

Best Practices of Emergency Vehicles at Traffic Signals On-Call. \$60,000

Across the MAG region there are more than 3,000 signalized traffic signals maintained and operated by 30 jurisdictions. Some jurisdictions have installed Emergency Vehicle Preemption (EVP) equipment at

signalized intersections and also inside emergency vehicles to enable these vehicles to safely negotiate the street network with the least delay during medical emergencies.

Traffic Signal Optimization Program Associate..... \$40,000

The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants that are hired by MAG through an on-call services contract. The MAG Associate for this project would assist MAG staff coordinate TSOP projects with local agencies and would also provide technical assistance during implementation. The Associate would be a person well experienced in local agency traffic signal operations.

Traffic Signal Optimization Program On-Call..... \$300,000

The MAG Traffic Signal Optimization Program (TSOP) far successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants hired by MAG through an on-call services contract.

Road Safety Assessments On-Call. \$300,000

A select number of Road Safety Assessments (RSAs), Project Assessments (PAs) and Design Concept Reports (DCRs) will be developed for intersections and arterial corridors that experience high crash occurrences. These locations will be identified both through a comprehensive network screening process that includes a review of three years of crashes on the road network, and will also be based on recommendations by the related local agencies.

Travel Surveys-Data Application On-Call and Associate Contract. \$4,500,000 over a 3 year period

The main purpose of the on-call contracts will be to collect regional travel data by conducting household and establishment travel surveys. Travel surveys are the main data source for the development and update of the regional transportation forecasting models. They also are the only source of the detailed travel demand and travel behavior information for the region. Complementary areas of expertise will include management and application of the collected data sets. The project is designed to ensure relevancy of the regional travel forecast for ongoing and future planning work and provide data sets necessary for maintaining updated travel forecasting models and relevant transportation system analyses. The travel survey data are fundamental for fulfilling applicable regulatory obligations, providing the best possible service to MAG member agencies, Federal and local planning authorities, the professional community, and the general public at large.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

Revised

DATE:

March 25, 2013

SUBJECT:

MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area

SUMMARY:

The MAG 2013 Carbon Monoxide Maintenance Plan has been prepared in accordance with Section 175A(b) of the Clean Air Act. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The Maricopa County nonattainment area has attained the National Ambient Air Quality Standards for carbon monoxide and was redesignated as a maintenance area by the Environmental Protection Agency (EPA) on April 8, 2005.

Section 175A(b) of the Clean Air Act requires that eight years after the redesignation of an area as an attainment area, an additional plan revision for maintaining the primary standard for ten years after the expiration of the initial ten year period be submitted to EPA. The MAG 2013 Carbon Monoxide Maintenance Plan demonstrates continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour concentration of 4.0 parts per million against a standard of 9.0. The plan also establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area. A resolution to adopt the MAG 2013 Carbon Monoxide Maintenance Plan is attached.

PUBLIC INPUT:

On February 19, 2013, a public hearing was conducted on the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. The draft document was made available for public review on January 18, 2013. No public comments were received.

On March 21, 2013, comments were received from a citizen indicating that the MAG 2013 Carbon Monoxide Maintenance Plan bases its conclusions on the data collected at various air quality monitoring stations within Maricopa County. One of the largest contributors to the carbon monoxide emissions is the Imsamet aluminum recycling plant in Goodyear at the corner of Estrella Parkway and MC 85, yet there is no monitoring station within miles of this facility. The MAG 2013 Carbon Monoxide Maintenance Plan should reevaluate the location of the monitoring stations on an annual or biannual basis and add stations as required due to the growth of the county population and concern for the public's health. Before the adoption of the MAG 2013 Carbon Monoxide Maintenance Plan, provisions should be made to monitor the area adjacent to the Imsamet site. The last time an inventory of carbon monoxide emissions was taken from the plant was early 2000 when the only health risk was to the cotton fields. There is commercial retail, spring training camps, residential subdivisions, and public facilities close to the site today that were not there ten years ago. Please consider a motion at your meeting to amend the plan with a new monitoring location near the site.

PROS & CONS:

PROS: The MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area demonstrates that the carbon monoxide standards will continue to be met through 2025 with the existing maintenance measures from the MAG 2003 Carbon Monoxide Maintenance Plan, which was approved

by EPA on April 8, 2005. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996.

CONS: If the MAG 2013 Carbon Monoxide Maintenance Plan is not submitted, the region will not have met the requirements in Section 175A(b) of the Clean Air Act.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG 2013 Carbon Monoxide Maintenance Plan relies on a series of technical analyses to demonstrate maintenance of the carbon monoxide standards through 2025. Three different modeling analyses were performed to estimate the effects of growth and emission reduction strategies on future carbon monoxide concentrations in the Maricopa County area. Two weight of the evidence evaluations were also conducted using actual trends in air quality and meteorological data. The results of these tests indicate continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour carbon monoxide concentration of 4.0 parts per million. The plan also establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area.

POLICY: The MAG 2013 Carbon Monoxide Maintenance Plan is the second maintenance plan and covers the years 2016 through 2025. No additional measures were necessary to demonstrate that the standards would continue to be met through 2025. The maximum 2025 eight-hour carbon monoxide concentration of 4.0 parts per million is less the half of the 9.0 parts per million standard. The new motor vehicle emissions budget will be useful in demonstrating conformity for the Transportation Improvement Program and Regional Transportation Plan. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996.

ACTION NEEDED:

Adoption of the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

PRIOR COMMITTEE ACTIONS:

Management Committee: On March 13, 2013, the MAG Management Committee unanimously recommended adoption of the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

Air Quality Technical Advisory Committee: On February 28, 2013, the MAG Air Quality Technical Advisory Committee reviewed the transcript from the public hearing. No public comments were received. The Air Quality Technical Advisory Committee then unanimously recommended adoption of the Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

MEMBERS ATTENDING

- Oddvar Tveit, Tempe, Chairman
- # Elizabeth Biggins-Ramer, Buckeye, Vice Chair
- Daniel Culotta, Avondale
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Jessica Koberna, Gilbert
- Doug Kukino, Glendale
- * Cato Esquivel, Goodyear
- # Greg Edwards for Scott Bouchie, Mesa
- # Javier Setovich for William Mattingly, Peoria
- * Philip McNeely, Phoenix
- Tim Conner, Scottsdale
- # Antonio DeLaCruz, Surprise
- # Lloyce Robinson, Youngtown
- Ramona Simpson, Queen Creek
- * American Lung Association of Arizona
- Kristin Watt, Salt River Project
- Rebecca Hudson, Southwest Gas Corporation
- Ann Carlton for Mark Hajduk, Arizona Public Service Company
- * # Gina Grey, Western States Petroleum Association
- Robert Forrest, Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Association
- * Jeannette Fish, Maricopa County Farm Bureau

- * Steve Trussell, Arizona Rock Products Association
- * Amy Bratt, Greater Phoenix Chamber of Commerce
- # Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
- * Mannie Carpenter, Valley Forward
- Kai Umeda, University of Arizona Cooperative Extension
- Beverly Chenausky, Arizona Department of Transportation
- Diane Arnst, Arizona Department of Environmental Quality
- * Environmental Protection Agency
- Jo Crumbaker, Maricopa County Air Quality Department
- Michelle Wilson, Arizona Department of Weights and Measures
- Ed Stillings, Federal Highway Administration
- Mariana Garay for Judi Nelson, Arizona State University
- Stan Belone for Christopher Horan, Salt River Pima-Maricopa Indian Community

* Those members neither present nor represented by proxy.

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

CONTACT PERSON:

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

RESOLUTION TO ADOPT THE MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA

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

WHEREAS, the Governor of Arizona designated MAG as the regional air quality planning agency and metropolitan planning organization for transportation in Maricopa County; and

WHEREAS, the Maricopa County nonattainment area was reclassified by the U.S. Environmental Protection Agency as a Maintenance Area for carbon monoxide in 2005 in accordance with the Clean Air Act; and

WHEREAS, the Maricopa County Maintenance Area has had no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996; and

WHEREAS, MAG has prepared the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area, including the modeling maintenance demonstration through 2025; and

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

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

SECTION 1. That the MAG Regional Council adopts the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area.

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

PASSED AND ADOPTED BY THE REGIONAL COUNCIL OF THE MARICOPA ASSOCIATION OF GOVERNMENTS THIS TWENTY-SEVENTH DAY OF MARCH 2013.

Marie Lopez Rogers
Chair, MAG Regional Council
Mayor of Avondale

ATTEST:

Dennis W. Smith
Executive Director, MAG

DRAFT

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA**

FEBRUARY 2013



MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN FOR THE MARICOPA COUNTY AREA

Prepared by:



February 2013

Technical Assistance Provided By:

**Arizona Department of Environmental Quality
Arizona Department of Transportation
Maricopa County Air Quality Department
U.S. Environmental Protection Agency**

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA**

TABLE OF CONTENTS

<u>CHAPTER</u>		<u>PAGE</u>
ONE	INTRODUCTION	1-1
	OUTLINE OF THE MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN.....	1-1
TWO	CONTINUED ATTAINMENT OF THE CARBON MONOXIDE STANDARDS	2-1
	HISTORICAL PERSPECTIVE.....	2-1
	CARBON MONOXIDE MONITORING NETWORK.....	2-1
	MONITORING RESULTS AND CONTINUED ATTAINMENT DEMONSTRATION.....	2-2
	QUALITY ASSURANCE PROGRAM.....	2-2
THREE	MAINTENANCE PLAN	3-1
	MAINTENANCE PLAN CONTROL MEASURES.....	3-1
	EMISSIONS INVENTORIES.....	3-3
	MAINTENANCE DEMONSTRATION.....	3-5
	MONITORING NETWORK AND VERIFICATION OF CONTINUED ATTAINMENT.....	3-17
	CONTINGENCY PROVISIONS.....	3-19
	TRANSPORTATION CONFORMITY BUDGET.....	3-20
	SUBSEQUENT MAINTENANCE PLAN REVISIONS.....	3-22
	REFERENCES.....	3-23

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA**

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
2-1 2008 Carbon Monoxide Monitoring Data Summary for the Maricopa County Maintenance Area.....	2-3
2-2 2009 Carbon Monoxide Monitoring Data Summary for the Maricopa County Maintenance Area.....	2-4
2-3 2010 Carbon Monoxide Monitoring Data Summary for the Maricopa County Maintenance Area.....	2-5
2-4 2011 Carbon Monoxide Monitoring Data Summary for the Maricopa County Maintenance Area.....	2-6
3-1 Maintenance Measures in the 2013 Carbon Monoxide Maintenance Plan.	3-2
3-2 Average Weekday Emissions during the Winter Season in the Carbon Monoxide Modeling Domain.....	3-4
3-3 Average Weekday Emissions during the Winter Season in the Carbon Monoxide Maintenance Area.	3-4
3-4 Total Carbon Monoxide Emissions in the Carbon Monoxide Modeling Domain.....	3-10
3-5 UAM/CAL3QHC Maximum Eight-Hour Carbon Monoxide Concentration Adjustments and Scaled Estimates for 2025.....	3-10
3-6 Maximum CAL3QHC Eight-Hour Carbon Monoxide Concentrations in 2025.	3-12
3-7 Second Highest Eight-Hour Carbon Monoxide Concentrations at Monitors in Maricopa County for 1996-2011.....	3-13
3-8 Carbon Monoxide Monitoring Sites in Maricopa County.....	3-18

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA**

LIST OF FIGURES

<u>FIGURE</u>		<u>PAGE</u>
2-1.	Carbon Monoxide Maintenance Area and Carbon Monoxide Monitoring Sites.	2-7
2-2.	Carbon Monoxide Trends (2004-2011).	2-8
3-1.	2008 and 2025 Carbon Monoxide Emissions by Source Category for the Carbon Monoxide Modeling Domain.	3-6
3-2.	2008 and 2025 Carbon Monoxide Emissions by Source Category for the Carbon Monoxide Maintenance Area.	3-6
3-3.	Carbon Monoxide Modeling Domain and Maintenance Area.	3-8
3-4.	Historical One-Hour and Eight-Hour Carbon Monoxide Monitoring Data and Projections for the West Phoenix Monitoring Site.	3-14
3-5.	Normalized Diurnal Cycles of Wind Speed, Temperature, Mixing Height and Maximum Eight-Hour Carbon Monoxide Concentrations.	3-16

**MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN FOR THE MARICOPA
COUNTY AREA**

APPENDICES

APPENDIX A

Exhibit 1: 2008 Periodic Emissions Inventory for Carbon Monoxide for the Maricopa County, Arizona Maintenance Area. Maricopa County Air Quality Department. November 2012.

Exhibit 2: Technical Support Document in Support of the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. February 2013.

APPENDIX B

Exhibit 1: Public Hearing Process Documentation

Exhibit 2: Certification of Adoption

CHAPTER ONE

INTRODUCTION

The Maricopa County nonattainment area has attained the National Ambient Air Quality Standards for carbon monoxide and has been redesignated as a maintenance area by the Environmental Protection Agency (EPA). In 1978, the Governor of Arizona designated the Maricopa Association of Governments (MAG) as the lead air quality planning agency for Maricopa County in accordance with the Clean Air Act Section 174(a). Together with the State, MAG is responsible for determining which elements of the State Implementation Plan will be planned, implemented and enforced by State and local governments in Arizona. In 1992, the Arizona Legislature recertified MAG as the regional air quality planning agency in accordance with Section 174 of the 1990 Clean Air Act Amendments (A.R.S. Section 49-406A.). MAG coordinates with the Arizona Department of Environmental Quality, Arizona Department of Transportation, and the Maricopa County Air Quality Department in developing the plans necessary to attain and maintain the national standards.

There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the eight-hour standard since 1996. The Revised MAG 1999 Serious Area Carbon Monoxide Plan demonstrated attainment by 2000 and was submitted to EPA in 2001. The MAG Carbon Monoxide Redesignation Request and Maintenance Plan demonstrated maintenance of the carbon monoxide standards through 2015 and was submitted to EPA in 2003. On March 9, 2005, EPA published final approval of the Serious Area Plan, Maintenance Plan, and redesignation of the Maricopa County area to attainment status, effective April 8, 2005.

Section 175A(b) of the Clean Air Act requires that eight years after redesignation of an area as an attainment area, an additional plan revision for maintaining the primary air quality standard for ten years after the expiration of the initial ten year period must be submitted to EPA. In accordance with the Clean Air Act, the MAG 2013 Carbon Monoxide Maintenance Plan has been prepared. The plan demonstrates continued maintenance of the carbon monoxide standards through 2025 with a maximum eight-hour concentration of 4.0 parts per million and establishes a 2025 motor vehicle emissions budget of 559.4 metric tons per day for the carbon monoxide maintenance area.

OUTLINE OF THE MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN

The purpose of this document is to present the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. The plan was prepared to address the relevant portions of the September 4, 1992 EPA memorandum entitled, "Procedures for Processing Requests to Redesignate Areas to Attainment" that are pertinent to maintenance plans.

The MAG 2013 Carbon Monoxide Maintenance Plan is composed of the following major sections:

1. Introduction (This Chapter) - Includes a general discussion of the prior Serious Area Plan and Maintenance Plan approvals, redesignation to attainment status, and the outline of the MAG 2013 Carbon Monoxide Maintenance Plan.
2. Continued Attainment of the Carbon Monoxide Standards - Includes the historical perspective; carbon monoxide monitoring network; monitoring results and continued attainment demonstration; and quality assurance program.
3. Maintenance Plan - Includes the maintenance plan control measures; emissions inventories; maintenance demonstration; monitoring network and verification of continued attainment; contingency provisions; transportation conformity budget; and subsequent maintenance plan revisions.

CHAPTER TWO

CONTINUED ATTAINMENT OF THE CARBON MONOXIDE STANDARDS

Attainment of the National Ambient Air Quality Standards for carbon monoxide (CO) is demonstrated when two consecutive years of monitoring data for each site show no more than one exceedance per year of the eight-hour (9 ppm) and one-hour (35 ppm) standards. The following information demonstrates that the Maricopa County maintenance area has continued to attain the national standards for carbon monoxide for the past 15 years. This is based on quality assured monitoring data representing all carbon monoxide monitoring locations in the maintenance area.

HISTORICAL PERSPECTIVE

Data from the regional monitoring network indicates that the Maricopa County maintenance area has not experienced a violation of the eight-hour standard for carbon monoxide since 1996. The last violation of the one-hour standard was recorded in 1984. In addition, both the frequency of exceedance days and the magnitude of observed CO concentrations have declined dramatically since air quality monitoring began in the late 1960's.

In contrast to the lack of eight-hour violations since 1996, eighty-six exceedance days were recorded in 1984. There was a noticeable decline in the number of exceedance days from 1984 through 1990. In 1994 through 1996 period, there were a total of eight exceedance days, three each in 1994 and 1995, and two in 1996. There were two violation sites in 1994 (West Indian School and West Phoenix sites), and one each in 1995 and 1996 (both at the Phoenix Grand Avenue microscale monitor). A single exceedance of the eight-hour standard occurred in 1999 at the Phoenix Grand Avenue site, but this one exceedance did not constitute a violation of the standard. There have been no exceedances of the CO standard since 1999.

The Maricopa County maintenance area has been in attainment of the National Ambient Air Quality Standards for carbon monoxide since 1997 and has had a continuous downward trend in concentrations. In the past ten years, the annual eight-hour maximum concentration has decreased by approximately 57 percent, from 7.5 ppm in 2001 to 3.2 ppm in 2011. Since 2008, the maximum eight-hour concentrations reported at the CO monitoring locations have been less than half of the 9 ppm standard (9.4 ppm due to rounding).

CARBON MONOXIDE MONITORING NETWORK

The ambient air monitoring network for carbon monoxide in the Maricopa County maintenance area consists of 12 State and Local Air Monitoring Stations (SLAMS). The Buckeye station is located west of the maintenance area in Maricopa County and also monitors carbon monoxide. Twelve of these sites are operated by the Maricopa County

Air Quality Department and one monitor is operated by the Arizona Department of Environmental Quality. The CO monitoring sites are identified, along with summary data from 2008 through 2011, in Tables 2-1 through 2-4. Figure 2-1 shows the geographical distribution of the regional monitoring network.

MONITORING RESULTS AND CONTINUED ATTAINMENT DEMONSTRATION

The monitoring data presented in Tables 2-1 through 2-4 verify that the Maricopa County maintenance area has remained in attainment of the national standards for carbon monoxide, in accordance with the federal requirements of 40 CFR 50.8. Data recovery rates for the monitors exceed the 75 percent completeness requirements for all years and all state and federal quality assurance procedures have been followed. Figure 2-2 illustrates the downward trend in the second-highest carbon monoxide concentrations at all monitors in the maintenance area.

QUALITY ASSURANCE PROGRAM

Carbon monoxide data for the Maricopa County area has been collected and quality-assured in accordance with 40 CFR, Part 58, Appendix A “Quality Assurance Requirements for SLAMS, SPMs, and PSD Air Monitoring” and EPA’s “Quality Assurance Handbook for Air Pollution Measurement Systems: Volume II: Ambient Air Quality Monitoring Program”. The data are recorded in the EPA Air Quality System and are available for public review through sources such as the EPA AirData website and air quality monitoring reports produced by the Maricopa County Air Quality Department and the Arizona Department of Environmental Quality.

TABLE 2-1

**2008 CARBON MONOXIDE MONITORING DATA SUMMARY
FOR THE MARICOPA COUNTY MAINTENANCE AREA
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM***

Site Name	1-Hour		8-Hour	
	Max ppm	2 nd Max ppm	Max ppm	2 nd Max ppm
Buckeye, 26449 W. 100 th Dr. ^{s+}	0.7	0.7	0.5	0.5
Central Phoenix, 1645 E. Roosevelt	3.6	3.5	2.6	2.2
Dysart, 16825 N. Dysart Rd. ^s	1.5	1.4	1.0	1.0
Glendale, 6001 W. Olive ^s	2.1	2.0	1.6	1.5
Greenwood, 1128 N. 27 th Ave.	3.0	3.0	2.7	2.4
JLG Supersite, 4530 N. 17 th Ave.	3.1	3.1	2.5	2.4
Mesa, 310 S. Brooks ^s	1.7	1.7	1.4	1.3
North Phoenix, 601 E. Butler Dr. ^s	2.1	2.0	1.3	1.3
South Phoenix, 33 W. Tamarisk Ave. ^s	3.7	3.2	2.2	2.0
South Scottsdale, 2857 N. Miller Rd. ^s	2.0	2.0	1.5	1.4
Tempe, 1525 S. College Ave. ^s	2.4	2.3	1.8	1.4
West Chandler, 275 S. Ellis ^s	1.8	1.7	1.4	1.4
West Indian School, 3315 W. Indian School Rd.	3.9	3.6	2.8	2.8
West Phoenix, 3847 W. Earll	4.7	4.5	3.1	3.0

* Due to mathematical rounding, values ≥ 35.5 and 9.5 ppm are necessary to exceed the standard.

^s Seasonal monitor operating September 1st to April 1st.

⁺ The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

TABLE 2-2

**2009 CARBON MONOXIDE MONITORING DATA SUMMARY
FOR THE MARICOPA COUNTY MAINTENANCE AREA
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM***

Site Name	1-Hour		8-Hour	
	Max ppm	2 nd Max ppm	Max ppm	2 nd Max ppm
Buckeye, 26449 W. 100 th Dr. ^{s+}	1.2	1.1	0.6	0.5
Central Phoenix, 1645 E. Roosevelt	3.6	3.0	2.2	2.1
Dysart, 16825 N. Dysart Rd. ^s	1.0	0.9	0.9	0.8
Glendale, 6001 W. Olive ^s	2.0	1.9	1.3	1.2
Greenwood, 1128 N. 27 th Ave.	3.5	3.2	2.6	2.4
JLG Supersite, 4530 N. 17 th Ave.	2.9	2.8	2.3	2.3
Mesa, 310 S. Brooks ^s	2.0	1.9	1.5	1.3
North Phoenix, 601 E. Butler Dr. ^s	5.9	2.1	1.3	1.3
South Phoenix, 33 W. Tamarisk Ave. ^s	4.1	3.4	2.6	2.2
South Scottsdale, 2857 N. Miller Rd. ^s	2.9	1.9	1.4	1.4
Tempe, 1525 S. College Ave. ^s	4.0	3.6	2.9	2.1
West Chandler, 275 S. Ellis ^s	2.1	2.1	1.7	1.5
West Indian School, 3315 W. Indian School Rd.	5.6	5.0	4.2	3.3
West Phoenix, 3847 W. Earll	4.9	4.8	4.6	3.3

* Due to mathematical rounding, values ≥ 35.5 and 9.5 ppm are necessary to exceed the standard.

^s Seasonal monitor operating September 1st to April 1st.

⁺ The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

TABLE 2-3

**2010 CARBON MONOXIDE MONITORING DATA SUMMARY
FOR THE MARICOPA COUNTY MAINTENANCE AREA
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM***

Site Name	1-Hour		8-Hour	
	Max ppm	2 nd Max ppm	Max ppm	2 nd Max ppm
Buckeye, 26449 W. 100 th Dr. ^{s+}	1.9	1.3	0.6	0.6
Central Phoenix, 1645 E. Roosevelt	3.2	3.2	2.4	2.2
Dysart, 16825 N. Dysart Rd. ^s	2.0	1.8	0.9	0.6
Glendale, 6001 W. Olive ^s	9.0	8.9	3.0	1.5
Greenwood, 1128 N. 27 th Ave.	4.3	3.9	3.0	2.3
JLG Supersite, 4530 N. 17 th Ave.	2.9	2.7	2.1	2.1
Mesa, 310 S. Brooks ^s	2.0	2.0	1.4	1.4
North Phoenix, 601 E. Butler Dr. ^s	2.9	2.4	1.7	1.6
South Phoenix, 33 W. Tamarisk Ave. ^s	4.4	4.3	3.1	3.1
South Scottsdale, 2857 N. Miller Rd. ^s	2.1	2.0	1.6	1.6
Tempe, 1525 S. College Ave. ^s	3.4	2.4	1.9	1.6
West Chandler, 275 S. Ellis ^s	2.0	2.0	1.9	1.6
West Indian School, 3315 W. Indian School Rd. (Closed June 30, 2010) [#]	3.7	3.3	2.3	2.3
West Phoenix, 3847 W. Earll	4.3	4.2	3.3	3.2

* Due to mathematical rounding, values ≥ 35.5 and 9.5 ppm are necessary to exceed the standard.

^s Seasonal monitor operating September 1st to April 1st.

[#] Less than 75 percent data available.

⁺ The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

TABLE 2-4

**2011 CARBON MONOXIDE MONITORING DATA SUMMARY
FOR THE MARICOPA COUNTY MAINTENANCE AREA
STANDARDS: 1-HOUR: 35 PPM; 8-HOUR: 9 PPM***

Site Name	1-Hour		8-Hour	
	Max ppm	2 nd Max ppm	Max ppm	2 nd Max ppm
Buckeye, 26449 W. 100 th Dr. ^{s+}	1.8	1.2	0.9	0.8
Central Phoenix, 1645 E. Roosevelt	3.8	3.5	2.1	2.1
Dysart, 16825 N. Dysart Rd. ^s	1.0	0.9	0.5	0.5
Glendale, 6001 W. Olive ^s	1.9	1.8	1.3	1.2
Greenwood, 1128 N. 27 th Ave.	3.0	2.9	2.5	2.5
JLG Supersite, 4530 N. 17 th Ave. [#]	2.5	2.5	2.3	2.1
Mesa, 310 S. Brooks ^s	1.9	1.8	1.5	1.3
North Phoenix, 601 E. Butler Dr. ^s	2.9	2.7	1.6	1.5
South Phoenix, 33 W. Tamarisk Ave. ^s	3.0	2.9	2.6	2.0
South Scottsdale, 2857 N. Miller Rd. ^s	1.8	1.7	1.4	1.3
Tempe, 1525 S. College Ave. ^s	3.6	3.4	3.2	2.9
West Chandler, 275 S. Ellis ^s	1.8	1.7	1.4	1.3
West Phoenix, 3847 W. Earll	4.4	3.9	3.0	2.9

* Due to mathematical rounding, values ≥ 35.5 and 9.5 ppm are necessary to exceed the standard.

^s Seasonal monitor operating September 1st to April 1st.

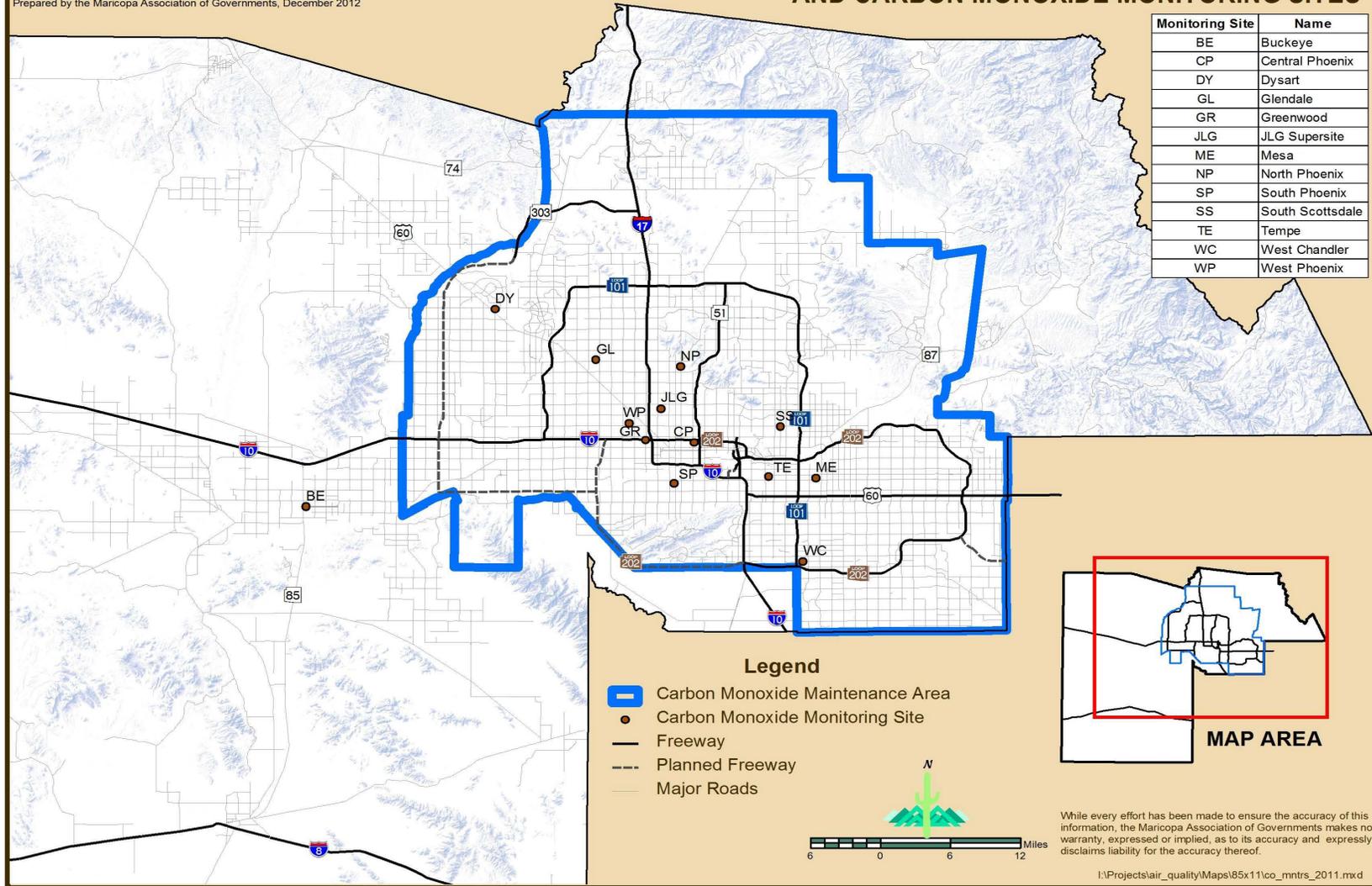
[#] Less than 75 percent data available.

⁺ The Buckeye monitor is located outside the carbon monoxide maintenance area.

Sources: Environmental Protection Agency Air Quality System; Maricopa County Air Quality Department 2008-2011 Air Monitoring Network Reviews.

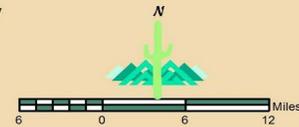
FIGURE 2-1

CARBON MONOXIDE MAINTENANCE AREA AND CARBON MONOXIDE MONITORING SITES



Monitoring Site	Name
BE	Buckeye
CP	Central Phoenix
DY	Dysart
GL	Glendale
GR	Greenwood
JLG	JLG Supersite
ME	Mesa
NP	North Phoenix
SP	South Phoenix
SS	South Scottsdale
TE	Tempe
WC	West Chandler
WP	West Phoenix

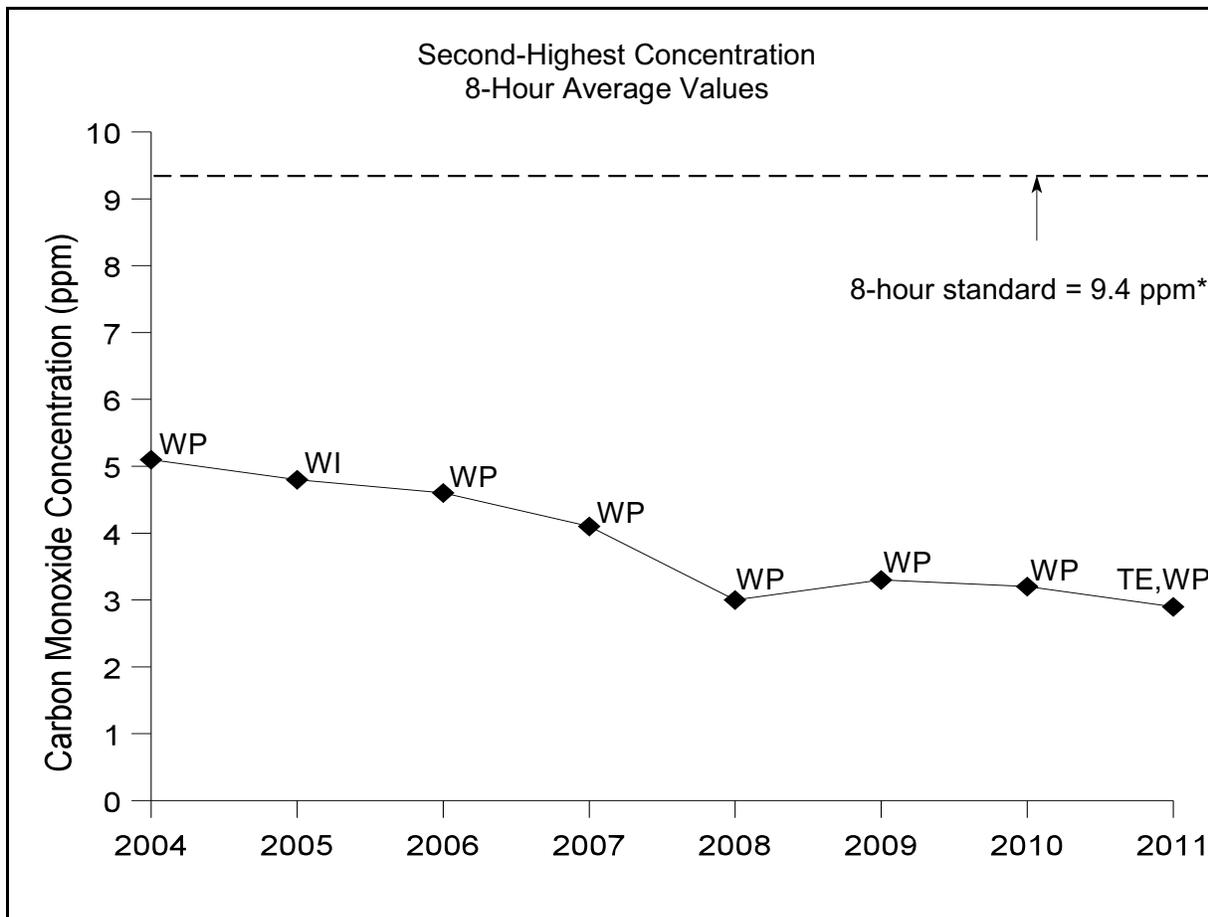
- Legend**
- Carbon Monoxide Maintenance Area
 - Carbon Monoxide Monitoring Site
 - Freeway
 - Planned Freeway
 - Major Roads



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

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FIGURE 2-2
CARBON MONOXIDE TRENDS
(2004-2011)



* Due to mathematical rounding, values ≥ 9.5 ppm are necessary to exceed the standard.

Monitors Where the Second-Highest Reading Occurred

- (TE) Tempe
- (WI) West Indian School Road
- (WP) West Phoenix

Source: Environmental Protection Agency Air Quality System.

CHAPTER THREE

MAINTENANCE PLAN

No violation of the one-hour National Ambient Air Quality Standard for carbon monoxide has occurred in Maricopa County since 1984 and no violation of the eight-hour carbon monoxide standard has been recorded at any monitor since 1996. The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency (EPA) in 2001 (MAG, 2001). The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in 2003 (MAG, 2003).

The Revised 1999 Serious Area Carbon Monoxide Plan demonstrated attainment of the carbon monoxide standards by 2000. The 2003 Carbon Monoxide Maintenance Plan demonstrated continued maintenance of the carbon monoxide standards through 2015. EPA approved the Revised 1999 Serious Area Carbon Monoxide Plan and the 2003 Carbon Monoxide Maintenance Plan and redesignated the Maricopa County area to attainment, effective April 8, 2005 (EPA, 2005).

Section 175A(b) of the Clean Air Act Amendments states that *“8 years after redesignation of any area as an attainment area under section 107(d), the State shall submit to the Administrator an additional revision of the applicable State implementation plan for maintaining the national primary ambient air quality standard for 10 years after the expiration of the initial 10-year period”*. Thus, a second carbon monoxide maintenance plan for the years 2016 through 2025 for the Maricopa county area is required for submittal to EPA by April 8, 2013.

This second carbon monoxide maintenance plan (hereafter referred to as the 2013 CO Maintenance Plan) demonstrates maintenance of the National Ambient Air Quality Standards for carbon monoxide in the Maricopa County area through 2025 and establishes a 2025 conformity budget for onroad mobile source emissions using the latest version of the EPA Motor Vehicle Emission Simulator (MOVES) model, MOVES2010b. The 2008 Periodic Emissions Inventory for Carbon Monoxide for the Maricopa County, Arizona Maintenance Area is also included in Appendix A, Exhibit 1.

MAINTENANCE PLAN CONTROL MEASURES

The Maricopa County area will continue to implement the maintenance measures in the 2003 Carbon Monoxide Maintenance Plan. The first nine measures in Table 3-1 were used for numeric credit in demonstrating maintenance of the carbon monoxide standards through 2015. These measures are described in Chapter Two of the 2003 CO Maintenance Plan. The tenth measure, Expansion of Area A Boundaries, was one of three contingency measures in the 2003 Carbon Monoxide Maintenance Plan. This measure is described in Section VII-2-2 of the Technical Support Document in Appendix A, Exhibit

**TABLE 3-1
MAINTENANCE MEASURES IN THE 2013 CARBON MONOXIDE MAINTENANCE
PLAN**

- | | |
|-----|--|
| 1. | California Phase 2 Reformulated Gasoline with 3.5% Oxygen Content From November 1 Through March 31 |
| 2. | Off-Road Vehicle and Engine Standards |
| 3. | Phased-In Emission Test Cutpoints |
| 4. | One-time Waiver from Vehicle Emissions Test |
| 5. | Defer Emissions Associated with Government Activities |
| 6. | Coordinate Traffic Signal Systems |
| 7. | Develop Intelligent Transportation Systems |
| 8. | Tougher Enforcement of Vehicle Registration and Emissions Test Compliance |
| 9. | Clean Burning Fireplace Ordinances |
| 10. | Expansion of Area A Boundaries |

2 of the 2003 Carbon Monoxide Maintenance Plan (MAG, 2003). The reason for converting this measure from contingency to maintenance in the 2013 Carbon Monoxide Maintenance Plan is discussed below.

In November 2012, EPA proposed to approve the 110(l) SIP revision submitted by the Arizona Department of Environmental Quality (ADEQ, 2009; ADEQ, 2011) that will eliminate the requirement for motorcycles to participate in the Arizona vehicle emissions inspection and maintenance (VEI) program (EPA, 2012a). EPA has indicated that the benefits of the contingency measure, Expansion of Area A Boundaries, in the 2003 Carbon Monoxide Maintenance Plan may be used to offset the increase in emissions attributable to the exemption of motorcycles from the VEI program. Like other contingency measures in the 2013 CO Maintenance Plan, this measure was implemented early, in accordance with EPA guidance (EPA, 1993).

Therefore, the Expansion of Area A Boundaries is included as a maintenance measure in the 2013 Carbon Monoxide Maintenance Plan. As discussed in the Contingency Provisions section of this chapter, ADEQ has made a commitment to re-institute the VEI program requirement for motorcycles, if there is a future violation of the carbon monoxide standard.

EMISSIONS INVENTORIES

The emissions inventories used in performing the maintenance demonstration are presented in Table 3-2, for 2006, 2008, 2015 and 2025 in the carbon monoxide modeling domain, and Table 3-3, for 2008 and 2025 in the CO maintenance area. The 2008 emissions in both tables are based on the latest periodic emissions inventory (PEI) for carbon monoxide (CO) contained in Appendix A, Exhibit 1 (MCAQD, 2012). The PEI estimates CO emissions for a typical weekday during the winter months, November - January.

Emission reduction credit for two measures in Table 3-1, California Phase 2 Reformulated Gasoline and Off-Road Vehicle and Engine Standards, is reflected in the emissions inventories shown in Tables 3-2 and 3-3. The EPA MOVES2010b model estimates that California Phase 2 Reformulated Gasoline will reduce CO emissions by 128.9 metric tons per day in 2025, a reduction in CO maintenance area emissions of about 17 percent. The EPA NONROAD2008a model estimates that Off-Road Vehicle and Engine Standards will reduce CO emissions by 15.0 metric tons per day in 2025, which represents a two percent reduction in CO maintenance area emissions.

While other maintenance measures in Table 3-1 will continue to be implemented, their collective carbon monoxide reduction impact in 2025 is anticipated to be less than one percent. Therefore, no numeric credit has been taken for these measures in the maintenance demonstration. In addition to Reformulated Gasoline and Off-Road Vehicle and Engine Standards, the maintenance demonstration in this plan is dependent upon the emission reduction benefits of tighter federal emission standards for new onroad and nonroad engines, fuel requirements, and continuing fleet turnover to lower emissions from onroad and nonroad vehicles. These emission reduction benefits are reflected in the onroad and nonroad emissions shown in Tables 3-2 and 3-3.

**TABLE 3-2
AVERAGE WEEKDAY EMISSIONS DURING THE WINTER SEASON
IN THE CARBON MONOXIDE MODELING DOMAIN**

Source Category	CO Emissions (metric tons/day)			
	2006	2008	2015	2025
Point	0.4	0.7	18.0	18.0
Area	26.4	25.8	29.6	33.1
Nonroad	227.1	187.0	133.1	129.4
Onroad	549.1	410.0	297.9	223.4
Total	803.0	623.5	478.6	403.9

**TABLE 3-3
AVERAGE WEEKDAY EMISSIONS DURING THE WINTER SEASON
IN THE CARBON MONOXIDE MAINTENANCE AREA**

Source Category	CO Emissions (metric tons/day)	
	2008	2025
Point	0.7	19.8
Area	37.8	47.3
Nonroad	281.5	213.1
Onroad	581.6	359.4
Total	901.6	639.6

The data used to derive growth factors for estimating point and area source emissions were derived from the MAG Socioeconomic Projections of Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone in Maricopa County (MAG, 2007). These projections, which cover the period 2010 through 2030, are based on the 2005 Special U.S. Census conducted in Maricopa County and were approved by the MAG Regional Council in May 2007.

Onroad mobile source emissions for the 2013 Carbon Monoxide Maintenance Plan were estimated using the MOVES2010b model and traffic assignment data output by the MAG TransCAD travel demand model. The socioeconomic projections adopted by the MAG Regional Council in 2007 were also used as input to the travel demand model.

Nonroad equipment emissions were developed with the EPA NONROAD2008a model, using default NONROAD2008a activity growth rates for Maricopa County, with one exception. Equipment population and activity levels for commercial lawn and garden equipment were based on a survey performed as part of Cap and Trade Oversight Committee work (ENVIRON, 2003).

The Emissions and Dispersion Modeling System (EDMS) and Federal Aviation Administration Terminal Area Forecast system database were used to estimate future emissions for all airports, except Luke Air Force Base (AFB). Luke AFB emissions were derived from the 2008 Mobile Source Emissions Inventory for Luke AFB (Weston, 2010) and the F-35A Training Basing Environmental Impact Statement (USAF, 2012).

Details regarding the technical inputs and assumptions used in preparing the emissions inventories are provided in Chapter II of the TSD (Appendix A, Exhibit 2). The percentage contributions of CO emissions by source category are illustrated in Figures 3-1 and 3-2 for the CO modeling domain and maintenance area, respectively.

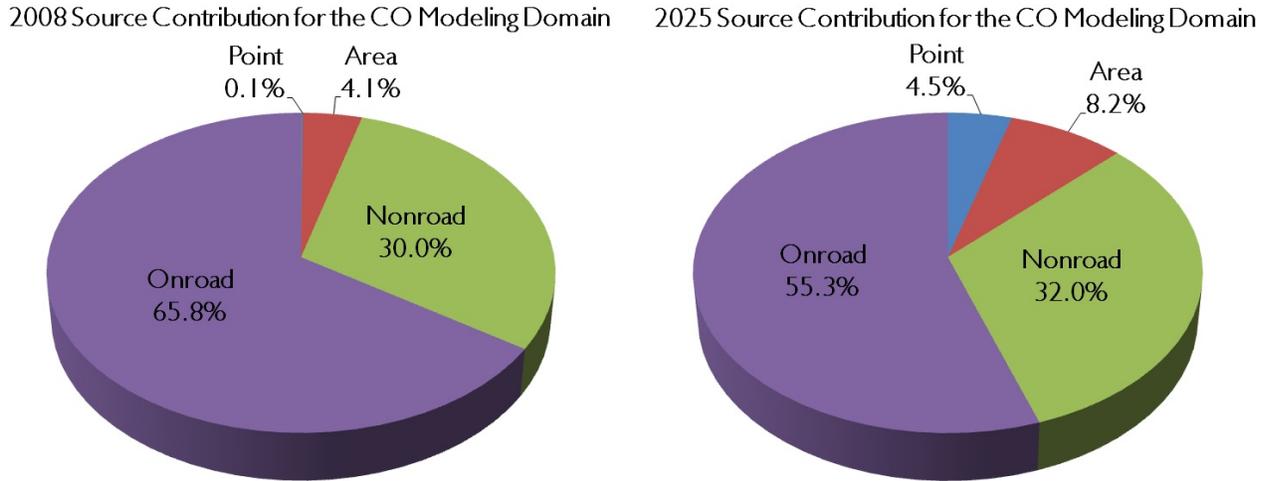
MAINTENANCE DEMONSTRATION

The 2013 Carbon Monoxide Maintenance Plan relies on a series of technical analyses to demonstrate maintenance of the National Ambient Air Quality Standards for carbon monoxide through 2025. The maintenance demonstration assumes that the measures in Table 3-1 will continue to be implemented through 2025.

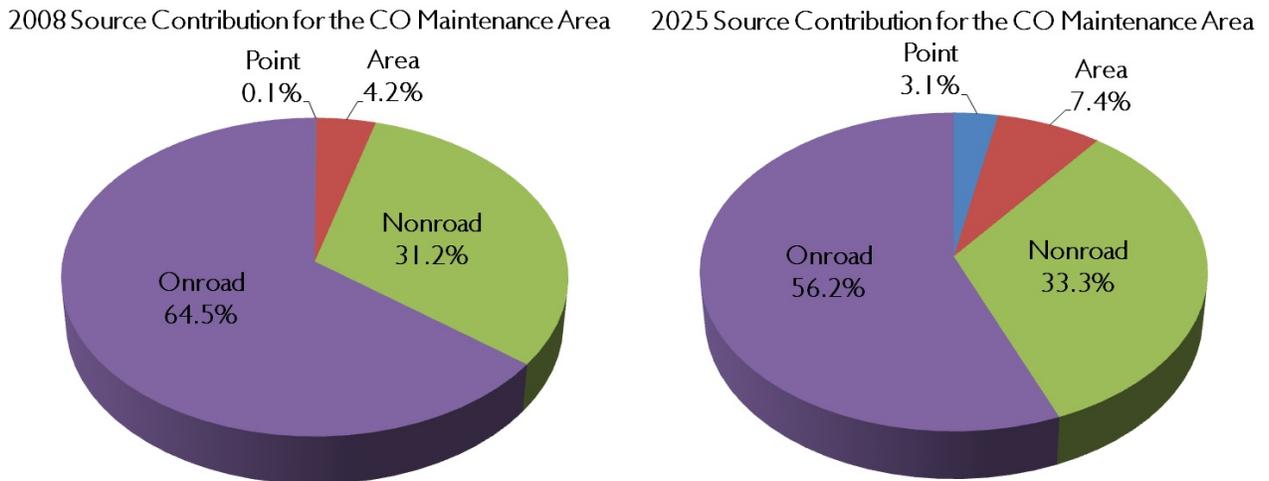
Three different modeling analyses were performed to estimate the effects of growth and emission reduction strategies on future carbon monoxide concentrations in the Maricopa County area. In addition, two weight of evidence evaluations were conducted using actual trends in air quality and meteorological data to reinforce the modeling analyses. The results of these five quantitative assessments provide assurance that there will continue to be compliance with the federal carbon monoxide standards through 2025.

A modeling protocol was developed to detail the technical approaches and assumptions to be used in demonstrating maintenance of the federal standards for carbon monoxide. The modeling protocol is contained in Appendix I of the Technical Support Document for the 2013 CO Maintenance Plan (TSD), contained in Appendix A, Exhibit 2.

**FIGURE 3-1
2008 AND 2025 CARBON MONOXIDE EMISSIONS BY SOURCE CATEGORY FOR
THE CARBON MONOXIDE MODELING DOMAIN**



**FIGURE 3-2
2008 AND 2025 CARBON MONOXIDE EMISSIONS BY SOURCE CATEGORY FOR
THE CARBON MONOXIDE MAINTENANCE AREA**



For the maintenance demonstration, two sets of carbon monoxide emissions inventories were developed representing: (1) the carbon monoxide modeling domain in 2006, 2008, 2015, and 2025 and (2) the carbon monoxide maintenance area in 2008 and 2025. The carbon monoxide modeling domain and maintenance area are illustrated in Figure 3-3. The modeling domain covers 792 square miles, while the maintenance area represents 1,814 square miles. Both of these areas are located within Maricopa County.

The 2008 Periodic Emissions Inventory for Carbon Monoxide in the Maricopa County Maintenance Area is provided in Appendix A, Exhibit 1 (MCAQD, 2012). This inventory was used to establish the 2008 base case emissions, back-cast the 2006 emissions, and project the 2015 and 2025 future emissions with control measures in place.

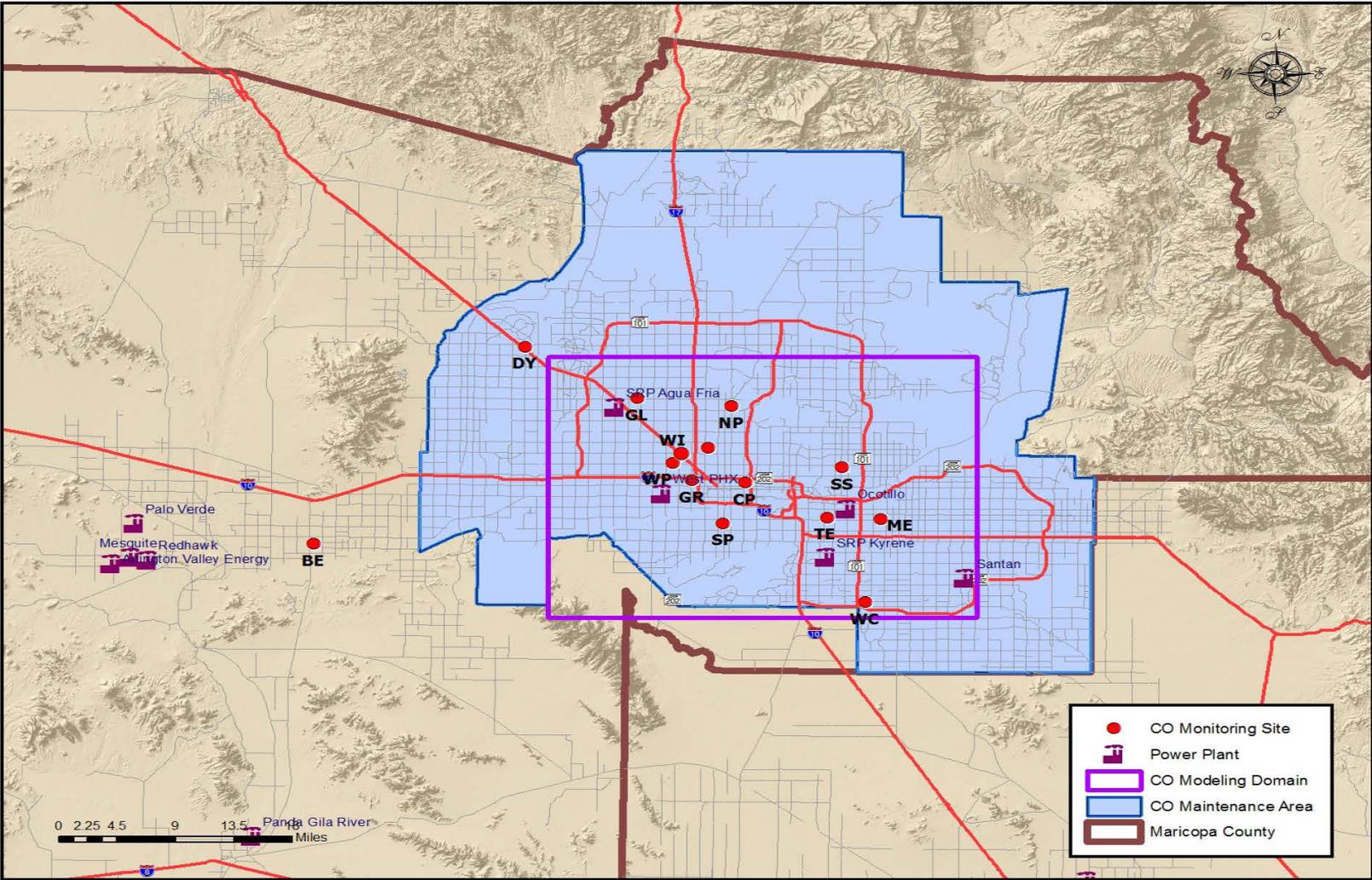
The modeling for the 2013 CO Maintenance Plan was conducted using three approaches: (1) an emissions inventory comparison, (2) a scaling of the Urban Airshed Model/CAL3QHC maximum concentration, and (3) a CAL3QHC intersection hotspot analysis. The first approach demonstrates maintenance of the standard by showing a continuing decrease in emissions levels in 2015 and 2025 compared with emissions levels in 2006 and 2008. The second approach scales the UAM/CAL3QHC maximum eight-hour concentrations for 2006 and 2015 derived from the 2003 CO Maintenance Plan based on the ratio of future year to base year total anthropogenic carbon monoxide emissions. The scaled UAM/CAL3QHC maximum concentration in 2025 was used to demonstrate maintenance of the eight-hour carbon monoxide standard.

In the third approach, CAL3QHC modeling was performed for six intersections which are expected to experience the heaviest traffic volumes and congestion in 2025. The CAL3QHC maximum eight-hour CO concentration projected for each intersection was added to the estimated background concentration for 2025. The combined background and CAL3QHC maximum eight-hour concentration at each intersection was also used to demonstrate maintenance of the eight-hour carbon monoxide standard in 2025.

In addition to the three modeling approaches described above, two weight of evidence analyses were performed to demonstrate maintenance through 2025. These include an evaluation of historical one-hour and eight-hour carbon monoxide concentration trends at monitoring sites and a regional meteorological analysis. For the first weight of evidence analysis, historical CO concentration trends for each monitoring site were developed and the trend was extended to 2015 and 2025 using regression analysis. For the second weight of evidence approach, a meteorological analysis was performed to demonstrate that the historical improvements in CO concentrations in the Maricopa County area are not due to unusually favorable meteorological conditions.

Summaries of the five technical analyses conducted as part of the maintenance demonstration are described in the subsections that follow. Details regarding these analyses and underlying technical assumptions are documented in Section IV of the TSD (Appendix A, Exhibit 2).

**FIGURE 3-3
CARBON MONOXIDE MODELING DOMAIN AND MAINTENANCE AREA**



Emissions Inventory Comparison

The emissions in the carbon monoxide modeling domain shown in Table 3-2 were estimated using the latest emissions models and planning assumptions. Table 3-4 compares the total 2006 and 2015 CO emissions in Table 3-2 with emissions derived with older models and assumptions as part of the 2003 CO Maintenance Plan. In order to estimate the maximum eight-hour CO concentration in 2025, the maximum concentration in 2006 of 5.3 ppm at the West Indian School monitor was multiplied by the ratio of 403.9 metric tons per day in 2025 divided by 803.0 tons per day in 2006. This results in an estimated maximum eight-hour concentration in the CO modeling domain of 2.7 parts per million (ppm) in 2025.

Table 3-3 indicates that total emissions in the CO maintenance area are 639.6 metric tons per day in 2025 and 901.6 metric tons per day in 2008. Applying this ratio to the maximum eight-hour CO concentration of 3.1 ppm at the West Phoenix monitor in 2008, results in an estimated maximum eight-hour CO concentration of 2.2 ppm in 2025. These two emissions inventory comparisons reveal that the maximum concentration will remain well below the eight-hour standard of 9 ppm in both the CO modeling domain and the CO maintenance area through 2025.

Scaled UAM/CAL3QHC Maximum Eight-Hour Concentrations

In the MAG 2003 CO Maintenance Plan, the eight-hour carbon monoxide concentrations in the modeling domain were estimated for the years 2006 and 2015 using the EPA-approved Urban Airshed Model (UAM) and intersection hotspot model (CAL3QHC). Since the UAM/CAL3QHC predictions were derived from the emissions inventories based on older versions of models (e.g., MOBILE6) available at the time the MAG 2003 CO Maintenance Plan was developed, emissions inventories for the years 2006 and 2015, as well as the maintenance year 2025, were newly developed, as shown in Table 3-4, using the latest versions of models and updated input data. The UAM/CAL3QHC projections for the years 2006 and 2015 were adjusted by the ratio of the new to old emissions inventory totals. The adjusted 2006 and 2015 UAM/CAL3QHC estimates from the MAG 2003 CO Maintenance Plan were scaled for the maintenance year 2025.

Although the Phoenix Grand Avenue and West Indian School monitors were deactivated in 1993 and 2010, respectively, modeling conducted for the Revised MAG 1999 Serious Area CO Plan (MAG, 2001) and the MAG 2003 CO Maintenance Plan (MAG, 2003) projected that these monitored intersections would have some of the highest levels of traffic congestion and CO concentrations in future years. In addition, the West Indian School monitor recorded the peak CO concentration of 10.5 ppm during the 1994 episode that was modeled in both plans. The adjusted and scaled maximum concentrations for these two intersections, as well as the highest eight-hour CO concentrations predicted by UAM/CAL3QHC in the modeling domain, are shown in Table 3-5. The scaled maximum UAM/CAL3QHC eight-hour CO concentration for 2025 is 4.0 ppm, which is less than half the eight-hour CO standard of 9 ppm.

**TABLE 3-4
TOTAL CARBON MONOXIDE EMISSIONS IN THE CARBON MONOXIDE MODELING
DOMAIN**

Source	Total CO Emissions (metric tons/day)		
	2006	2015	2025
2003 CO Maintenance Plan	912.3	901.2	N/A
2013 CO Maintenance Plan	803.0	478.6	403.9

**TABLE 3-5
UAM/CAL3QHC MAXIMUM EIGHT-HOUR CARBON MONOXIDE CONCENTRATION
ADJUSTMENTS AND SCALED ESTIMATES FOR 2025**

(units = ppm)

	2006		2015		2025	
	UAM/ CAL3QHC	Adjusted	UAM/ CAL3QHC	Adjusted	Based on 2006	Based on 2015
WI Monitor*	7.28	6.41	6.59	3.50	3.22	2.95
WI Receptor #9	8.25	7.26	8.08	4.29	3.65	3.62
WI Receptor #8	8.08	7.11	7.84	4.16	3.58	3.51
WI Receptor #20	7.85	6.91	7.44	3.95	3.48	3.33
PHGA Monitor**	N/A	N/A	N/A	N/A	N/A	N/A
PHGA Receptor #30	8.24	7.25	7.81	4.15	3.65	3.50
PHGA Receptor #46	8.08	7.11	7.45	3.96	3.58	3.34
PHGA Receptor #29	8.03	7.07	7.39	3.92	3.56	3.31
UAM/CAL3QHC Maximum	8.92	7.85	8.06	4.28	3.95 (rounded to 4.0)	3.61

WI = West Indian School
PHGA = Phoenix Grand Avenue

*The WI Monitor was deactivated on June 30, 2010

**The PHGA monitor values were not available (N/A) for the 1994 episode modeled with UAM/CAL3QHC (MAG, 2001; MAG, 2003), because the monitor was deactivated on March 31, 1993, due to impending reconstruction of the adjacent intersection.

*** The UAM/CAL3QHC maximum was rounded to one decimal place.

Intersection Hotspot Analysis

The three intersections projected to have the highest traffic volumes and the three intersections projected to have the worst traffic congestion were identified using the MAG TransCAD traffic assignment for the year 2025. Detailed data sets were collected for each of the six intersections and they were modeled using CAL3QHC to determine the maximum eight-hour CO concentration in 2025. The modeling input assumptions and results are detailed in Section III of the TSD (Appendix A, Exhibit 2). The background eight-hour CO concentration used for all intersections was determined to be 1.3 ppm. The maximum eight-hour CO concentration in 2025, which is the sum of the intersection maximum impact and the background concentration, was projected to be 1.7 ppm at two intersections: 16th Street and Camelback Road and Priest Drive and Southern Avenue, as shown in Table 3-6. The results from the CAL3QHC intersection hotspot analysis support the conclusion that high traffic volumes and congestion will not contribute to exceedances of the eight-hour carbon monoxide standard in 2025.

Continued Monitored Attainment

In addition to the three modeling analyses described above, MAG conducted two weight of evidence evaluations to support the maintenance demonstration. The first of these assessed the historical trends in one-hour and eight-hour concentrations measured at carbon monoxide monitors in the Maricopa County area. To demonstrate attainment, carbon monoxide concentrations at each monitor should not exceed the one-hour standard of 35 ppm more than once per year for two consecutive years. In addition, the eight-hour standard of 9 ppm can not be exceeded more than once per year for two consecutive years.

The trends in the second-highest eight-hour carbon monoxide concentrations at eighteen monitors for the years 1996 - 2011 are shown in Table 3-7. Similar tables showing the highest and second-highest one-hour CO concentrations and highest eight-hour CO concentrations recorded at these eighteen monitors are shown in Section IV-3-1 of the TSD (Appendix A, Exhibit 2). The one-hour carbon monoxide standard has not been violated at any monitor since 1984. The highest and second highest one-hour CO concentrations at all monitors in 2011 were 4.4 ppm and 3.9 ppm, respectively.

The second-highest eight-hour carbon monoxide concentration of 10.0 ppm was recorded at the Grand Avenue monitor in 1996. Since then, no monitor has violated the eight-hour CO standard. Eight-hour CO concentrations have continued to decline over the past decade. The highest and second highest eight-hour CO concentrations in 2011 were 3.2 ppm and 2.9 ppm, respectively.

To predict future concentrations based on the historical monitored carbon monoxide concentrations, a regression analysis was performed using data recorded at fourteen CO monitors for the period 1980 to 2011. The regression equations were used to project carbon monoxide concentrations to 2015 and 2025. Figure 3-4 shows the historical and projected

**TABLE 3-6
 MAXIMUM CAL3QHC EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS
 IN 2025**

(units = ppm)

Intersection	CAL3QHC Maximum One-Hour CO Concentration	Maximum Eight-Hour CO Concentration	Background CO Concentration	Total Maximum Eight-Hour CO Concentration
16 th St & Camelback Rd	0.5	0.4	1.3	1.7
107 th Ave & Grand Ave	0.4	0.3		1.6
Priest Dr & Southern Ave	0.5	0.4		1.7
7 th Ave & Van Buren St	0.4	0.3		1.6
Germann Rd & Gilbert Rd	0.4	0.3		1.6
Thomas Rd & 27 th Ave	0.4	0.3		1.6

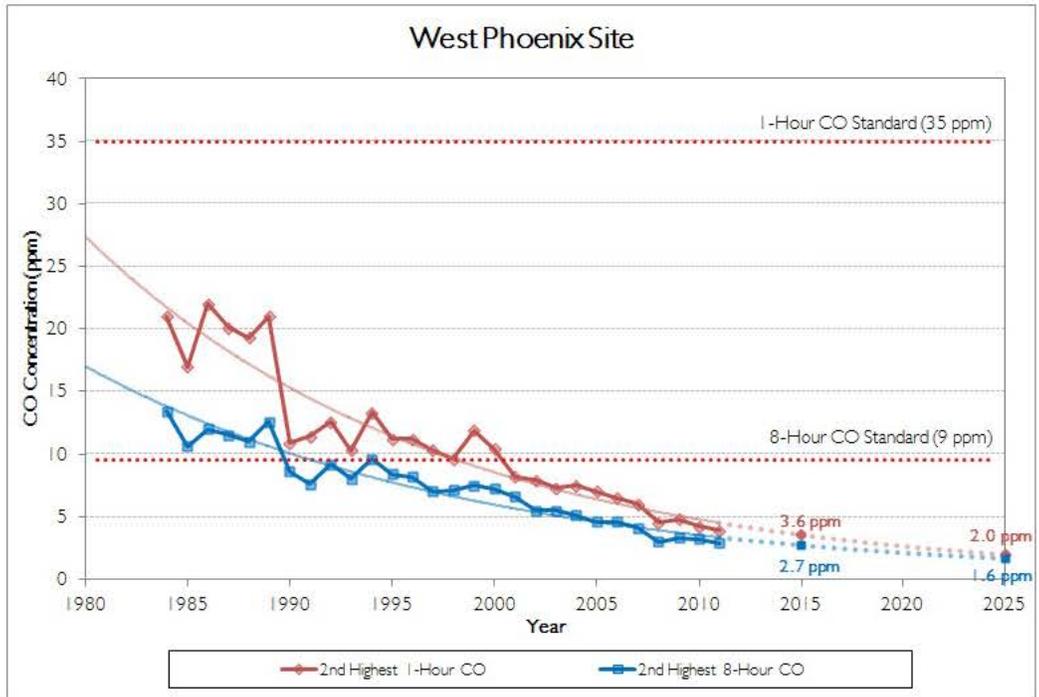
**TABLE 3-7
SECOND HIGHEST EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS AT MONITORS IN MARICOPA COUNTY
FOR 1996-2011**

(units = ppm)

Site ID	Site Name	Abbr	2 nd highest non-overlapping 8-hour CO concentrations																
			1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
04-013-0013	South Phoenix (old)*	SP	5.1	4.4	4.7	4.1													
04-013-0016	W Indian School Rd	WI	8.3	7.2	8.1	7.6	6.8	6.0	5.4	5.3	4.6	4.8	4.5	3.9	2.8	3.3	2.3		
04-013-0019	West Phoenix	WP	8.2	7.0	7.1	7.5	7.2	6.6	5.5	5.5	5.1	4.6	4.6	4.1	3.0	3.3	3.2	2.9	
04-013-0022	Grand Ave	GA	10.0	7.8	6.8	8.1	6.0	6.2	5.5										
04-013-1003	Mesa	ME	3.8	4.5	3.7	4.0	3.2	2.7	3.5	2.2	1.7	2.4	2.0	2.0	1.3	1.3	1.4	1.3	
04-013-1004	North Phoenix	NP	3.7	3.4	5.6	3.5	3.1	2.5	2.7	2.1	2.0	2.2	1.9	1.6	1.3	1.3	1.6	1.5	
04-013-2001	Glendale	GL	3.7	3.0	3.4	3.5	3.2	2.8	2.7	2.3	2.1	2.3	1.8	1.6	1.5	1.2	1.5	1.2	
04-013-3002	Central Phoenix	CP	7.5	7.2	6.3	6.0	5.2	4.1	4.1	3.8	3.3	3.8	3.2	2.9	2.2	2.1	2.2	2.1	
04-013-3003	South Scottsdale	SS	4.9	4.2	3.5	4.1	3.1	3.1	2.8	2.2	2.4	2.4	1.9	1.6	1.4	1.4	1.6	1.3	
04-013-3005	Gilbert	GI		2.2	2.7	2.4	2.0												
04-013-3006	Maryvale	MA		6.3	5.9	6.7	7.0	5.3	5.0	4.1	2.9								
04-013-3009	West Chandler (old)*	WC		2.7	2.7	2.8	2.3												
04-013-3010	Greenwood	GR		6.9	6.8	6.7	5.6	4.6	5.1	5.1	4.3	4.1	3.5	3.0	2.4	2.4	2.3	2.5	
04-013-4003	South Phoenix (new)*	SP				4.4	4.8	3.4	3.7	3.3	3.3	3.2	2.7	2.3	2.0	2.2	3.1	2.0	
04-013-4004	West Chandler (new)*	WC					2.2	2.1	2.2	2.6	2.1	2.0	2.0	1.5	1.4	1.5	1.6	1.3	
04-013-4005	Tempe	TE					3.2	3.1	3.4	2.4	1.7	2.4	2.4	1.9	1.4	2.1	1.6	2.9	
04-013-4007	Surprise	SU						1.1	1.1	0.8									
04-013-4010	Dysart	DY								1.1	1.1	1.2	0.8	1.3	1.0	0.8	0.6	0.5	
04-013-4011	Buckeye	BE									0.4	0.9	0.6	0.8	0.5	0.5	0.6	0.8	
04-013-9997	Super Site	SUPR				6.5	6.5	5.2	4.2	4.2	4.0	3.6	2.9	2.9	2.4	2.3	2.1	2.1	
Maximum			10.0	7.8	8.1	8.1	7.2	6.6	5.5	5.5	5.1	4.8	4.6	4.1	3.0	3.3	3.2	2.9	

* South Phoenix and West Chandler monitors (old) were relocated to the new South Phoenix and West Chandler sites in 1999 and 2000, respectively.

**FIGURE 3-4
HISTORICAL ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE MONITORING
DATA AND PROJECTIONS FOR THE WEST PHOENIX MONITORING SITE**



trends in the second-highest one-hour and eight-hour CO concentrations at the West Phoenix monitor. The West Phoenix site has the highest projected eight-hour CO concentrations of 2.7 ppm in 2015 and 1.6 ppm in 2025. Similar graphs for the other thirteen monitors are provided in Section IV-3-1 of the TSD (Appendix A, Exhibit 2). The projected carbon monoxide concentrations based on historical data provide additional evidence that the Maricopa County area will continue to maintain the one-hour and eight-hour standards through 2025.

Meteorological Analysis

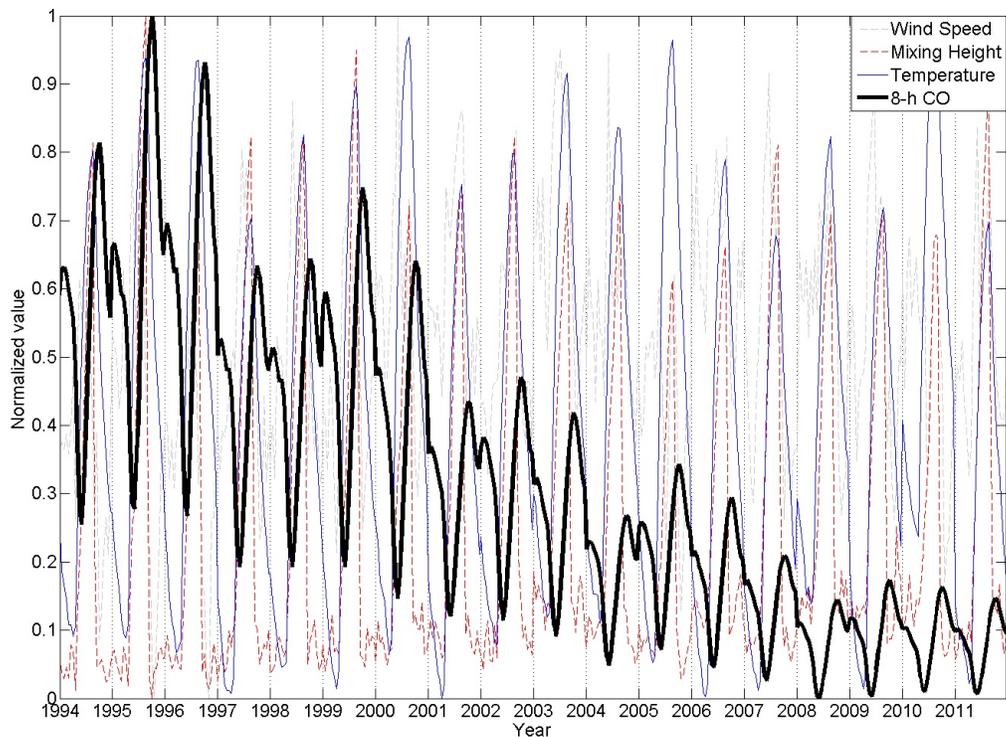
A meteorological analysis was performed to support the premise that the measured decreases in carbon monoxide concentrations are attributable to permanent and enforceable emission reductions, not unusually favorable meteorological conditions. The permanent and enforceable measures that have achieved continuing reductions in carbon monoxide concentrations, despite major increases in population, employment and vehicle travel in the region, are described in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001). For this purpose, long-term historical conditions for key meteorological parameters, including temperature, wind speed, wind direction, atmospheric stability, and mixing height, have been analyzed. The detailed results of this analysis are documented in Section IV-3-2 of the TSD (Appendix A, Exhibit 2).

Four different meteorological analyses were performed to demonstrate that the continuing trend in declining carbon monoxide concentrations in the Maricopa County area has not been due to favorable meteorological conditions. Figure 3-5 shows the results of one of these four analyses. This analysis was performed using meteorological data and eight-hour carbon monoxide concentrations for the winter seasons of 1994-2011. This graph shows clearly that maximum CO concentrations have declined, while daily wind speeds, temperatures, and mixing heights have not varied significantly over the same period.

The conclusions of the four meteorological analyses are summarized below:

- The maximum eight-hour CO concentrations have continued to decline, even though meteorological conditions during those years have not differed significantly from the 1994 episode meteorological conditions.
- The eight-hour CO concentrations have declined, while the daily variations in wind speeds, temperatures and mixing heights have not varied significantly over time.
- The one-hour CO concentrations have continued to decrease over time regardless of meteorological conditions.
- Daily maximum eight-hour CO concentrations below the CO standard were predominant during the period 1997 through 2011 under the same range of wind speeds and mixing heights.

FIGURE 3-5
NORMALIZED DIURNAL CYCLES OF WIND SPEED, TEMPERATURE, MIXING HEIGHT AND MAXIMUM EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS



Maintenance Demonstration Summary

Together, the three modeling and two weight of evidence analyses described above support a definitive conclusion that carbon monoxide concentrations will remain well below the one-hour and eight-hour standards through 2025. The following maximum eight-hour carbon monoxide concentrations were projected for 2025:

Emissions Inventory Comparison - 2.7 ppm (modeling domain); 2.2 ppm (maintenance area)

Scaled UAM/CAL3QHC Maximum Eight-Hour Concentrations - 4.0 ppm (modeling domain)

Intersection Hotspot Analysis - 1.7 ppm (near two high traffic/congested intersections)

Continued Monitored Attainment - 1.6 ppm (2nd-high at the West Phoenix monitor)

The maximum 2025 eight-hour carbon monoxide concentration projected by these four analyses was 4.0 ppm, which was based on scaled UAM/CAL3QHC modeling results from the 2003 CO Maintenance Plan. This maximum concentration in 2025 is less than half the eight-hour carbon monoxide standard of 9 ppm.

The Meteorological Analysis provides additional convincing evidence that the major reductions in carbon monoxide concentrations since 1994, despite increases in regional population, employment, and vehicle travel over this period, can be attributed to permanent and enforceable federal and local measures in the EPA-approved carbon monoxide plans for the region (MAG, 2001; MAG, 2003), rather than favorable meteorological conditions.

MONITORING NETWORK AND VERIFICATION OF CONTINUED ATTAINMENT

The ambient air quality monitoring network in Maricopa County is designed to assess the extent of air pollution, ensure compliance with national legislation, evaluate control options, and provide data for air quality modeling. In accordance with 40 CFR Part 58, the Maricopa County Air Quality Department (MCAQD) currently maintains twelve carbon monoxide monitoring sites in Maricopa County, while the Arizona Department of Environmental Quality (ADEQ) operates the Supersite in central Phoenix. Table 3-8 lists the carbon monoxide monitoring sites and their addresses.

MCAQD and ADEQ will continue to operate an appropriate air quality monitoring network to collect and provide air quality data for use in demonstrating ongoing attainment of the carbon monoxide standards. If the ambient levels of carbon monoxide concentrations rise and threaten to exceed the federal standards, the reasons for these occurrences will be investigated and appropriate actions will be taken. In compliance with 40 CFR Part 58 Subpart B, an annual air monitoring network review will be conducted to determine whether the network meets the monitoring objectives defined in Appendix D of 40 CFR Part 58, whether new sites are needed, and whether existing sites are no longer needed and can be terminated.

**TABLE 3-8
CARBON MONOXIDE MONITORING SITES IN MARICOPA COUNTY**

Site ID	Site Name	Abbr	Address	City
04-013-0016	West Indian School Rd*	WI	33 rd Ave & W Indian School Rd	Phoenix
04-013-0019	West Phoenix	WP	39 th Ave & Earll Dr	Phoenix
04-013-1003	Mesa	ME	Broadway Rd & Alma School Rd	Mesa
04-013-1004	North Phoenix	NP	7 th St & Dunlap Ave	Phoenix
04-013-2001	Glendale	GL	59 th Ave & W Olive	Glendale
04-013-3002	Central Phoenix	CP	16 th St & Roosevelt St	Phoenix
04-013-3003	South Scottsdale	SS	Miller Rd & Thomas Rd	Scottsdale
04-013-3010	Greenwood	GR	27 th Ave & Interstate 10	Phoenix
04-013-4003	South Phoenix	SP	Central Ave & Broadway Rd	Phoenix
04-013-4004	West Chandler	WC	Ellis St & Frye Rd	Chandler
04-013-4005	Tempe	TE	College Ave & Apache Blvd	Tempe
04-013-4010	Dysart	DY	Dysart Rd & Bell Rd	Surprise
04-013-4011	Buckeye	BE	Hwy 85 & MC 85	Buckeye
04-013-9997	Supersite	SUPR	4530 N 17 th Ave	Phoenix

* Closed in 2010.

CONTINGENCY PROVISIONS

Section 175A(d) of the Clean Air Act requires that the maintenance plan contain contingency provisions to ensure prompt actions to correct any violation of the carbon monoxide standard which occurs after redesignation to attainment. A contingency plan is not required to contain fully adopted contingency measures. However, the plan should contain clearly identified contingency measures to be adopted, a schedule and procedure for adoption and implementation, and a specific time limit for action by the State. In addition, specific indicators should be identified which will be used to determine when the contingency measures need to be implemented (EPA, 1992). The 2013 Carbon Monoxide Maintenance Plan addresses each of these requirements below.

Two contingency measures in this plan were also contingency measures in the EPA-approved 2003 CO Maintenance Plan: Gross Polluter Option for I/M Program Waivers and Increased Waiver Repair Limit Options (MAG, 2003). A third contingency measure, Reinstatement of the VEI Program for Motorcycles, has been added to the 2013 CO Maintenance Plan.

Consistent with EPA guidance on early implementation of contingency measures, the two contingency measures that were approved in the 2003 CO Maintenance Plan have already been implemented in the CO maintenance area (EPA, 1993). No emission reduction credit for these two contingency measures was taken in this maintenance demonstration.

A description of the contingency measures in the 2003 CO Maintenance Plan is provided in Section VII-2-2 of the Technical Support Document in Appendix A, Exhibit 2 (MAG, 2003). The reasons for converting the Expansion of Area A Boundaries from a contingency measure in the 2003 CO Maintenance Plan to a maintenance measure in the 2013 Carbon Monoxide Maintenance Plan and the addition of a new contingency measure, Reinstatement of the VEI Program for Motorcycles, are discussed below.

In November 2012, EPA proposed to approve the 110(l) SIP revision submitted by the Arizona Department of Environmental Quality (ADEQ, 2009; ADEQ, 2011) that will eliminate the requirement for motorcycles to participate in the Arizona vehicle emissions inspection and maintenance (VEI) program (EPA, 2012a). EPA has indicated that the benefits of the contingency measure, Expansion of Area A Boundaries, in the 2003 CO Maintenance Plan may be used to offset the increase in emissions attributable to the exemption of motorcycles from the VEI program. Like other contingency measures in the 2003 CO Maintenance Plan, this measure was implemented early, in accordance with EPA guidance (EPA, 1993).

The motorcycle exemption is estimated to increase total carbon monoxide emissions in Area A by 0.264 metric tons per day or 0.027 percent, while the 2003 CO Maintenance Plan estimated that the expansion of Area A boundaries mandated by S.B. 1427 in 1998 reduced total CO emissions by 0.1 percent in 2000. Since the Expansion of Area A Boundaries will be used to offset the VEI exemption, it has been converted from a contingency measure in the 2003 Maintenance Plan to a committed maintenance measure in the 2013 Carbon Monoxide Maintenance Plan.

As indicated in the ADEQ SIP revision that will exempt motorcycles from VEI testing, CAA section 175A(d) requires that the State adopt as a contingency measure any control measure that was approved in the SIP prior to redesignation, but which the State subsequently repeals or relaxes (ADEQ, 2009; EPA, 2012a). In this instance, because the EPA-approved VEI program applied to motorcycles at the time the Maricopa County area was redesignated to attainment of the carbon monoxide standards in 2005, Reinstatement of the VEI Program for Motorcycles must also be adopted as a contingency measure in the 2013 Carbon Monoxide Maintenance Plan.

The ADEQ SIP revision proposes a contingency measure to reinstate VEI testing for motorcycles in Area A if a violation of the carbon monoxide standard occurs. If a violation of the eight-hour carbon monoxide standard occurs (i.e., the second-highest reading at the same monitor over two consecutive years is 9.5 ppm or higher), reinstatement of the motorcycle VEI program will be implemented according to the following schedule: ADEQ will request that the Arizona State Legislature reinstate emissions testing of motorcycles by October following the violation. In January 2013, ADEQ will request that the Legislature enact new legislation to reinstate emissions testing of motorcycles previously exempted by the revised SIP in the Phoenix vehicle emissions testing area, beginning January 1 of the following year (ADEQ, 2009).

In general, the success of an air quality program is measured by the concentrations recorded at the monitors. In order to ensure that violations of the carbon monoxide standards do not occur in the future, ambient air quality monitoring data will be examined to determine if additional contingency measures are needed. Two verified eight-hour carbon monoxide readings exceeding 9.0 ppm at one monitor during the same winter season (November - January) will trigger consideration of additional measures, which may include the strengthening of contingency measures that have already been implemented. When the trigger is activated, additional measures would be considered on the following schedule: (A) verification of the monitoring data to be completed three months after activation of the trigger; (B) applicable measures to be considered for adoption six months after the date established in (A); and (C) resultant committed measures to be implemented within twelve months after the adoption date in (B).

TRANSPORTATION CONFORMITY BUDGET

In accordance with the 1990 Clean Air Act Amendments (CAAA), transportation conformity requirements are intended to ensure that transportation activities do not result in air quality degradation. Section 176 of the Amendments requires that transportation plans, programs, and projects conform to applicable air quality plans before the transportation action is approved by a Metropolitan Planning Organization (MPO). The designated MPO for Maricopa County is the Maricopa Association of Governments.

Section 176(c) of the 1990 CAAA provides the framework for ensuring that Federal actions conform to air quality plans under section 110. Conformity to an implementation plan means

that proposed activities must not: (1) cause or contribute to any new violation of any standard in any area, (2) increase the frequency or severity of any existing violation of any standard in any area, or (3) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

EPA transportation conformity regulations establish criteria involving comparison of projected transportation plan emissions with the motor vehicle emissions assumed in applicable air quality plans. These regulations define the term “motor vehicle emissions budget” as meaning “the portion of the total allowable emissions defined in a revision of the applicable implementation plan (or in an implementation plan revision which was endorsed by the Governor or his or her designee) for a certain date for the purpose of meeting reasonable further progress milestones or attainment demonstrations, for any criteria pollutant or its precursors, allocated by the applicable implementation plan to highway and transit vehicles.”

The MAG 2003 CO Maintenance Plan, submitted to EPA in May 2003, established two transportation conformity budgets for the carbon monoxide modeling domain: a 2006 CO emissions budget of 699.7 metric tons per day and a 2015 CO budget of 662.9 metric tons per day. EPA found the 2006 and 2015 carbon monoxide budgets to be adequate for conformity purposes, effective October 14, 2003. In addition, these budgets were approved by EPA as part of the MAG 2003 CO Maintenance Plan, effective April 8, 2005. Currently, the approved 2006 budget applies to conformity horizon years from 2006 through 2014 and the 2015 budget applies to horizon years after 2014.

Table 3-3 indicates that the onroad mobile source emissions for the CO maintenance area will be 359.4 metric tons per day in 2025. EPA has indicated a new version of MOVES may be released in 2013 that “will incorporate multiple sources of new emissions data” and “it is too early in the development process for us to estimate the overall direction and magnitude of the emissions changes” (EPA, 2012b). To ensure that increases in carbon monoxide emission rates in future versions of the MOVES model do not cause exceedances of the 2025 conformity budget, it is proposed that a “safety margin” be applied to the 2025 onroad mobile source emissions produced by MOVES2010b.

Table 3-3 indicates that the 2008 carbon monoxide emissions estimated by MOVES2010b for the maintenance area are 581.6 metric tons per day. The maximum eight-hour carbon monoxide concentration in 2008 was 3.1 ppm (at the West Phoenix monitor), which is only one-third of the standard. Figure IV-1 in the TSD (Appendix A, Exhibit 2) indicates that carbon monoxide concentrations have declined since 2008 at all monitors and are projected to remain far below the 2008 concentrations at every monitoring site. The hotspot analysis also revealed that the traffic at high volume and heavily congested intersections will increase eight-hour carbon monoxide concentrations by a maximum of 0.4 ppm in 2025. Therefore, an increase in the 2025 conformity budget to a level below the 2008 emissions will not result in an exceedance of the carbon monoxide standard.

It is proposed that the safety margin represent 90 percent of the difference between the 2008 and 2025 carbon monoxide emissions, which is 200.0 metric tons per day. When added to the 2025 carbon monoxide emissions of 359.4 metric tons per day, this establishes a new 2025 conformity budget of 559.4 metric tons per day for the CO maintenance area. It is important to note that the 2025 budget for the CO maintenance area is less than the 2006 and 2015 conformity budgets for the CO modeling domain, even though the maintenance area is more than twice the size of the modeling domain.

Once EPA finds the new 2025 budget to be adequate (or approves the 2025 budget as part of the MAG 2013 CO Maintenance Plan), the 2025 budget for the CO maintenance area will be applied in regional conformity analyses conducted by MAG for horizon years 2025 and beyond. The 2006 and 2015 conformity budgets approved by EPA as part of the MAG 2003 CO Maintenance Plan, effective April 8, 2005, will continue to be applied in conformity analyses for horizon years prior to 2025. The approved 2006 carbon monoxide budget of 699.7 metric tons per day for the CO modeling domain will be applied in regional conformity analyses for horizon years 2006 through 2014 and the approved 2015 carbon monoxide budget of 662.9 metric tons per day for the CO modeling domain will be applied for horizon years 2015 through 2024.

SUBSEQUENT MAINTENANCE PLAN REVISIONS

Section 175A(b) of the Clean Air Act requires that a maintenance plan be submitted to EPA eight years after the original redesignation request and maintenance plan has been approved (i.e., by April 8, 2013). The purpose of this second maintenance plan is to demonstrate maintenance of the federal carbon monoxide standards for an additional ten years (2016-2025) following the first ten-year period (2006-2015).

No additional revisions of the carbon monoxide maintenance plan are anticipated at this time. If EPA reduces the carbon monoxide standards, the Maricopa Association of Governments, as the designated Regional Air Quality Planning Agency for the Maricopa County area, will work with ADEQ, MCAQD, ADOT and EPA to revise the State Implementation Plan, if necessary to demonstrate attainment and maintenance of the new carbon monoxide standards.

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PUBLIC HEARING ON THE
MAG 2013 CARBON MONOXIDE MAINTENANCE PLAN
FOR THE MARICOPA COUNTY AREA

Phoenix, Arizona
February 19, 2013
5:30 p.m.

PREPARED FOR:

Maricopa Association of Governments
(ORIGINAL)

REPORTED BY:

Debora Mitchell
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MARICOPA ASSOCIATION OF GOVERNMENTS 2013

Carbon Monoxide Maintenance Plan Public Hearing, taken on February 19, 2013, commencing at 5:30 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

APPEARANCES:

Ms. Lindy Bauer, Maricopa Association of Governments

Ms. Diane Arnst, Arizona Department of Environmental Quality

1 (Commencement of Public Hearing at
2 5:30 p.m.)

3 * * * * *

4 MS. BAUER: Good evening. My name is
5 Lindy Bauer with the Maricopa Association of
6 Governments, and I would like to welcome those if you
7 that came to our public hearing on the MAG 2013 Carbon
8 Monoxide Maintenance Plan for the Maricopa County Area.
9 This public hearing is being jointly held by the
10 Arizona Department of Environmental Quality and
11 Maricopa Association of Governments to receive public
12 comments on the draft MAG 2013 Carbon Monoxide
13 Maintenance Plan for the Maricopa County Area.

14 Those driving to the meeting and parked in the
15 garage can have their tickets validated by MAG staff.
16 The public hearing will begin with some introductory
17 remarks by the Arizona Department of Environmental
18 Quality and then an overview presentation by the MAG
19 staff.

20 Following the presentation, hearing
21 participants are invited to make comments for the
22 public record. A court reporter is present to provide
23 an official record of the hearing. Written comments
24 are also welcomed at the hearing.

25 For those participants who wish to speak,

1 please fill out a form on the table and place it in the
2 box. If you need to speak early to meet a bus
3 schedule, please tell the MAG staff, and we will
4 accommodate your request.

5 As you come up to the podium, please state some
6 information for the formal record, your name, and who
7 you represent. I'd like to note that we have a timer
8 to assist the public in their presentations. We have a
9 three-minute time limit. When two minutes have
10 elapsed, the yellow light will come on notifying the
11 speaker that they have one minute to sum up. At the
12 end of the three-minute time period, the red light will
13 come on.

14 And now we will have some introductory remarks
15 from the Arizona Department of Environmental Quality.

16 MS. ARNST: My name is Diane Arnst, and I am
17 the manager of the legal support section at the Arizona
18 Department of Environmental Quality. I am here to
19 express support and confidence that this maintenance
20 plan will continue to prevent any violations of the
21 common monoxide standard, which has been met for more
22 than 16 years.

23 MS. BAUER: Thank you very much, Diane.

24 And now we will move on to the presentation on
25 the MAG 2013 Carbon Monoxide Maintenance Plan.

1 Thank you very much. It is a real pleasure to
2 present this carbon monoxide maintenance plan. As you
3 will soon see, we have been clean from this pollutant
4 for several years. Carbon monoxide is a colorless,
5 odorless, tasteless gas. Carbon monoxide used to be a
6 problem here during the winter months; however, the
7 region has met the standard and has been clean for
8 several years.

9 To give you an overview, in April of 2005, the
10 Environmental Protection Agency approved the revised
11 MAG 1999 Serious Area Carbon Monoxide Plan. This plan
12 demonstrated attainment of the standard in the year
13 2000. At the same time, the EPA also approved the MAG
14 2003 Carbon Monoxide Redesignation Request and
15 Maintenance Plan. This plan demonstrated maintenance
16 of the standard through 2015.

17 At the same time, the EPA also redesignated the
18 Maricopa County Nonattainment Area to attainment
19 status. We then became a maintenance area. There have
20 been no violations of the one-hour carbon monoxide
21 standard since 1984 and no violations of the eight-hour
22 carbon monoxide standard since 1996.

23 The carbon monoxide maintenance area
24 encompasses 1,882 square miles. There are 13 carbon
25 monoxide monitors in the region; 12 of these are inside

1 of the maintenance area. Now, MAG closely tracks the
2 air quality monitor data. Over the years there has
3 been tremendous progress in reducing this pollutant.
4 Several measures have been implemented by the local
5 governments, the state, and the federal government.

6 As you can see, in 1984 there were 86 days of
7 exceedances of the carbon monoxide standard. And look
8 at all of the zeros. We have been clean for several
9 years. Carbon monoxide concentrations have also
10 decreased significantly. In 2012, the second-highest
11 eight-hour concentration is 2.5 parts per million
12 against a standard of 9. This is less than a third of
13 the carbon monoxide standard. So this region at the
14 monitors is way below the standard.

15 The MAG 2013 Carbon Monoxide Maintenance Plan
16 is designed to meet the requirements of Section 175(b)
17 of the Clean Air Act. The Clean Air Act requires an
18 additional plan demonstrating maintenance of the
19 standard for ten years beyond the initial ten-year
20 period. This maintenance plan is due eight years from
21 the point of when EPA redesignated this region to
22 attainment. This was April 8, 2013, which is coming up
23 shortly. We must demonstrate maintenance of the
24 standard ten years after 2015, or by 2025.

25 The 2008 carbon monoxide emissions inventory

1 serves as the base for this plan. As you can see,
2 64.5 percent of the carbon monoxide emissions are
3 coming from onroad sources, cars and trucks for the
4 most part. And then you can see, 31.2 percent is also
5 coming from nonroad equipment and vehicles. Only a
6 very small part is due to point sources and area
7 sources.

8 Our general approach for this plan has been to
9 rely on the measures from our prior Serious Area Carbon
10 Monoxide Plan and Maintenance Plan that had been
11 approved by the EPA. There are ten measures in this
12 maintenance plan. Most are related to the vehicle
13 emissions inspection program because this pollutant is
14 very much tailpipe related. Then in addition there are
15 the clean burning fireplace ordinances. And I want to
16 point out that expansion of the Area A boundaries, this
17 was previously a contingency measure. However, for
18 this plan, it has been moved over to the maintenance
19 side.

20 The carbon monoxide maintenance plan also
21 includes contingency measures. There are three of
22 them, and these again are tied to the vehicle emissions
23 testing program: the gross polluter option, increased
24 waiver repair limit options, and reinstatement of the
25 vehicle emissions program for motorcycles.

1 I would like to point out that in November of
2 2012, the EPA proposed to approve a plan submitted by
3 the Arizona Department of Environmental Quality that
4 will eliminate the requirement for motorcycles to be
5 tested in the vehicle emissions testing program. DEQ
6 made a commitment to reinstate the program if there is
7 a violation of the carbon monoxide standard. So these
8 are the three contingency measures that have benefits
9 above and beyond what is already in the plan, above and
10 beyond the other ten measures.

11 Now, MAG performed a series of analyses on the
12 measures for this plan. Again, the carbon monoxide
13 standard, the second-highest monitored value each year
14 should not exceed 35 parts per million for the one-hour
15 standard, 9 parts per million for the eight-hour
16 average.

17 Three different analyses were performed: a
18 comparison of the emission inventories, scaling maximum
19 concentrations, and intersection analysis. In
20 addition, there were two weight of the evidence
21 evaluations conducted where we examined actual air
22 quality trends and meteorological data. The results:
23 the maximum 2025 eight-hour carbon monoxide
24 concentration is 4 parts per million. This is less
25 than half the standard.

1 Now, the air quality analysis produces a pie
2 chart in 2025 assuming that we will be at 4 parts per
3 million. And as you can see in this pie chart, the
4 total tonnage has been reduced greatly from the
5 901 tons down to 639.6 metric tons per day.

6 This pie chart also produces a motor vehicles
7 emissions budget for transportation conforming purposes
8 of 559.4 metric tons per day. We use the motor vehicle
9 emission budget to test our transportation plans to
10 ensure that transportation plans, programs, and
11 projects will not contribute to air-quality violations.

12 Now, at this point, I would like to point out
13 that we have made an adjustment to the point source
14 category due to converting English tons to metric tons.
15 This amounts to 1.8 tons added to the point source
16 category. This is insignificant since the 1.8 tons
17 equates to .28 percent of the 639.6 tons. I would
18 also like to mention that from this point forward, the
19 plan will reflect this change to accommodate the
20 conversion.

21 And now in conclusion, I would like to go over
22 the schedule for this plan. On January 18, 2013, the
23 document became available for public review. Tonight
24 we are having the public hearing. On February 28 the
25 MAG Air Quality Technical Advisory Committee is

1 anticipated to make a recommendation on the plan
2 following the consideration of public comments. The
3 MAG Management Committee will meet on March 13, 2013,
4 and will be making a recommendation to the MAG Regional
5 Council.

6 The Mag Regional Council, the decision-making
7 body of MAG, will meet on March 27, 2013. It is
8 anticipated that MAG will then submit the plan to the
9 Arizona Department of Environmental Quality and the
10 Environmental Protection Agency on March 29. And this
11 is before the plan is actually due on April 8, 2013.

12 This concludes my presentation this evening.
13 And now we would welcome any comments that anyone has.
14 We will open it up for public comment. Thank you very
15 much.

16 (Call to the public.)

17 MS. BAUER: At this time there appears not to
18 be any public comments or anyone wishing to address us
19 on the MAG 2013 Carbon Monoxide Maintenance Plan. The
20 Maricopa Association of Governments appreciates your
21 interest in regional air-quality issues, and I would
22 like to thank you for coming this evening. I will now
23 close the public hearing. Thank you.

24 (Conclusion of public hearing at
25 5:43 p.m.)

STATE OF ARIZONA)
) SS.
COUNTY OF MARICOPA)

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

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

DATED at Phoenix, Arizona, this 20th day of February, 2013.

Debora Mitchell

Debora Mitchell - Digital Signature

AZ Certified Reporter No. 50768

REGIONAL INFRASTRUCTURE IMPROVEMENT ZONES

AN INNOVATIVE INFRASTRUCTURE FUNDING SOLUTION

The infrastructure inadequacies plaguing our communities – crumbling bridges, aging highways, rail, ports, and mass transit, and deteriorating water and sewer systems – are in dire need of maintenance and improvement. The American Society of Civil Engineers estimates the national infrastructure needs more than \$2.2 trillion dollars over the next five years to maintain its current status. Regional Infrastructure Improvement Zones (RIIZs) are offered as one solution in the menu of options to address infrastructure funding and financing.

WHAT ARE REGIONAL INFRASTRUCTURE IMPROVEMENT ZONES?

Regional Infrastructure Improvement Zones (RIIZs), introduced in federal legislation in the 112th Congress (H.R. 3780) by Rep. Geoff Davis (R-KY, 4) and cosponsored by Reps. Adam Schiff (D-CA, 29) and Aaron Schock (R-IL, 18), are a new, innovative infrastructure financing solution. RIIZs are a change to the federal tax code to allow private corporations or individuals to contribute tax-deductible dollars toward construction and maintenance of public infrastructure. RIIZs are a grassroots opportunity to attract infrastructure investment that leverages federal, state and other local funds, while benefiting communities and keeping people, businesses and the economy growing and moving.



Step 1: Local governments, business and residents voluntarily pool resources and request a RIIZ.

HOW WILL RIIZs WORK?

1. Businesses and/or individuals who wish to form a RIIZ (a geographic area of any size and make up) and contribute towards infrastructure improvements must first apply through their local regional planning organization – Council of Government (COG), Metropolitan Planning Organization (MPO), Economic Development District (EDD), or Regional Council (RC).
2. The regional planning organization will be responsible for determining if local governments in the area, as well as other community organizations and stakeholders, support the proposed infrastructure improvement(s), as well as the eligibility of the proposed projects in local or regional long-range plans.
3. Final approval of the RIIZ will come from the regional planning organization's Board of Directors by determining plan(s) consistency.
4. When these conditions are satisfied, a certificate of approval will be issued to the RIIZ, and filed with the state's Attorney General and the Internal Revenue Service.
5. When the certificates are filed, members within the RIIZ will be permitted to make tax-deductible contributions, which will be realized on a corporate or individual annual tax form(s). Tax deductions for RIIZs are eligible for five years from the time of bill enactment.



Step 2: Review RIIZ application, build consensus at COG/MPO and establish a RIIZ that fits within the approved regional plan.

WHAT PROJECTS ARE ELIGIBLE?

Acceptable infrastructure projects for RIIZs include surface transportation, water, wastewater and stormwater.

One example of a RIIZ could be an add-a-lane project at a four-way intersection: On one corner is a local bank, another is a department store while the third and fourth corners house an office building and a gas station. Each of these businesses, in concert with their local government, can apply to their regional planning organization for RIIZ status in order to add a turn lane, sidewalk, or bus stop that will enhance safety, as well as business, job and community opportunities.



Step 3: Business or individuals contribute tax deductible funds to RIIZ infrastructure improvements.

BENEFITS OF REGIONAL INFRASTRUCTURE IMPROVEMENT ZONES

RIIZs would provide a number of opportunities for communities, businesses, local governments and regions through unique grassroots public-private partnerships. RIIZs are a positive infrastructure financing element that would:

- **Uphold proven regional and local infrastructure investment decision-making processes.** Using regional planning organizations, RIIZs maintain a level of consistency, transparency and accountability, tying infrastructure investments closely to approved plans, the local community's needs and the overall public good. Regional planning organizations and governing boards of appointed and local elected officials are knowledgeable about infrastructure issues, and have expertise in regional infrastructure financing, planning and development, and implementing new strategies for infrastructure investments.
- **Drive monies directly to the local level – both rural and urban.** In 2005, infrastructure spending by localities accounted for nearly 75 percent of total spending. Many local governments are facing budgetary crises that will constrain a great majority of infrastructure spending. Additional avenues for infrastructure financing and investment like RIIZs are needed to continue moving local projects forward, thereby stimulating the economy and creating jobs.
- **Include local governments and local elected and appointed officials as critical partners in the federal process.** Local governments are committed to creating safer, healthier and more economically robust communities. Local governments own and operate the majority of our nation's infrastructure and the local officials are accountable and responsive to community needs.
- **Offer new options to fund infrastructure improvements and construction that are shelf-ready.** Urban and rural America are sitting on billions of dollars of unfunded, dormant infrastructure projects—many of which are critical to the preservation, maintenance and safety of our systems. Besides a lack of federal, state and local dollars to complete or upgrade infrastructure projects, there tends to also not be sufficient local match funds. RIIZ contributions could be used as local match and, therefore, leverage the local contribution producing more outcomes on a longer term basis.
- **Be a revenue positive for government.** When the private entity gives government a dollar under a RIIZ, the entity receives only the marginal tax rate on that dollar back from government.

SUPPORTERS OF ENACTING REGIONAL INFRASTRUCTURE IMPROVEMENT ZONES

National & Statewide Organizations:

- Ohio Association of Regional Councils
- New England Association of Regional Councils
- Illinois Metropolitan Planning Organization Advisory Council
- California Association of Councils of Governments
- Florida Regional Council Association
- Florida Metropolitan Planning Organization Advisory Council
- National Association of Regional Councils
- Gulf Coast Strategic Highway Coalition
- American Society of Highway Engineers
- NAIOP, the Commercial Real Estate Development Association

Regional & Local Organizations:

- Alliance for I-69 Texas
- Ohio-Kentucky-Indiana Regional Council of Governments
- West Michigan Shoreline Regional Development Commission
- Northeast Florida Regional Council
- Toledo Metropolitan Area Council of Governments
- Tri-County Regional Planning Commission (Peoria, IL)
- Mid-Ohio Regional Planning Commission
- Southern California Association of Governments
- Buckeye Hills-Hocking Valley Regional Development District
- Deep East Texas Council of Governments
- Ohio Valley Regional Development Commission

Regional & Local Organizations:

- East Texas Council of Governments
- Capital Area Council of Governments
- Eastgate Regional Council of Governments
- North Central Florida Regional Planning Council
- East Central Illinois Economic Development District
- Rogue Valley Council of Governments
- Northern Kentucky Chamber of Commerce
- Greater Cincinnati USA Regional Chamber of Commerce
- Delaware Valley Regional Planning Commission
- Greater Valley Forge Transportation Management Association
- Alamo Area Council of Governments
- Brazos County, TX
- Clermont County, OH Chamber of Commerce
- City of College Station, TX
- Treasure Coast Regional Planning Council
- Southwestern Pennsylvania Commission
- Webster County, KY
- Green River Area Development District
- Coalition of Large Ohio Urban Townships
- Butler County, OH Township Association
- Fairfield, OH Chamber of Commerce
- Oxford, OH Chamber of Commerce
- West Chester, OH Liberty Alliance
- Greater Hamilton, OH Chamber of Commerce

FOR MORE INFORMATION



Ohio • Kentucky • Indiana
Regional Council of Governments

About OKI The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is a council of local governments, business organizations and community groups committed to developing collaborative strategies to improve the quality of life and the economic vitality of the region. Its 117 members represent governmental, social and civic groups from 200 communities in the eight-county, three-state region.

Contact: Mark Policinski, Executive Director, mpolicinski@OKI.org or (513) 621.6300



About NARC For over 40 years, the National Association of Regional Councils (NARC) has served multi-jurisdictional regional planning organizations and their local governments to improve community planning, development and infrastructure issues. NARC members include Councils of Government (COGs), Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Economic Development Districts (EDDs), and other regional planning organizations.

Contact: Shannon Baxevanis, Deputy Director, shannon@NARC.org or (202) 986.1032