

Title VI and Environmental Justice Program

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Table of Contents

Maricopa Association of Governments Title VI and Environmental Justice Program

1. Introduction	1
2. Overview of Roles	3
A. Federal Guidance for Metropolitan Planning Organizations	3
B. Signed Policy Statement	3
C. Primary Partners	4
3. Method of Administration	6
A. Data: Demographic Profiles for Communities of Concern	6
B. Dialogue: Process to Identify Needs	8
i. Limited English Proficiency Four-Factor Analysis	9
ii. Public Participation Activities	10
C. Decisions: Analysis of Benefits and Burdens	15
i. Committee Process	15
ii. Complaint Procedure	17
iii. Complaint Form	18
4. Conclusion	20
5. Attachments	21
A. Definitions and Background Information	21
B. Title VI Coordinator and Liaison Descriptions	23
C. Title VI Public Posting	25
D. Demographic Profiles and Maps for Communities of Concern	26
E. List of Investigations, Complaints, and Lawsuits Since Last Submission	34
F. Summary of Outreach Efforts Since Last Submission	35
G. MAG Public Participation Plan	46
H. Title VI Assurances	63
I. Copy of Board Meeting Minutes Approving Plan	71

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state statutes for religion, sex, disability, and age. Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact the Title VI Coordinator at (602) 254-6300.

Section One: Introduction

Transportation is a lifeline that connects people with employment, medical care, education, and their surrounding community. All people benefit from accessing viable transportation solutions. In order to develop transportation plans that are responsive to the needs and priorities of a diverse population, it is essential to have a process in place that effectively engages the public, fully integrates their feedback, analyzes the benefits and burdens of various alternatives, and recommends the most equitable solutions. With an intentional focus, vulnerable populations are assured equal access to this planning process and to the products of such planning. The Maricopa Association of Governments (MAG) maintains a robust Title VI and Environmental Justice program to ensure all people have a meaningful role in the planning process. This program outlines the roles, method of administration, and analysis that supports equity in regional planning.

For more than 40 years, MAG has fully integrated the voices of vulnerable populations into regional planning activities. MAG is the Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the region, comprising 27 cities and

towns, three Native American Communities, Maricopa County, Pinal County, and the Arizona Department of Transportation. The Citizens Transportation Oversight Committee is also represented on the MAG Regional Council. As the MPO for the region, MAG develops plans and programs and facilitates activities related to transportation, the environment, and human services, and is charged with developing socioeconomic projections. While a significant portion of the work is funded by federal dollars, this region provides significant funding through a regional transportation tax put in place through Proposition 400. The 20-year life of the tax is expected to raise \$8.5 billion for regional transportation projects. Passage of Proposition 400 by the voters demonstrates a strong commitment to improving mobility throughout the region.

As the groundwork was being laid for Proposition 400, extensive community outreach engaged a diverse spectrum of people. Their needs and feedback were considered as an important part of the planning process. As a result, funding for transit increased from less than two percent in Proposition 300 to 33 percent in Proposition 400. This is an example of the



impact communities of concern have on regional planning at MAG. Community engagement activities are continuing and provide elements that are important to responsive planning.

The previous Title VI and Environmental Program was approved by the MAG Regional Council on July 27, 2011. In compliance with federal justice regulation, this new program was developed within the required three-year timeframe. The *Title VI and Environmental Justice Program* includes changes based on federal legislation introduced through Moving Ahead for Progress in the 21st Century Act (MAP-21) and the most current federal circular, Federal Transit Administration (FTA) Circular 4702.1B, published on October 1, 2012. Other changes have originated as local initiatives, such as the revision of the agency's awareness survey to identify those in need of assistance to access transportation. This joint effort between the MAG Communications and Human Services divisions goes beyond the role of providing not only information, but also assistance to those most in need. New partnerships have been forged with nonprofit agencies and places of worship to supplement the region's traditional transit system with innovative solutions that swiftly and creatively meet previously unmet needs.

Since the last Environmental Justice and Title VI Program was approved in 2011, MAG has reached out to thousands of people in all corners of the region to ensure the planning process at MAG reflects the voices and visions of our diverse population. Title VI and Environmental Justice (EJ) activities are mandated by the federal government to ensure that people of all races, income levels, ages, and abilities have an

equal voice in the planning process and receive equal benefit from the results of such planning. MAG is actively engaged in Title VI and Environmental Justice activities as a subrecipient of federal funding. In order to facilitate a thorough understanding of these activities, the definitions are provided in *Attachment A*. MAG's plan will be reviewed annually and updated as needed. The Title VI and Environmental Justice Program will be developed no less than every three years in accordance with federal regulation.

The activities listed in this document respond directly to the guidance provided by the FTA Circular 4702.1B. Chapter three outlines the requirements for every Title VI Program. Chapter six addresses the requirements that are specific to metropolitan planning organizations, such as MAG. Requirements include the development of a demographic profile identifying the locations of Title VI and EJ groups and a planning process that identifies the transportation needs of people with low incomes and the needs of minority populations. The guidance additionally requires an analytical process that identifies the benefits and burdens of transportation system investments for different socioeconomic groups, identifies imbalances, and responds to the analysis produced. The content of the Title VI Program for metropolitan planning organizations is described in the following section.

Section Two: Overview of Roles

A. Federal Guidance for Metropolitan Planning Organizations

On October 1, 2012, FTA published Circular 4702.1B. Chapter three outlines the general requirements and chapter six provides the requirements specific to metropolitan planning organizations as follows:

General Requirements

- Prepare and submit a Title VI Program that has been approved by the board.
- Include a copy of the agency's public notice with a list of where the notice is posted.
- Include instructions for how to file a complaint with a copy of the complaint form.
- Include a list of any Title VI investigations, complaints or lawsuits.
- Include a Public Participation Plan and list of outreach activities conducted since the last submission.
- Include a Limited English Proficiency Plan for providing language assistance.
- Include a table depicting the racial composition of transit-related committee, boards, and advisory councils.

Requirements Specific to Metropolitan Planning Organization

- Provide a demographic profile that identifies locations of minority populations.
- Describe the process by which the mobility needs of minority populations are identified and considered.

- Provide demographic maps that overlay the minority and non-minority populations and tables that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes.
- Identify and analyze disparate impacts on the basis of race, color, or national origin, and if so, determine if there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if alternatives could be employed that would have a less discriminatory impact.

B. Signed Policy Statement

The following policy statement supports the implementation of these activities:

The Maricopa Association of Governments (MAG) is committed to ensuring that no person is discriminated against on the grounds of color, race, or national origin as provided by Title VI of the Civil Rights Act of 1964 and related legislation. Specifically, Title VI asserts that, "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional protections are provided in other federal and state statutes for religion, sex, disability, and age.

MAG strives to ensure nondiscrimination in all of its programs and activities, whether those programs

and activities are federally funded or not. As a sub-recipient of federal funding, MAG is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by the U.S. Department of Justice per 28 Code of Federal Regulations (CFR) § 42.401 et seq. and 28 CFR § 50.3. The U.S. Department of Transportation Title VI implementing regulations can be found at 49 CFR part 21.



Dennis Smith, Executive Director

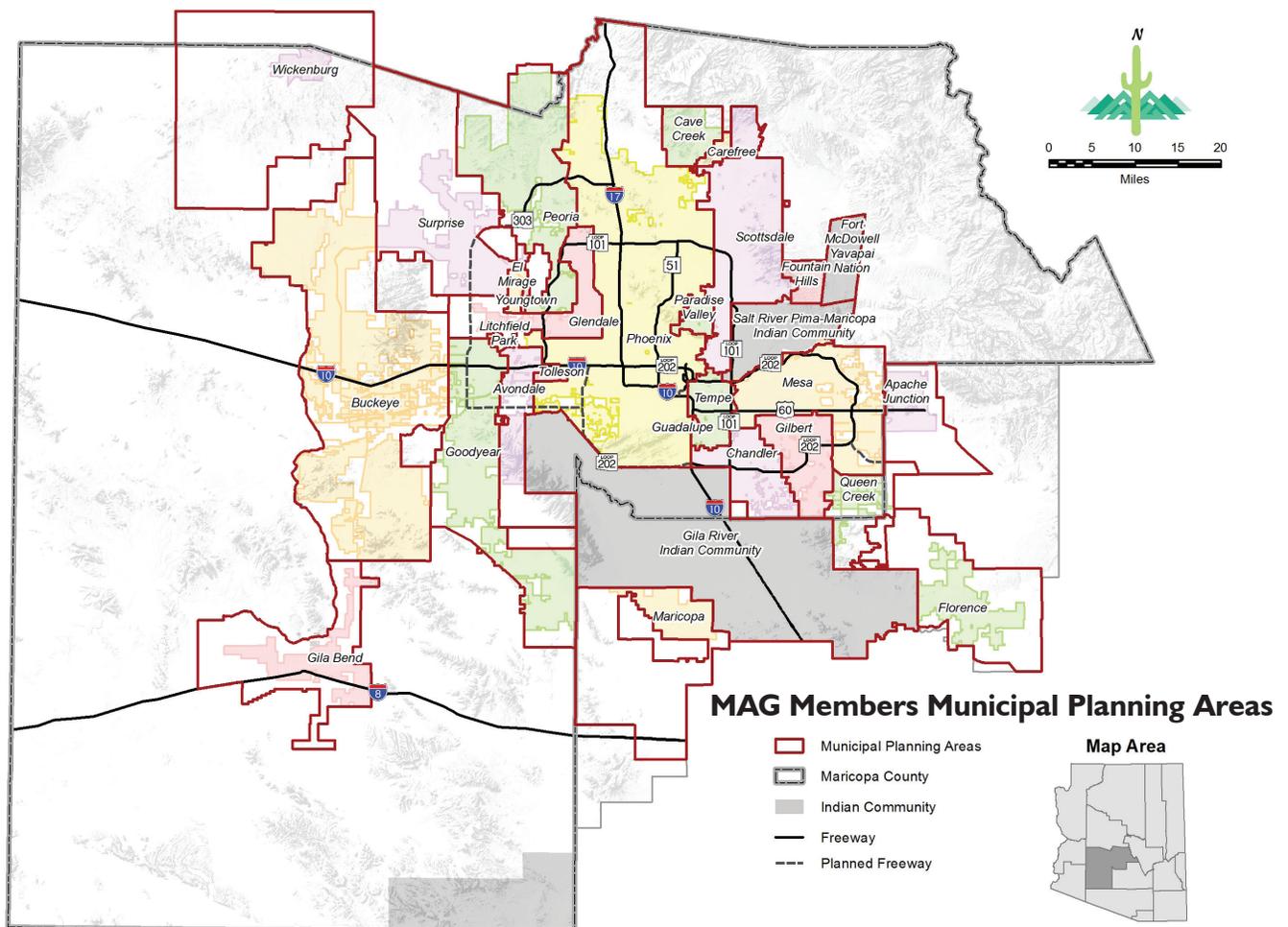
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C. Primary Partners

MAG’s work in this area is impacted and supported by a number of partners. Title VI and Environmental Justice (EJ) activities are undertaken by partners working closely together to ensure that all people in the region have a voice in and benefit from investments made in transportation. Each agency involved in this collaboration addresses facets important to Title VI and contributes to a robust regional response.

- As the MPO, MAG has primary responsibility for EJ and Title VI analysis at the regional planning level. This includes regional plans, studies, and analyses of data to support the work of the MPO.



Mapping tools at MAG allow the general public and member agencies to identify geographic areas with varying concentrations of communities of concern.

- The cities, towns, Native American Indian communities, Pinal County, and Maricopa County have primary responsibility for Title VI and EJ analysis under the National Environmental Policy Act (NEPA) for arterial and local construction projects.



- The Arizona Department of Transportation (ADOT) conducts Title VI and EJ analysis for highway construction projects.



- The City of Phoenix, as the designated recipient for Federal Transit Administration (FTA) funds, transit operators, and subrecipients of FTA funds have primary responsibility for Title VI and EJ analysis for transit service and for transit projects under the National Environmental Policy Act (NEPA). All regionally significant transportation projects and activities for the region are included in the MAG Regional Transportation Plan (RTP).



- The RTP provides a policy framework to guide regional transportation investments and establishes performance measures for regional trans-



portation facilities and services that will allow the region to better monitor and improve the system in the future. It also identifies and prioritizes specific transportation facilities needed to achieve the congestion, mobility, safety, environmental and other goals of the plan. These projects are detailed in the maps and texts of the RTP document and in major elements of the RTP including:

- Proposition 400 projects in the three life cycle programs: Freeway, Arterial, and Transit.
- The MAG federally funded program.
- Locally sponsored projects.

Participating agencies include the Arizona Department of Transportation, 27 cities and towns, Pinal County, Maricopa County, MAG, and transit providers in the MAG region (Valley Metro/RPTA, City of Phoenix, City of Scottsdale, City of Peoria, and City of Glendale). For more information about the RTP, please visit the following link located on the MAG website:

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1126&MID=Transportation>.

A new planning agreement among the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail, and the City of Phoenix outlines the roles and responsibilities in transit planning, programming and fund allocation. A section on Title VI further defines the various roles in regard to communities of concern and the outreach needed to fully engage vulnerable populations in the regional planning process.



Section Three: Method of Administration

This Title VI Program is implemented through the assistance of a Title VI Coordinator and MAG division liaisons. The role of the Coordinator is to be responsible for reviewing and updating the plan in collaboration with the division liaisons. The liaisons in each of the MAG divisions are the main point of contact for both the public and the Coordinator on Title VI issues. For a full listing of the liaisons, please refer to *Attachment B*.

The planning process to support Title VI activities may be summarized by three main categories of data, dialogue, and decisions. The process begins by developing a demographic profile for the communities of concern.

A. Data: Demographic Profile for Communities of Concern

Communities of concern describe populations that have been determined by the federal government or the MPO as benefiting from protections to ensure their meaningful involvement in planning and services. These vulnerable populations have been identified through the Civil Rights Act of 1964, Executive Order 12898, and Executive Order 13166 to end discrimination and ensure equal access to all federally funded services.

To assist with the identification of Title VI neighborhoods, the presence of Title VI populations is compared against the regional average for each community of concern. Linguistic isolation follows federal guidance at five percent within a census block or

1,000 people or more within a neighborhood. Based on the 2008 to 2012 American Community Survey five-year estimates, the threshold for each mandated community of concern is as follows:

- Linguistic isolation: five percent or higher
- Minority population: 41 percent or higher
- Population in poverty: 14.7 percent or higher
- Disability: 18 percent or higher

The U.S. Census Bureau is the source of data used for determining the environmental justice communities of concern. The unit of analysis is the census tract. Census tracts tend to remain relatively stable, and when they do change, the exact nature of the change is published. Census tracts are drawn up by local committees, and accordingly, are more likely to reflect the community's view of where one neighborhood ends and another begins. Census tracts also are comparable in population size.

Communities of concern are identified as those census tracts where the identified group represents a percentage of the population equal to or greater than that of the county average. Federal guidelines state that minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is measurably greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

The following chart indicates the number of people represented by communities of concern and the percentage they represent of the total population in the region. Definitions and maps for each of the communities of concern are provided in *Attachment F*.

Category	Population and Households		Census Units ^h			
	MPO		Number of units >= MPO Percentage	% Units	Affected ^f Population	% of Affected Population Captured in Census units
	Total	Percent				
Population Base (Defined Census Geography)	4,054,972	100.0%	962	100%	-----	-----
Household Base (Defined Census Geography)	1,488,937	100.0%	962	100%	-----	-----
Minority ^a	1,662,381	41.0%	377	39%	1,087,708	65.4%
Age 60+ ^a	693,416	17.1%	320	33%	411,230	59.3%
Age 65+ ^a	490,863	12.1%	290	30%	298,926	60.9%
Age 75+ ^a	217,228	5.4%	276	29%	145,429	66.9%
Below Poverty Level ^b	628,312	15.7%	365	38%	450,503	71.7%
Population With a Disability ^c	399,426	9.9%	424	44%	240,483	60.2%
Families With Female Head of Household ^d	184,092	12.4%	452	47%	115,134	62.5%
Linguistically Isolated Households ^e	77,431	5.2%	319	33%	60,437	78.1%
Speak English Less Than "Very Well" ^g	385,853	10.2%	323	34%	283,834	73.6%

Sources: U.S. Census Bureau, 2008-2012 American Community Survey (ACS) 5-Year estimates and 2010 Decennial Census

ACS data are based on a sample and are subject to sampling variability

- a Minority includes total population less White (Non Hispanic). Data for minority and population groups by age are from 2010 Census data.
- b Percent of the population for whom poverty status is determined does not include institutionalized persons or persons under 5 years of age. Total population in the Census defined area for whom poverty status is determined is 4,008,079. Data from 2011 ACS 5-Year estimates (Table B17021).
- c Disability status from the 2008-2012 ACS 5-year estimates. Disability status is not available at the Block Group level in the 2008-2012 ACS 5-year estimates or the 2010 Census. All percentages are based on Census Tracts only for the MPO area, or 960 tracts. Disability status is determined for the civilian noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty (Table B18135).
- d Female Head of Household includes number of families with female householder, no husband present. Percent is a percent of total households. Data from 2010 Decennial Census (Table P0180006)
- e A linguistically isolated household is one in which no member 14 years and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members of the household 14 years and over have at least some difficulty with English. Data from 2012 ACS 5-Year estimates (Table B16002). 2012 estimate of total households for the defined geography is 1,478,470
- f Affected population is the total of people or households (depending on the data "universe") that fall into the specified category for all Census units that have greater than or equal to the percentage for the MPO area (as defined by the Census geography).
- g The guidance for Limited English Proficiency (LEP) for DOT recipients refers to persons age five years and over who speak English less than "very well." See http://www.lep.gov/guidance/guidance_Fed_Guidance.html Data from 2012 ACS 5-Year estimates (Table B16004). 2012 estimate of total persons age 5 years and over for the defined Census geography is 3,772,372.
- h The Census Units used in this analysis include all 916 Census tracts within Maricopa County plus 43 full Census Tracts and 3 Census Block Groups in Pinal County. Within Pinal County the Metropolitan Planning Area (MPA) boundary does not follow Census geography, thus a spatial analysis was performed to determine the best match based on the distribution of population within Census Tracts and Census Block Groups along the MPA boundary within Pinal County. The base numbers for all 2010 and 2011 values in this table are for this Census-based defined area. Total Census Units = 962.

The MAG Information Services Division maintains the demographic profile as a resource for MAG staff to use when determining the presence of Title VI and EJ populations. This information will be considered when conducting planning activities for the Unified Planning Work Program, the MAG Regional Transportation Plan, and the Programming Handbook for the Transportation Improvement Program. This information is also considered for transportation planning projects.

Based on the data, staff will determine the presence of Title VI and affected communities as well as the potential to impact them through the planned activity. Appropriate outreach and analysis will be incorporated into all relevant activities from the beginning. The Title VI Coordinator may assist staff as needed in determining the potential impact of planning activities on Title VI populations. The Coordinator will also provide training opportunities to ensure staff develops a thorough understanding of Title VI issues and responsibilities.



B. Dialogue: Process to Identify Needs

Regardless of the audience, the need for transportation commonly arises as a key concern. People rely on a range of transportation services to earn a living, secure education, and access medical care. Limited access to safe, affordable, reliable transportation options significantly impairs one's ability to live independently. Vulnerable populations are more deeply affected due to scarcity of alternatives and the depth of need for assistance.

For example, people with disabilities cite an ongoing need for paratransit services. MAG helps to address this need by staffing the application process for Section 5310, Elderly and Individuals with Disabilities Transportation Program. This federal funding source makes vehicles and other forms of support available to agencies that transport older adults and people with disabilities.

The MAG Transportation Ambassador Program (TAP) connects Title VI populations to standard and alternative transportation options. The MAG Human Services Coordination Transportation Plans provide an inventory of transportation services, analyze the gaps that exist, and prioritize strategies to improve the mobility of older adults, people with disabilities, and people with low incomes. Additional opportunities to serve Title VI and EJ populations through the Human Services Coordination Transportation Plans and TAP will be more fully explored and maximized in the future.



Making Connections

This will serve to identify and meet the transportation needs of Title VI and EJ populations.

In addition to funding and training, MAG is establishing innovative partnerships with local governments, nonprofit agencies, and places of worship to supplement the traditional transit system with a human services approach. The MAG Regional Age-Friendly Network works closely with individual communities to customize strategies to meet the transportation needs of older adults. This is resulting in travel training programs being developed for specific areas, specialized transportation information and referrals being provided to community groups, van programs that provide door through door service, and a new model that features a membership-based transportation program and mobility management. The goal is to support the development of community-driven initiatives that address unmet needs by working with nonprofit agencies. The approach better utilizes existing resources through the formation of new partnerships that leverage assets. Community engagement is the cornerstone of this work and is integral to its success.

In order to ensure that all people can fully participate in this community engagement, MAG addresses potential language barriers as described below.

Limited English Proficiency

Needs for the communities of concern are identified through public outreach. In order to ensure the public receives and understands information vital to their participation in the planning process, a four-factor analysis is used to identify the needs of people with Limited English Proficiency (LEP).

Section Five of the U.S. Department of Transportation guidance on LEP prescribes a four-factor analysis to determine the need for translation services in order to fully engage LEP populations in the planning process. The end result is that people receive information and can communicate their perspectives in the language most comfortable to them.

The four factors are as follows:

1. *Demography*: The number and/or proportion of LEPs served and languages spoken in the service area.
2. *Frequency*: Rate of contact with service or program.
3. *Importance*: Nature and importance of program/service to people's lives.
4. *Resources*: Available resources, including language assistance services varying from limited to wide ranging with varying costs.

The results of the four-factor analysis for this region are as follows:

1. *Demography*: According to the 2008 to 2012 American Community Survey (ACS) five-year estimates, 26 percent of the region's population speaks a language other than English. ACS reports that 10.2 percent of persons five years old and over speak English less than "very well." The predominant language for this group is Spanish. The FTA standard is to translate material when five percent or more people in an area speak English less than "very well." If assessing one neighborhood, the standard is 1,000 or more within a neighborhood speak English less than "very well." According to this standard, LEP neighborhoods are present throughout the region, especially in the central areas along I-17 and I-10.

2. *Frequency:* Agencies providing direct service, such as transit service, translate all public materials into Spanish due to daily contact with LEP populations. People come into contact with MAG as a planning agency less frequently. Vital materials are translated into Spanish. Additional translation and interpreter services are offered.
3. *Importance:* Transportation is an important element to people's independence. Inclusive community engagement is critical to ensuring that transportation planning is responsive to the needs of all residents.
4. *Resources:* Resources to translate materials and interpret for individuals are available but finite. The investment is made to translate vital materials. MAG maintains a standing offer to translate additional materials into additional languages and provide alternative formats such as Braille or large print. At least one person in nearly every MAG organization division is bilingual and available to assist with interpretation. At a minimum, there is a bilingual staff member who can assist with interpretation at every policy meeting and at other public meetings as needed.

On the basis of this four-factor analysis, MAG maintains vital materials about the agency in Spanish and will translate into other languages upon request. Spanish-speaking staff is available at policy committee meetings and as needed for other public meetings to interpret for LEP populations. Additional materials and interpreters will be made available for areas with high concentrations of linguistically-isolated individuals. MAG Title VI division liaisons have been

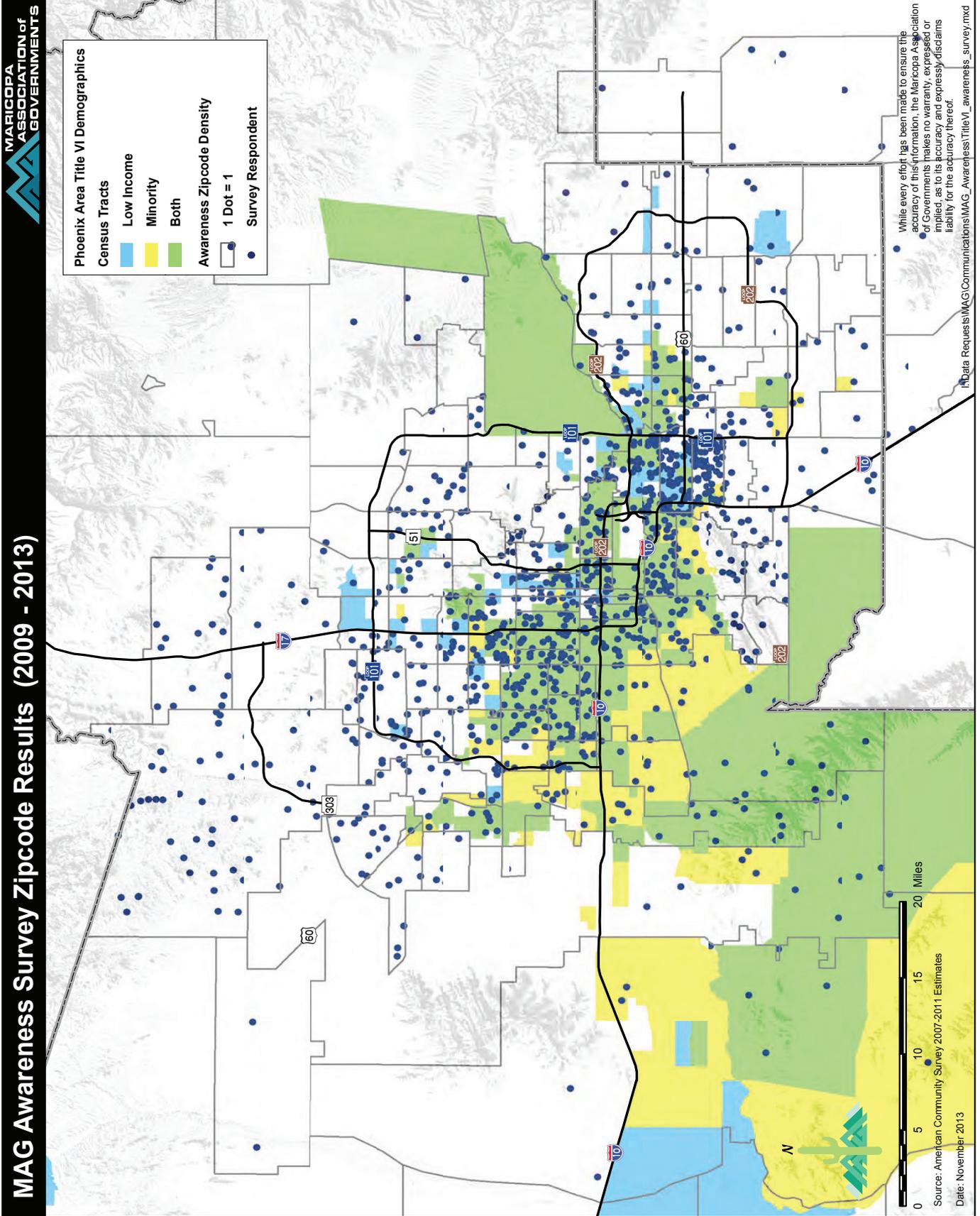


trained to utilize bilingual staff when needing translation assistance. If fluency in the needed language is not found among MAG staff, assistance may be acquired through Language Line Solutions.

Public Participation Activities

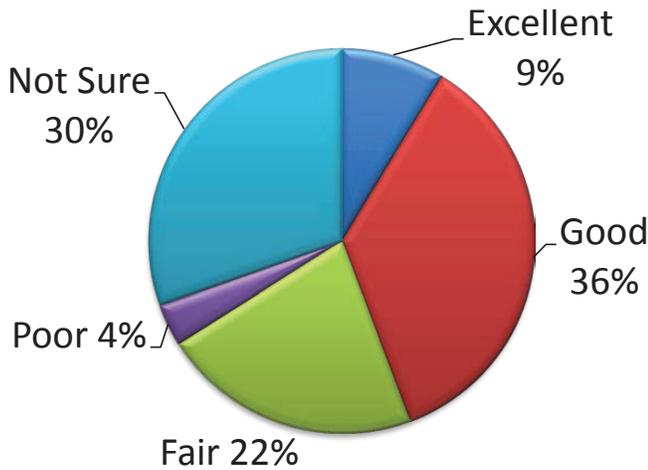
The general public, as well as Title VI, EJ, and LEP populations, is engaged in the planning process through ongoing public outreach activities. More intensive tools, such as focus groups, are used to identify Title VI transportation needs for specific planning activities that may impact Title VI populations. On an ongoing basis, the full or abbreviated Title VI public notice will be featured on the MAG website and in all significant MAG publications. This includes information about the complaint process described in section three.

One measure of MAG's success in outreach is distribution of the awareness surveys. These surveys measure people's perceptions of the agency, as well as the improvements they most want in the region's transportation system. The demographic map below shows predominately low-income populations in blue, minority populations in yellow, and green for areas that have both. The map illustrates the distribution of surveys captures responses from a broad range of individuals representing all areas of the Valley and all segments of the population.



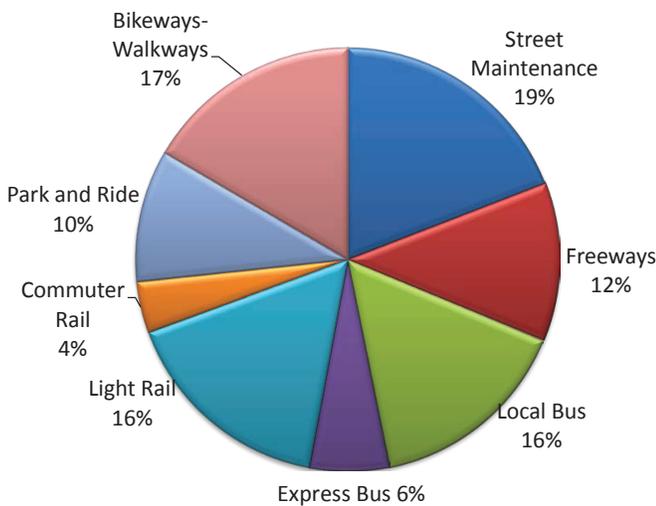
MAG’s community outreach efforts are having an impact. The chart below indicates the public has a favorable impression of MAG as evidenced by responses from 1,187 survey respondents.

Public Impression of Maricopa Association of Governments



The chart below shows results from 1,945 awareness surveys completed between 2010 and 2013 regarding their priorities in transportation.

Transportation Priorities



These results were shared with decision makers in the regional planning process at MAG and have helped to identify priorities for the transportation system. MAG employs a range of tools to facilitate this dialogue. The following tools are used on a consistent basis to facilitate an exchange of information and to fully engage communities of concern. Outreach materials contain the Title VI public notice. Vital materials are translated into Spanish. Additional materials are translated and offered in alternative formats upon request. MAG maintains a disability associate to advise on issues related to people with disabilities and to perform outreach to the disability community. Visual aids in public involvement planning are considered essential to assisting public understanding of transportation plans and programs. MAG’s description of visualization techniques in its Public Participation Plan was cited by the Federal Highway Administration (FHWA) as a notable practice among Metropolitan Planning Organizations (MPOs) throughout the nation.

- *Events:* It is a priority to engage communities of concern in public, openly accessible events. Going to where people are instead of requiring them to attend meetings at MAG increases the level of participation and the diversity of people offering feedback. MAG public involvement staff routinely participates in more than 10 events each year focused on Title VI populations. MAG coordinates efforts with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority, Valley Metro Rail, and with the largest transit provider in the Valley, the City of Phoenix Public Transit Department. Visualization techniques in public involvement planning

are considered essential to assisting public understanding of transportation plans and programs. Consequently, MAG utilizes videos, maps, graphics, printed, web and other forms of visual aid to help event attendees better understand the transportation network of the future. Participation in events also enables MAG staff to better inform the public on the implementation and planning of the Regional Transportation Plan.

- *Public hearings:* MAG conducts up to two public hearings each year as part of the process when the MAG Transportation Improvement Program and Regional Transportation Plan are being updated. The first hearing provides residents an opportunity to comment on initial draft plans and programs. This hearing is usually held with MAG member agency elected officials, the State Transportation Board, Citizens Transportation Oversight Committee, and representatives from Valley Metro, and the City of Phoenix Public Transit Department. The second hearing provides residents the opportunity to comment on final draft plans and programs prior to adoption by MAG policy committees. MAG, ADOT, Valley Metro, and City of

Phoenix Public Transit Department staff conducts the hearing. After each public hearing, an input opportunity report is compiled and distributed to MAG policy committee members for review and consideration prior to taking any action.



- *Surveys:* MAG staff distributes awareness surveys at a variety of events in order to gauge public awareness of MAG and its plans and programs. The results from the surveys are a positive indicator of MAG's efforts to pursue public awareness and involvement in the transportation planning process. The surveys also ask respondents about their transportation priorities and participation in the MAG planning process. Recently, the survey was revised to gather more information about people who need transportation assistance. The survey will also track what forms of transportation they currently use and what barriers they face when trying to access transportation. This information will help identify the need for pilot projects in new areas and to inform regional planning activities. The survey continues to offer opportunities for engagement through MAG's various committees, events, and publications. The surveys



will be distributed at MAG Human Services Division events, which typically draw a significant Title VI attendance. This will supplement the significant outreach conducted by the MAG Communications Division.

- Focus groups and stakeholder group meetings:** Focus groups and stakeholder group meetings offer opportunities for small groups of communities of concern to offer detailed feedback on specific topics. These focus groups and stakeholder group meetings are conducted as needed. For example, the MAG Human Services Division routinely conducts focus groups with various vulnerable populations to gauge emerging needs, including those related to transportation. Significant planning activities, within the MAG Human Services Division and throughout the agency, are complemented by a stakeholders group. Meetings are held with communities of concern and the agencies serving them to inform planning activities as they move forward. Feedback from the communities of concern is provided to the appropriate MAG committees on the summary transmittal that is sent with the meeting materials on each topic on the agenda.
- Newsletters:** The *MAGAZine* newsletter, MAG Transportation Policy Committee (TPC) E-News Update, and MAG Human Services newsletters are produced and distributed via print, online (including through the GovDelivery subscription service), and direct mailing, resulting in greater awareness of MAG’s responsibilities and activities. Residents also benefit from timely notice of MAG events and a better understanding of how to

participate in planning activities. The translation of publications is made available upon request. The MAG Human Services Division also releases an electronic newsletter on at least a quarterly basis to a distribution list of more than 1,200 nonprofit agencies, faith-based organizations, and community groups serving communities of concern. All significant publications feature the Title VI public notice.

- MAG Transportation Ambassador Program (TAP):** This programs offers training, information, and networking opportunities to communities of concern and the agencies that serve them. Training meetings are held on a quarterly basis for more than 420 participants in mainstream venues such

as libraries and community centers. Three of the meetings are held with a subregional focus to nurture close collaboration within the East Valley, West Valley, and Phoenix. The fourth quarterly meeting is a regional meeting to facilitate regional cooperation and cross fertilization of ideas and best practices. TAP is also an extremely valuable source of feedback. Participants provide the information needed to complete the gaps analysis required in the MAG Human Services Coordination Transportation Plans. These plans are required through federal legislation, previously under SAFETEA-LU and continuing under MAP-21, to help coordinate human services transportation. Strategies to address the gaps analysis are provided with each plan and implemented with the support of the TAP participants and communities of concern.

C. Decisions: Analysis of Benefits and Burdens

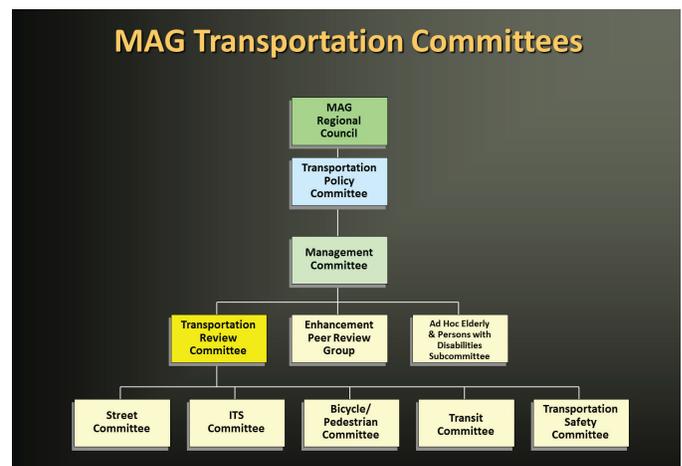
An analysis of benefits and burdens is a critical component of the Environmental Justice and Title VI Plan. Staff analyzes the feedback reported by communities of concern to determine the potential benefits and burdens of the activity on the population. In addition, proposed transportation improvements, such as those in the Regional Transportation Plan, are analyzed and documented to determine if the improvements impose a disproportionate burden on the communities of concern. This analysis, as well as the communities of concern input, is presented as the planning activity moves through the MAG committee process for approval. The results of decisions are reported back to affected communities of concern in a timely manner. The impact of Title VI populations’ input is documented and offered to the Title VI

Coordinator. Feedback from Title VI populations is used to assess any enhancements to the Title VI on a biennial basis.

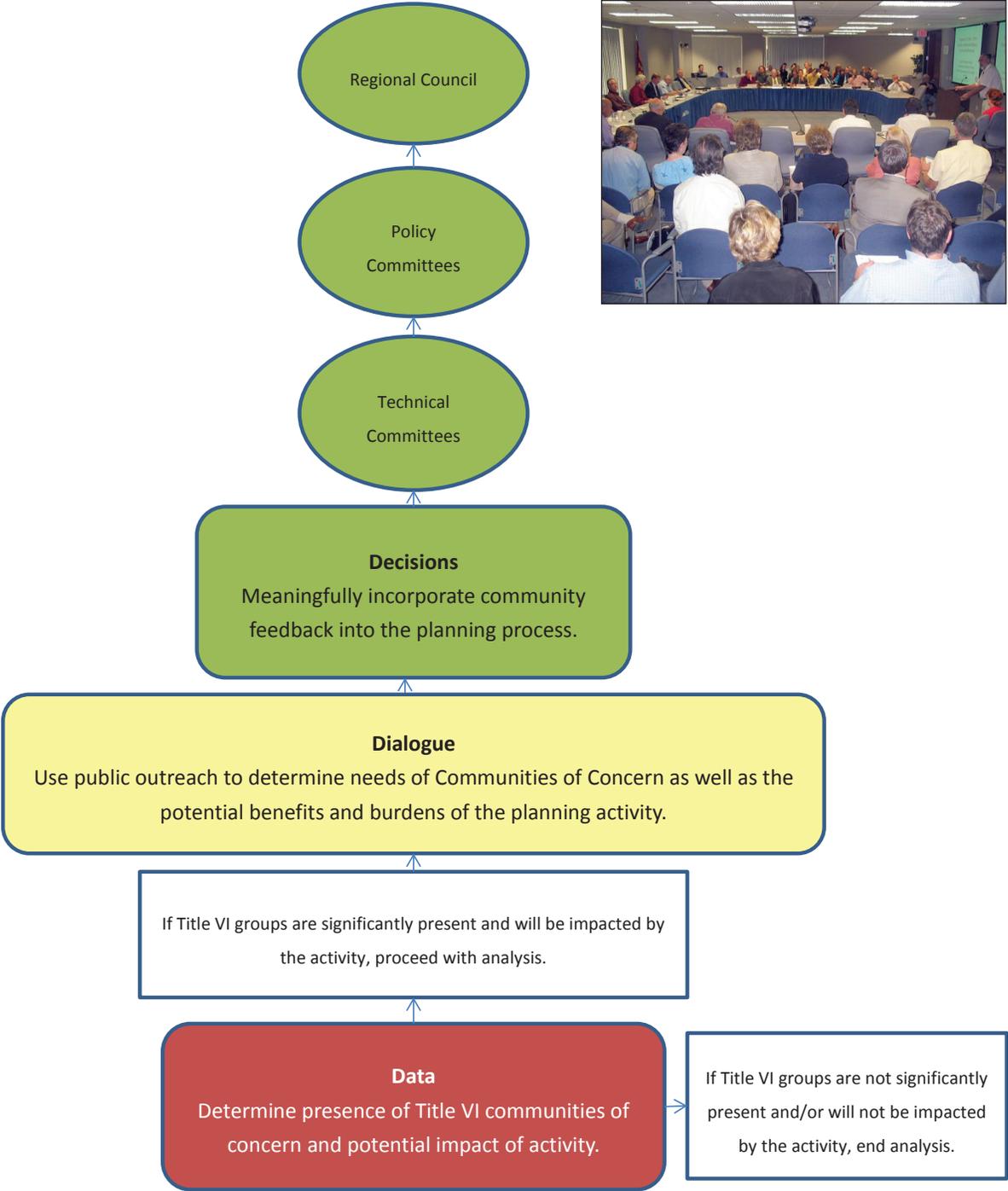
Committee Process

Title VI and EJ issues are communicated and considered as the planning activity moves through the MAG committee process. This generally originates with technical committees, proceeds through policy committees, and concludes with final approval or disapproval by the MAG Regional Council. In this way, the concerns and community input that have been addressed throughout the planning of the activity impact decisions in a meaningful way.

Transit-related committees include the MAG Transit Committee, Ad Hoc Elderly and Persons with Disabilities Transportation Program Committee, Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council. MAG member agencies designate the representatives who serve on MAG committees. This process was established by the MAG By-Laws and has been reinforced by the MAG Committee Policies and Procedures.



The chart below portrays the flow from one activity to another.



Complaint Procedure

The intent of MAG's Title VI and EJ work is to preclude discrimination and ensure all people have a voice in the planning process. If someone perceives they have suffered from discrimination, they are encouraged to address the matter with the Title VI Coordinator. According to 49 CFR Section 21.9(b), complaints may be filed if the matter cannot be resolved. In such cases, the following steps may be followed:

1. Within 180 days of the alleged infraction, complainants will submit to the Title VI Coordinator a complaint in writing or verbally with the complainant's name, race, ethnicity, national origin, sex, the nature of the complaint, the dates of the complaint, requested action, and contact information. Complaints received verbally will be documented in writing by staff.
2. The Title VI Coordinator and MAG Executive Director will review the complaint and determine its jurisdiction and need for additional information.
3. Additional information will be solicited from the complainant as needed. If additional information is requested and not received within 15 business days, the case may be administratively closed. The case also may be closed if the complainant no longer wishes to pursue their case.
4. A complaint log will be kept by MAG containing the name of the complainant, nature of the complaint, and date of submission.
5. If the complaint is outside the jurisdiction of MAG, MAG will notify the complainant by certified letter, including the name and contact information for the appropriate agency with jurisdiction, if applicable.
6. If the complaint falls within the jurisdiction of MAG, it will be handled within a maximum of 90 days of receipt depending on the nature of the complaint and complexity of investigation.
7. MAG will send a certified letter notifying the complainant that a preliminary inquiry is underway to determine the need for an investigation.
8. If the preliminary inquiry by MAG indicates that an investigation is warranted, then the complainant will be notified and scheduled to offer their statement.
9. If the preliminary inquiry indicates an investigation is not warranted, a certified letter will be sent to the complainant with the reasons why and factors considered.
10. MAG will conduct an investigation. The results of the investigation will be provided to MAG's general counsel for review. The investigation results will be reviewed and returned within 10 business days.
11. The results of the investigation will be sent to the complainant by certified mail. The results will include the scope of the investigation, factors considered, and the final outcome. A closure letter will be sent if it has been determined there was not a Title VI violation and the case will be closed. A letter of finding will be sent if the allegations are substantiated and an action plan with a timeline to offer redress will be provided.
12. The result of the preliminary inquiry or investigation will be sent to FTA's regional civil rights officer (through the designated recipient).
13. Records and investigative files will be kept for three years.

Maricopa Association of Governments (MAG)

TITLE VI / ADA COMPLAINT FORM

(Este formulario está disponible en Español.)

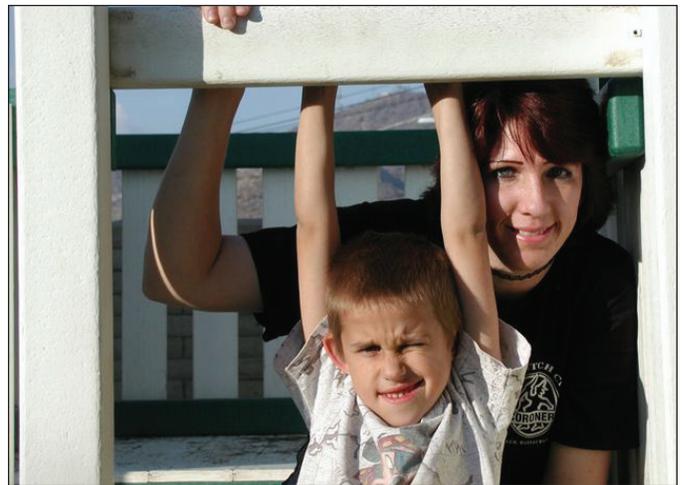
Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If you answered "no" to this question, please supply the name and relationship of the person for whom you are complaining.				
If you are filing on behalf of a third party, please explain why.				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III:				
I believe the discrimination experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Disability				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please write out on extra paper and submit with the form.				
<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>This form is for use by customers that wish to complete a hard copy form and is available on the MAG website at www.azmag.gov.</p> </div>				

Section Four: Conclusion

The goal of this plan is to document and enhance opportunities for Title VI and EJ populations to have a meaningful voice, and to receive equal benefits from MAG planning activities without shouldering a disproportionate share of burdens. The plan itself is considered a work in progress that will evolve as people's needs and participation in the planning process change.

For more information, please contact the Title VI Coordinator at (602) 254-6300.

Thank you for your interest and support in MAG's regional planning efforts.



Section Five: Attachments

Attachment A: Definitions and Background

Arizona Department of Transportation (ADOT): A multimodal transportation agency serving one of the fastest growing areas of the country. ADOT is responsible for planning, building and operating a complex highway system in addition to building and maintaining bridges and the Grand Canyon Airport. A major component of the organization is the Motor Vehicle Division, which provides title, registration and driver license services to the general public throughout the state of Arizona. ADOT is the designated recipient for Section 5310 funds for the rural and small urban areas outside of the Phoenix/Mesa Urbanized boundaries of the region.

City of Phoenix: As the largest city in the region, the City of Phoenix is the designated recipient for federal transportation funding from a number of sources, including Federal Transit Administration funding. It is also the designated recipient for federal funding to support agencies transporting people with low incomes and people with disabilities in urban areas through Section 5310 and Job Access and Reverse Commute eligible projects under Section 5307 Programming for the Phoenix/Mesa Urbanized Area.

Communities of Concern: Federal legislation has identified vulnerable populations that receive protection to end discrimination and ensure equal access to all federally funded services. This includes the Civil Rights Act of 1964, Executive Order 12898, and Executive Order 13166. These mandated populations

include minorities, people with low incomes, people with Limited English Proficiency (LEP), and people with disabilities.

Council of Governments (COG): COGs are regional planning bodies that exist throughout the United States. A typical council is defined to serve an area of several counties, and they address issues such as regional planning, water use, pollution control, and transportation. The council membership is drawn from the county, city, and other governmental bodies within its area.

Environmental Justice: In 1994, President Bill Clinton signed Executive Order 12898 that mandated equitable treatment of minorities and people with low incomes by requiring federal agencies and recipients of federal funding “to identify, and address, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low income populations...”

Limited English Proficiency: In 2000, President Clinton signed Executive Order 13166, which mandated that people with limited English proficiency (LEP) have meaningful access to services. This requires federal agencies and recipients of federal funding to examine their services and establish guidance on how populations with limited English proficiency can access services, prepare a plan to overcome barriers, and ensure people with limited English proficiency have adequate opportunities for input. A person with limited English proficiency is described as a person

who does not speak English as a primary language and has a limited ability to read, write, speak and understand English. A population is defined as LEP when five percent or more of the people living in a geographic area fit this definition.

Maricopa Association of Governments (MAG): MAG serves the regional planning agency and Council of Governments for the metropolitan Phoenix area. When MAG was formed in 1967, the elected officials recognized the need for long-range planning and policy development on a regional scale. They realized that many issues such as transportation, air quality and human services affected residents beyond the borders of their individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in the Maricopa metropolitan region, including Maricopa County and portions of Pinal County. MAG has also been designated by the Governor to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, through an Executive Order from the Governor, MAG develops population estimates and projections for the region.

Metropolitan Planning Organization: Federally-mandated and federally-funded transportation policy-making organizations in the United States that are made up of representatives from local government and governmental transportation authorities. Federal funding for transportation projects and programs are channeled through this planning process. Congress created MPOs in 1962 to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a

continuing, cooperative, and comprehensive planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §134–135). Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law.

Title VI: The Civil Rights Act of 1964 is a comprehensive U.S. law intended to end discrimination based on race, color, religion, or national origin. It guarantees a number of protections, including nondiscrimination in the distribution of funds under federally assisted programs, or Title VI. Specifically, it states, “No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.” (42 USC 2000d).

Valley Metro: Valley Metro is the common identity for the Regional Public Transportation Authority (RPTA), which operates the regional transit system for the area. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson, and Wickenburg.

Valley Metro Rail, Inc.: Valley Metro Rail, Inc. is a nonprofit, public corporation formed in 2002 and charged with the design, construction and operation of the region’s 57-mile high-capacity transit system. Valley Metro Rail board member cities include Phoenix, Tempe, Mesa, Glendale and Chandler. This board establishes overall policies and provides general oversight of the agency and its responsibilities.

Attachment B: Title VI Coordinator and Liaison Descriptions

- *Title VI Coordinator:* Under the supervision of the MAG Executive Director, the Coordinator is responsible for the overall administration of the Title VI Plan, including EJ and LEP activities. This includes the following:
 - Integrate data and feedback received from the liaisons into the Title VI Plan.
 - Oversee responses to complaints and ensure issues are resolved.
 - Review the plan on a biennial basis and update the plan as needed.
 - Communicate significant Title VI issues with the Executive Director.
 - Receive periodic training related to Title VI and update liaisons and key staff as needed.
- *Title VI Communications Liaison:* The MAG Public Participation Plan (PPP) is available in Attachment C. The PPP applies to all populations and is an integral part of the MAG planning process. Activities specific to Title VI are as follows:
 - Ensure communications and public involvement efforts assist the agency in complying with Title VI and encourage input from Title VI communities of concern.
 - Develop and distribute information on Title VI and agency programs to the general public.
 - Maintain a list of staff members and external sources who can provide translation and interpreter services.
 - Advertise the availability of translation and interpreter services to the public in all materials.
- Connect bilingual staff with members of the public needing assistance.
- Maintain a mail list of Title VI stakeholders, including nonprofit agencies, community organizations, faith-based groups, and advocates.
- Disseminate information to the Title VI stakeholders and minority media to help ensure all social, economic, and ethnic interest groups in the region are represented in the planning process.
- Include the abbreviated Title VI Notice to the Public in all public notices, the MAG newsletter, and on the agency website as specified in *Attachment E*.
- Notify affected, protected groups of public hearings regarding proposed actions, and make the hearings accessible to all residents. This includes the use of interpreters when requested, or when a need for their use has been identified.
- Biennially assess and improve the strategies and resources available to assist people with limited English proficiency (LEP) to ensure they are able to access and understand MAG materials, fully participate in the planning process, and that their feedback is understood and considered by policy makers.
- Routinely conduct surveys evaluating the level of awareness and participation in MAG activities. Report the results on a biennial basis.
- In collaboration with the MAG Transportation Liaison, identify and respond to the transportation needs, benefits, and burdens of Title VI communities of concern through public interaction and tools such as focus groups and surveys.

- *Title VI Program Liaisons:* Liaisons representing environmental quality, human services, Native American Indian communities, and transportation are responsible for the following:
 - o Ensure planning complies with Title VI.
 - o Serve as the central point of contact for the public on Title VI concerns and respond to questions and concerns in a timely manner. The liaisons notify the Title VI Coordinator of any unresolved issues and complaints.
 - o Analyze the impacts of MAG planning activities on protected Title VI groups and determine if there will be burdens, or a disproportionately high and adverse impact, and/or benefits to the Title VI communities of concern.
 - o Report Title VI data analysis and community feedback through the MAG Committee process and document the impact. Report the impact to the relevant community of concern as needed.
 - o Participate in Title VI training as needed.

- *Title VI Information Services Liaison:*
 - o Collect and analyze data related to the communities of concern as they pertain to demographics and geographic characteristics. Collaborate with the MAG Transportation Liaison to collect and analyze data related to Title VI transportation needs. These data will be provided to the Title VI Coordinator for inclusion in the plan updates.
 - o Develop and update maps indicating the residency locations of the communities of concern.
 - o Participate in Title VI training as needed.

- *Title VI Contracts Liaison:*
 - o Ensure contracts and procurement comply with Title VI.
 - o Include Title VI language in all contracts as specified in Attachment D.
 - o Include Title VI language in public postings for Requests for Proposals and Requests for Qualifications as specified in Attachment E.
 - o Comply with the Disadvantage Business Enterprise requirements specified in the contract with the Arizona Department of Transportation.
 - o Participate in Title VI training as needed.

Attachment C: Public Posting Language for Title VI—Full and Abbreviated

According to FTA C 4702.1A, subrecipients of federal funding must post notices informing the public of the agency's Title VI obligations and of the protections afforded to the public through Title VI. The following text will appear in all significant publications of MAG and on the agency's website. The full text will be used when space is available. The abbreviated text will be used when space is limited. The public notice is posted on the MAG website and on the bulletin board on the third floor of the MAG office where all public meeting notices are posted.

Full Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state statutes for religion, sex, disability, and age.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180

days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact the Title VI Coordinator at (602) 254-6300.

Abbreviated Title VI Notice to the Public

MAG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information on rights afforded under Title VI, relevant activities at MAG, or if you feel these rights have been violated, please visit the agency website at www.azmag.gov or call (602) 254-6300.

Attachment D: Demographic Profiles and Maps for Communities of Concern

The following definitions are the basis for the calculations related to the outcome measures provided in this plan.

People with disabilities: Under the conceptual framework of disability described by the Institute of Medicine (IOM) and the International Classification of Functioning, Disability, and Health (ICF), disability is defined as the product of interactions among individuals' bodies; their physical, emotional, and mental health; and the physical and social environment in which they live,

work, or play. Disability exists where this interaction results in limitations of activities and restrictions to full participation at school, at work, at home, or in the community. The U.S. Census Bureau creates estimates of people with disabilities using results from the American Community Survey (ACS). Disability status is determined for the noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty.

Disability Status	
	Estimate
Civilian Noninstitutionalized Population	4,030,836
With a Disability	399,426
Percent With a Disability	9.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2008-2012, 5-year estimates

Disability status from the 2008-2012 ACS 5-year estimates. Disability status is not available at the Block Group level in the 2008-2012 ACS 5 year estimates or the 2010 Census. All percentages are based on Census Tracts only for the MPO area. Disability status is determined for the civilian noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty.

The following map indicates the location and density of persons with disabilities in the region.



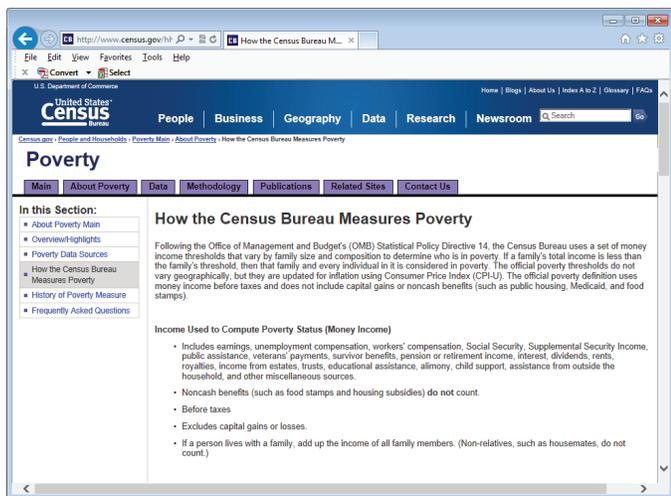
People with low incomes: Poverty status is determined by comparing annual income to a set of dollar values called thresholds, which vary by family size, number of children, and age of householder. If a family's before-tax income is less than the dollar value of their threshold, then that family and every individual in it are considered to be in poverty. For people not living in families, poverty status is determined by comparing the individual's income to his or her threshold. The poverty thresholds are updated annually to allow for changes in the cost of living using the Consumer Price Index (CPI-U). They do not vary geographically. For more information, please refer to the following section, "How Poverty Is Calculated in the ACS," at <http://www.census.gov/hhes/www/poverty/about/overview/measure.html>.

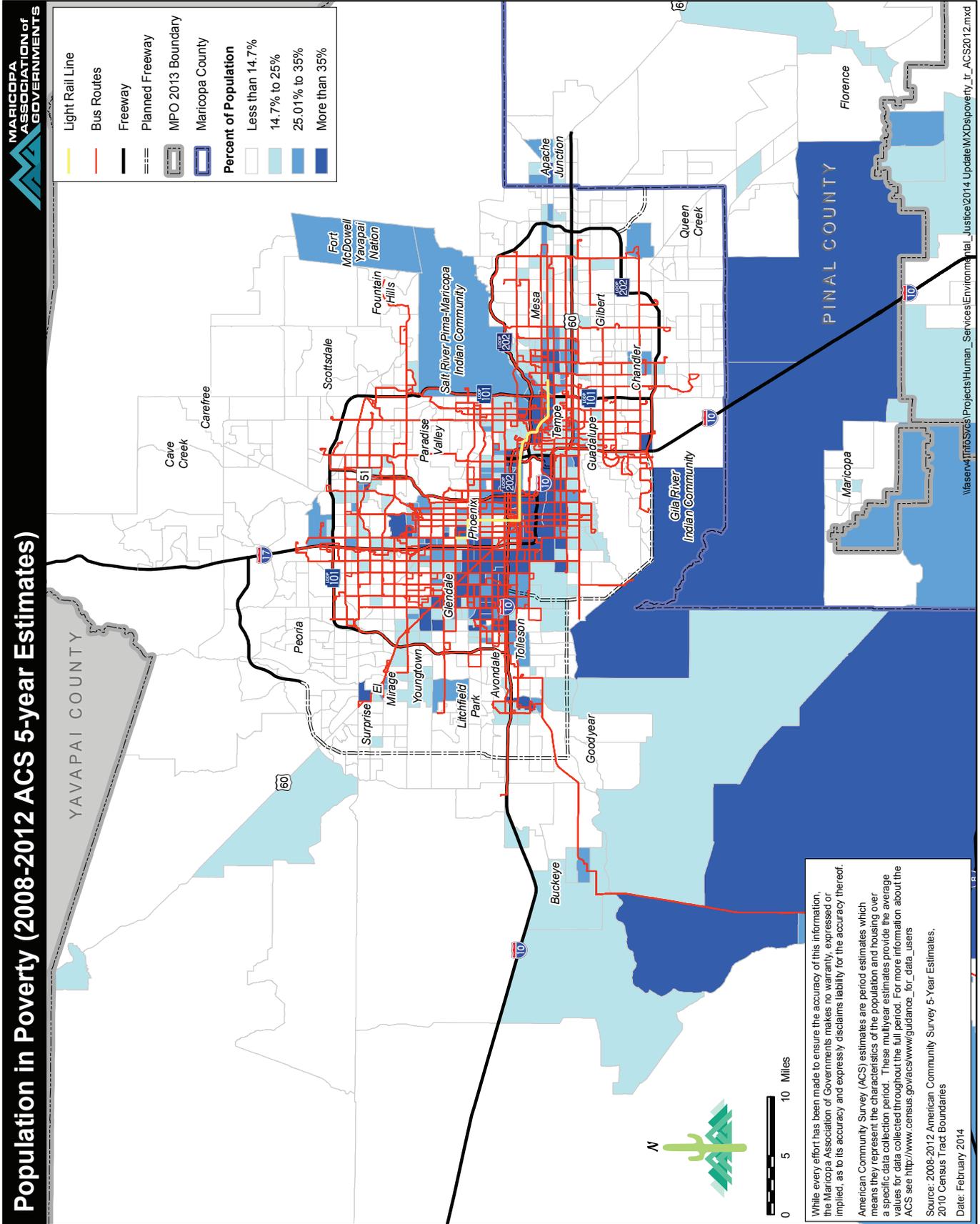
Poverty Status For MAG MPO	
	Estimate
Population for Whom Poverty Status Is Determined	4,008,079
Population Below Poverty Level	628,312
Percent Below Poverty	15.7%

Source: U.S. Census Bureau, 2008-2012 American Community Survey (ACS) 5-Year estimates

ACS data are based on a sample and are subject to sampling variability Table B17021

The following map indicates the location and density within the region of persons with income below the federal poverty level.





Minorities: In 1998, the Federal Highway Administration published actions to address EJ in minority populations and low-income populations. They defined minority as the following:

- Black (having origins in any of the black racial groups of Africa).
- Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
- Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
- American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

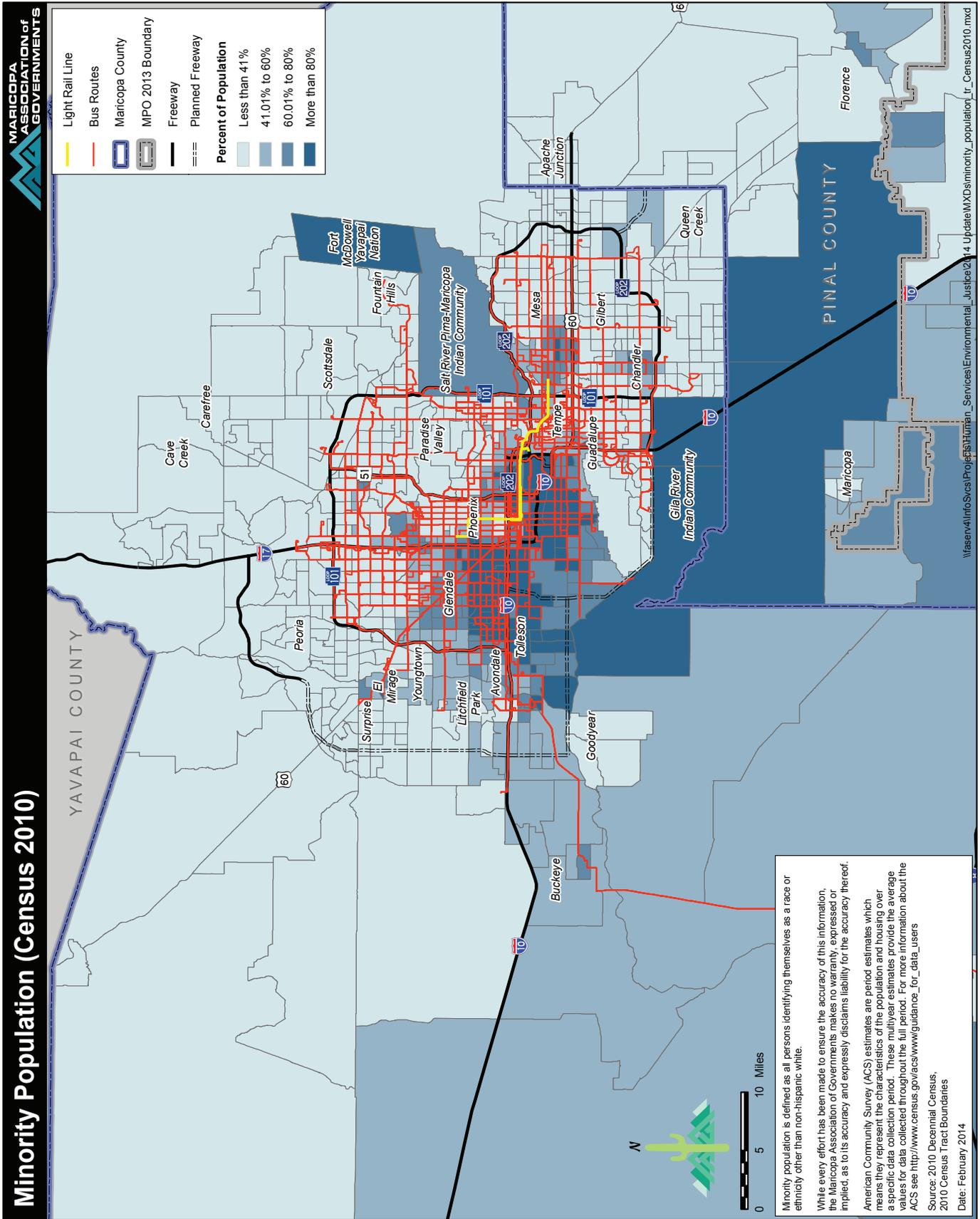
In addition, MAG includes the following groups as defined by the U.S. Census:

- Black or African American alone—not Hispanic or Latino.
- American Indian and Alaska Native alone—not Hispanic or Latino.
- Asian alone - not Hispanic or Latino.
- Native Hawaiian and Other Pacific Islander alone—not Hispanic or Latino.
- Some other race alone—not Hispanic or Latino.
- Persons of two or more races—not Hispanic or Latino.
- Hispanic or Latino.

The following map indicates the location and density of the minority population in the region.

Population by Race and Hispanic Origin		
	MAG MPO	
	Census 2010	Percent of Total
Total Population	4,054,972	100.0%
White alone, Not Hispanic or Latino	2,392,591	59.0%
Minority (includes the groups listed below)	1,662,381	41.0%
Black or African American alone, Not Hispanic or Latino	188,031	4.6%
American Indian and Alaska Native alone, Not Hispanic or Latino	72,126	1.8%
Asian alone, Not Hispanic or Latino, Not Hispanic or Latino	132,514	3.3%
Native Hawaiian and Other Pacific Islander alone, Not Hispanic or Latino	7,150	0.2%
Some Other Race alone, Not Hispanic or Latino	5,813	0.1%
Two or More Races, Not Hispanic or Latino	75,780	1.9%
Hispanic or Latino	1,180,967	29.1%

Source: U.S. Census Bureau, 2010 Census, Table P5.



Limited English Proficient (LEP) households: A person with limited English proficiency is described as a person who does not speak English as a primary language and has a limited ability to read, write, speak and understand English. An area is identified as LEP when five percent or more of the population, or 1,000 people within a neighborhood, fit this definition. The Census Bureau further defines households as linguistically isolated when there are no members aged 14 years and over who speak only English or who speak a non-English language and speak English “very well.” In other words, all members of the household ages 14 years and over have at least some difficulty with English.



The following map indicates the location and density of linguistically isolated households within the region.

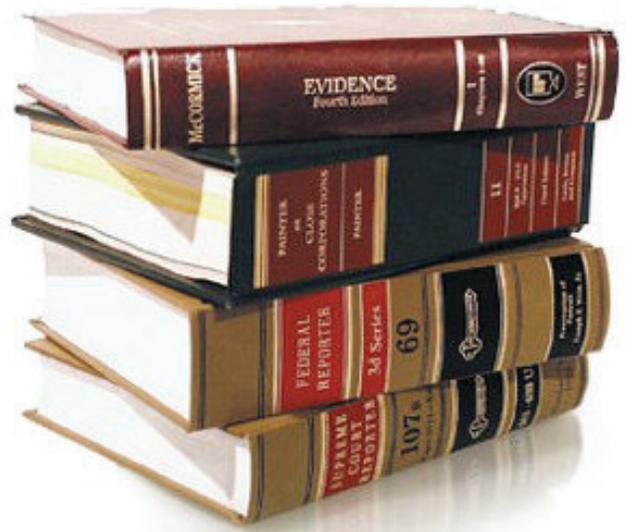
MAG MPO Households			
	Estimate	Percent	Percent of Linguistically Isolated Households
Total Households	1,478,470	100.0%	--
English Speaking Only	1,107,324	74.9%	--
Spanish Speaking	266,207	18.0%	--
Linguistically Isolated ^a	77,431	5.2%	100.0%
Spanish	61,014	4.1%	78.8%
Other Indo-European languages	5,874	0.4%	7.6%
Asian and Pacific Island languages	7,514	0.5%	9.7%
Other languages	3,029	0.2%	3.9%

Source: U.S. Census Bureau, 2008-2012 American Community Survey (ACS) 5-Year estimates
 ACS data are based on a sample and are subject to sampling variability

^a A linguistically isolated household is one in which no member 14 years and over (1) speaks only English or (2) speaks a non-English language and speaks English “very well.” In other words, all members of the household 14 years and over have at least some difficulty with English. (Table B16002)

Attachment E: List of Investigations, Complaints and Lawsuits since Last Submission

There have not been any investigations, complaints or lawsuits.



Attachment F: Summary of Outreach Efforts Since Last Submission

Summary of Title VI outreach from July 1, 2011 to January 31, 2014

July 1, 2011 to August 1, 2012

Planning Activities

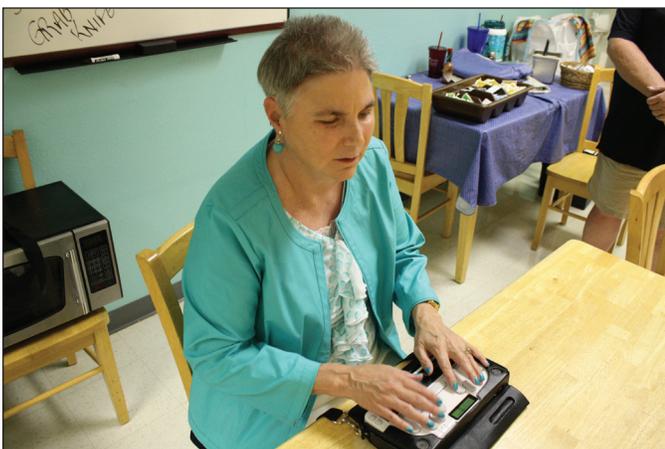
- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations, such as Benevilla, a private nonprofit agency, to provide vital services such as transportation with the support of more than 700 volunteers.
- Engaged nonprofit agencies serving Title VI populations to participate in the Designing Transit Accessible Communities Study.
- Continued to work with domestic violence and homeless shelters to develop transportation solutions for their Title VI clients. This includes mapping shelter locations with transit overlays, organizing travel training for their clients, and researching the feasibility of new programs to meet their transportation needs.
- Integrated the transportation needs of adults over the age of 65 years into the MAG Municipal Aging Services Project. This included engaging more than 1,375 people through interviews, focus groups, and a survey to determine the current transportation needs, projected transportation needs, preferred transportation modes, and preferred ways to provide input to MAG and local governments. The information is being used to ascertain the most effective role and activities for local governments when meeting the needs of older adults.
- Developed a new *Title VI and Environmental Justice Plan* approved by the MAG Regional Council on July 27, 2011.
- Provided demographic data to Valley Metro for potential use in the fare change analysis.
- Continued communication with the region's Designated Recipient, (the City of Phoenix) on the 2012 Title VI update, subrecipient's requirements for submitting updates to the Designated Recipient, and a study to determine the effects of changing the fare for transit.
- Provided support to staff from the City of Tolleson regarding transit and human services.
- Held the first *Federal Fund—Transit Programming Guidelines Work Group* meeting with MAG member agencies.
- Began work on the public involvement process for the *2013 Regional Transportation Plan (RTP) Update*, and the *2014-2018 Transportation Improvement Program (TIP)*.
- Conducted intercept surveys for the Designing Transit Accessible Communities Study of bus transit users at various bus stop locations. This

included interviewing individuals to better understand the challenges users face when accessing transit.

- Staffed a planning meeting for improving transportation options for clients in homeless and domestic violence shelters.
- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft Environmental Impact Statement process and public hearing planning.
- Provided census tract data on the population by race and poverty status for the City of Glendale.

Community Presentations/Focus Groups

- The following groups received presentations in cooperation with Valley Metro: the STAR East group for people with disabilities, PSA (People, Service and Action) for people with disabilities group, Lifewell Behavioral Wellness Center, East Valley Brain Injury Support Group, Compass All Disabilities Group, United Cerebral Palsy, Women and Transportation Systems (WTS) luncheon, Stroke Survivors Support Group, Voices disability group



for people with disabilities, Hopekeepers Group for people with disabilities, and the Foundation for Blind Children.

- Provided a presentation to the Legislative and Policy Coordinating Committee of the Governor's Advisory Council on Aging.
- Nineteen focus groups facilitated by the MAG Human Services Division to support the Municipal Aging Services Project. Eighteen of the focus groups were held with people aged 65 years and more.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation challenges and opportunities. Now in its fifth year, the program has more than 360 participants. The information collected at the meetings drives the development of strategies included in the MAG plans to coordinate human services transportation.
- Presented the Southwest Valley Local Transit System Study to meetings at WESTMARC, the MAG Transportation Ambassador Program, the MAG Transit Committee, the Regional Public Transportation Authority (RPTA) Transit Management Committee, and the Arizona Department of Transportation's (ADOT) Citizens Transportation Oversight Committee.
- Presented the Northwest Valley Local Transit System Study to the MAG Transit Committee and the RPTA Transit Management Committee.

- Provided an update on the Northwest Valley Local Transit System Study to the Benevilla Transportation Subcommittee.

Outreach Events

- Held the Southwest Valley Local Transit Summit. An ad inviting residents to participate in the summit was created and circulated in a local newspaper. The event was open to the public and was attended by more than 50 people from the Southwest Valley. The Summit provided an opportunity for residents, business owners, and community leaders from the Southwest Valley to come together to review and prioritize local transit needs that best meet their communities' needs for the short and long term. Summit participants also engaged in a visioning exercise.
- Staffed information booths at the following events: 2012 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, Earthfest Educator's Night, Arizona State University Prep Festival, Northwest Black History Festival, and the Rideshare event with Valley Metro.
- Facilitated the MAG Transportation Ambassador Program regional meeting held on Monday, June

25, 2012, at the Burton Barr Library. The event was attended by more than 100 participants representing 75 different agencies and residents from throughout the region.

Outreach and Collaboration Activities

- Supported the Safe Routes to School program in collaboration with the Easter Seals' Project Action (ESPA) pilot project for students with disabilities. MAG serves on the national advisory committee for the ESPA Service-Learning Program project.
- Began development of a Public Participation Guide to provide a roadmap for providing input on regional transportation decisions.
- Continued to serve on the Steering Committee for the National Resource Center for Human Services Transportation.
- Reviewed and commented on the RPTA's Title VI analysis of the upcoming express route service changes.
- Attended Valley Metro's South Central Phoenix High Capacity Transit Study public meeting on June 7, 2012, in South Phoenix. The purpose of the meeting was part of a continuous Alternatives Analysis project kickoff session notifying local residents of the work ahead.



Translation Services

- Translated MAG's Title VI statement of intent for publication on MAG materials into Spanish.

- Updated and translated MAG Awareness Survey forms into Spanish.
- Advertised the Regional Transportation Plan Audit public hearing with public notice in *The Arizona Republic*, *Arizona Informant*, and *La Voz* newspapers.
- Translated the Designing Transit Accessible Communities intercept survey into Spanish.
- On October 28, 2011, the MAG Title VI Coordinator and Transportation Liaison attended a Title VI/EJ webinar.
- Coordinated Title VI training and facilitated a discussion on how federal regulations pertain to individual organizations at the Transportation Ambassador Program regional meeting on June 25, 2012.

August 2, 2012 to August 1, 2013

Public Hearings

- Staffed, coordinated and facilitated the Public Hearing on the *Annual Report on the Status of Proposition 400* on November 17, 2011.
- Staffed, coordinated and facilitated the Regional Transportation Plan Audit Public Hearing on January 18, 2012.
- Advertised the April 12, 2012, Public Hearing on the *Draft MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area*. On March 12, 2012, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document is available for public review at the MAG offices and on the MAG website.

Training

- On August 23, 2011, the MAG Title VI Coordinator and the Title VI liaisons for the MAG Fiscal, Communications, and Human Services divisions attended the Civil Rights Training facilitated by the Arizona Department of Transportation. The training is available to all MAG Title VI liaisons.

Planning Activities

- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations such as Benevilla, a private nonprofit agency that provides vital services, such as transportation, with the support of more than 700 volunteers.
- Engaged nonprofit agencies serving Title VI populations by encouraging them to participate in the Designing Transit Accessible Communities Study. The study was completed and provides a toolkit for how communities can make their communities more accessible by transit.
- Integrated the transportation needs of adults over the age of 65 years into the MAG Regional Aging in Community Network efforts and the region's participation in the national pilot project, the City Leaders Institute on Aging in Place. Both efforts are designed to assist people 60 years and older in finding the resources they need to live independently in their homes. Access to transportation has been

identified as a critical element to achieving this goal. Efforts are underway to develop transportation strategies to meet the transportation needs of older adults in four pilot project areas. Successes in the pilot project areas of Phoenix, Tempe, Scottsdale, and the Northwest Valley can be replicated in other parts of the region.

- Developed an annual report for the Title VI and Environmental Justice Plan, which was accepted and approved by the Arizona Department of Transportation.
- Provided demographic data to Valley Metro for potential use in the fare and route change analysis.
- Continued communication with the region's Designated Recipient, the City of Phoenix on Title VI activities, the subrecipient's requirements for submitting updates to the Designated Recipient, and a study to determine the effects of changing the fare for transit.
- The MAG Transportation Division proceeded on the public involvement process for the *Regional Transportation Plan (RTP) Update* and the *FY 2014-2018 Transportation Improvement Program (TIP)*.
- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft Environmental Impact Statement process and public hearing planning.

Community Presentations/Focus Groups

- The following groups received presentations in cooperation with Valley Metro: the STAR East group for people with disabilities, PSA (People, Service and Action) group for people with disabilities, Lifewell Behavioral Wellness Center, East Valley Brain Injury Support Group, United Cerebral Palsy, Compass All Disabilities, Southern Arizona Association for the Visually Impaired, VOICE Support group, Southern Arizona Association for the Visually Impaired (SAAVI), Wellness City, Recovery Innovation, Central Phoenix Brain injury and Caregivers Support Group, Phoenix Clubhouse, Mild Brain Injury Support Group and the Foundation for Blind Children.
- Gave presentations to the following groups: Arizona League of Women Voters, Tempe Mayor's Commission on Disability Concerns, Sun City West Rotary Club.
- Eight focus groups were facilitated by the MAG Human Services Division to support the implementation of the Regional Age-Friendly Network. The focus groups were held throughout the region with people aged 60 years and over.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation



ON THE MOVE
PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report

November 25, 2013, 5:00 p.m.
302 North 1st Avenue, Phoenix
Saguaro Room - second floor



Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis*. The public hearing will also include the *Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400*. The purpose of the hearing is to receive public comments. Draft documents are available at www.azmag.gov

Your participation is encouraged and appreciated.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased transit tickets to attend the meeting. To provide input via e-mail, send your comments to jstephens@azmag.gov.

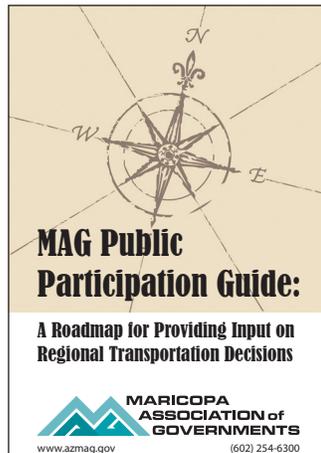
challenges and opportunities. Now in its sixth year, the program has more than 400 participants. The information collected at the meetings drives the development of strategies included in the MAG plans to coordinate human services transportation.

Outreach Events

- Staffed information booths at the following events: 2013 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, Arizona State University Prep Festival, the Martin Luther King Day Event at Margaret T. Hance Park, Phoenix Urban Expo, Tribal Legislative Day at the Arizona State Capitol, and the American Indian Disability Summit.

Outreach and Collaboration Activities

- Finalized the Public Participation Guide to assist members of the general public in being more involved with the planning process at MAG and to increase their understanding of their role in this process.



- Continued to serve on the Steering Committee for the National Resource Center for Human Services Transportation.
- Served on the Valley Metro Paratransit Fare Structure Subgroup in regard to potential changes to the Americans with Disabilities Act transit

fares and strategies for regional consistency in fare structures.

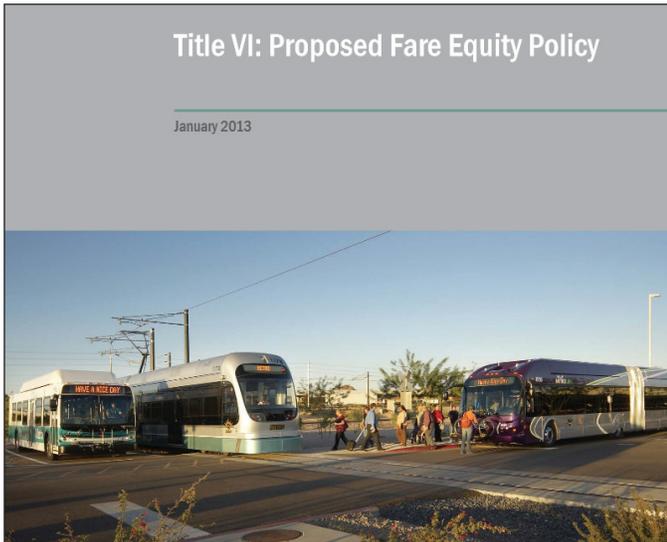
- Provided outreach to nonprofit agencies providing services to persons with disabilities to discuss regional coordination and collaborative planning opportunities in human services transportation. Agencies included Lifewell Behavioral Health, Development Enrichment Center, and a veteran's volunteer driver program.

Translation Services

- Reached out to Spanish media and Spanish-speaking public on MAG Economic Development Committee efforts regarding trade opportunities and outreach to businesses in Mexico. Translated various materials related to efforts of the Economic Development Committee into Spanish.
- Updated and translated the MAG Awareness Survey forms into Spanish. Translated the Public Participation Guide into Spanish.
- Translated various materials related to domestic violence into Spanish.
- Translated the Designing Transit Accessible Communities intercept survey into Spanish.

Public Hearings

- Conducted the December 13, 2012, Public Hearing on the *Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company doing business as Liberty Utilities Palm Valley and Sarival Water Reclamation Facilities.*



On October 27, 2012, the public hearing was advertised in *The Arizona Republic*. On October 31, 2012, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review at the MAG Offices, Glendale Public Library, Mesa Public Library, and Phoenix Central Public Library.

- Conducted the February 19, 2013, Public Hearing on the *Draft MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area*. On January 18, 2013, the public hearing was advertised in *The Arizona Republic*. Also on January 18, 2013, letters were sent to Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review at the MAG Offices and on the MAG website.

Training

- Distributed Title VI training materials and updates to the MAG Title VI Liaisons.

- Participated in monthly Diversity Leadership Alliance workshops keeping up-to-date on national best practices regarding inclusiveness in working with other organizations. Received a presentation on Valley Metro's Title VI fare and service equity analysis.

August 2, 2013 through February 28, 2014

Planning Activities

- Incorporated Title VI and Environmental Justice (EJ) concerns into the Northwest and Southwest Valley Local Transit System Studies. This work has been supported by collaborating with community organizations serving Title VI and EJ populations such as Benevilla, a private nonprofit agency that provides vital services, such as transportation, with the support of more than 700 volunteers. Both studies were completed and provide a short-, mid-, and long-term local transit plan for these subregions.
- Completed the public involvement process for the *Regional Transportation Plan (RTP) Update*, and the *FY 2014-2018 Transportation Improvement Program (TIP)*.
- Continued communication with the region's Designated Recipient (the City of Phoenix) on Title VI activities, and the subrecipient's requirements for submitting updates to the Designated Recipient.
- Continued participation in Public Involvement Team meetings for the South Mountain Freeway Draft and Final Environmental Impact Statement process, public hearing responses, and public hearing planning.

- Finalized the Existing and Future Transportation System report for the Cave Creek/Carefree Transportation Framework Study that included a Title VI data analysis.
- Began work on the Existing and Future conditions report for the Interstate 10/Interstate 17 Corridor Master Plan that includes a Title VI data analysis.
- Developed an annual report for the Title VI and Environmental Justice Plan, which was accepted and approved by the Arizona Department of Transportation.
- Developed innovative strategies to meet the transportation needs of older adults as part of the MAG Regional Age-Friendly Network. Through these efforts, transportation information has been provided to participating communities, travel training is being designed specifically for older adults in targeted areas, and a van program is being developed to bring older adults to the grocery store. A new hybrid transportation model is being developed that will offer a membership-based transportation program through volunteers and paid drivers. Mobility management is a key feature of the program in order to triage requests and maximize existing resources. Outreach is underway to engage additional communities and individuals through the project's website, www.Connect60Plus.com. The website features the searchable human services transportation provider directory and other resources related to transportation.
- Launched an age-friendly initiative in Scottsdale. Community engagement is underway with sup-

port from the City of Scottsdale, local nonprofit agencies, places of worship, and residents. A new program will be developed to meet the transportation needs of older adults on the basis of the community outreach and additional data analysis.

- Engaged nonprofit agencies serving Title VI populations by encouraging them to participate in the Southwest Valley Local Transit Study and Northwest Valley Local Transit Study. The studies have been completed providing short-term, mid-term, and long-range strategies to address the transportation needs of West Valley communities that have little to no transportation infrastructure.

Community Presentations/Focus Groups

- In cooperation with Valley Metro, the following groups received presentations from MAG: the STAR West group for people with disabilities, Hope Keepers, East Valley Clubhouse, PSA (People, Service and Action) group for people with disabilities, Stroke Survivor and Caregiver group,



STAR East, White Cane Day Event, Foundation for Blind Children, United Cerebral Palsy, and John C. Lincoln Stroke Survivors Support Group.

- Gave presentations on the MAG Regional Age-Friendly Network's efforts in transportation to the following groups: Second International Conference on Age-Friendly Cities in Quebec, International County/City Management Association Conference in Boston, Chicanos por la Causa Annual Board Retreat, and Senior Business-to-Business Association meeting. The following presentations will be given by June 30, 2014: Lutheran Church Annual Conference, American Society on Aging Annual Conference, Maricopa County Public Health Annual Conference, Arizona State University Urban Planning class, and the Arizona Transit Association and Arizona Department of Transportation Annual Conference.
- Three MAG Transportation Ambassador Program meetings were held to disseminate transportation information and to collect feedback from communities of concern regarding transportation challenges and opportunities. Now in its sixth year, the program has more than 400 participants.
- Presented a workshop at the September 26, 2013, American Planning Association, Arizona Chapter, annual conference. The workshop focused on initiatives taking place on regional, municipal and nonprofit perspectives in transportation planning concerning the underserved population of older



adults and people with disabilities.

Outreach Events

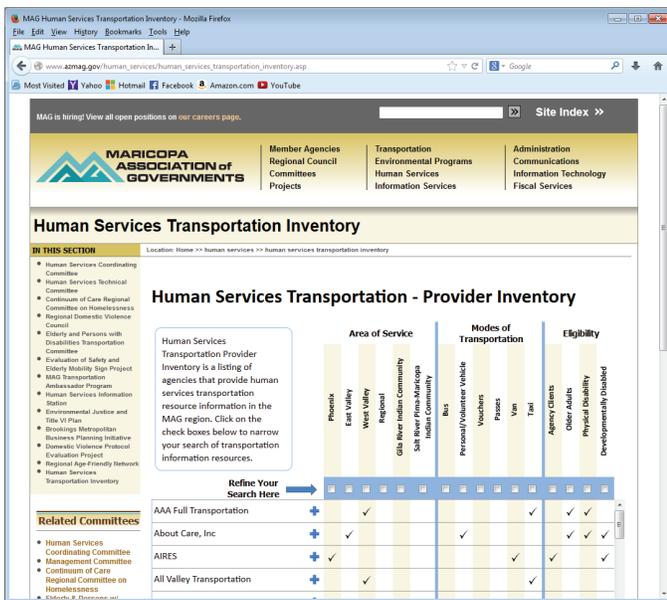
- MAG staffed information booths at the following events: 2013 Health and Wellness Fair at the Disability Empowerment Center, Tempe Tardeada Festival, NAMI (National Alliance on Mental Illness) Walks, Governor's Safety Days at the Arizona State Fair, Martin Luther King Day Event at Margaret T. Hance Park, Tribal Legislative Day at the Arizona State Capitol, Juneteenth Event, and the American Indian Disability Summit.
- The "All Ages, One Region" conference was held March 27, 2014, at the Glendale Civic Center. The event featured transportation workshops, as well as other topics such as health, housing, technology and evaluation. Local experts and national speakers provided information to 200 people from local governments, nonprofit agencies, places of worship, transportation providers, and residents.

Outreach and Collaboration Activities

- Facilitated training workshops to assist in the development of strategies to address older adult transportation needs in the Phoenix, Tempe, Scottsdale, and Northwest Valley areas.
- Provided technical support for the Scottsdale Training Rehabilitation Services Stakeholder Strategic Plan Retreat to address the needs of the disabled population in the Northeast Valley.
- Served on the Valley Metro Route 685 and Route 563 Transit Advisory Group regarding public transit in the Southwest Valley. This group involves

stakeholders from the town of Gila Bend, the cities of Avondale, Buckeye, Goodyear, Phoenix, and Maricopa, Care 1st (a nonprofit in the Southwest Valley), Ajo Transportation, and Estrella Mountain Community College.

- Responded to inquiries from the public and nonprofit agencies regarding human services transportation, including fare changes in Dial-A-Ride services and potential Valley Metro transit route revisions.



- Developed the MAG Human Services Transportation Inventory webpage. The MAG human services provider inventory offers stakeholders a listing of agencies that provide human services transportation resource information in the MAG region on a webpage. The webpage was developed to offer a user-friendly resource listing that can be utilized by consumers of services, case managers, and the general public looking for resources in the Maricopa region.

- Facilitated monthly subregional mobility management meetings to stay up to date on human services transportation coordination efforts in the region. The subregional mobility managers are community liaisons, located in the North Phoenix, Central and East Valley, who serve as community resources regarding the transportation issues of underserved population.

Translation Services

- Updated and translated the MAG Awareness Survey forms into Spanish.
- Translated various materials related to domestic violence into Spanish.
- Translated various materials related to efforts of the MAG Economic Development Committee into Spanish.
- Interacted with Spanish media and the Spanish-speaking public on MAG Economic Development Committee efforts regarding trade opportunities and outreach to businesses in Mexico.

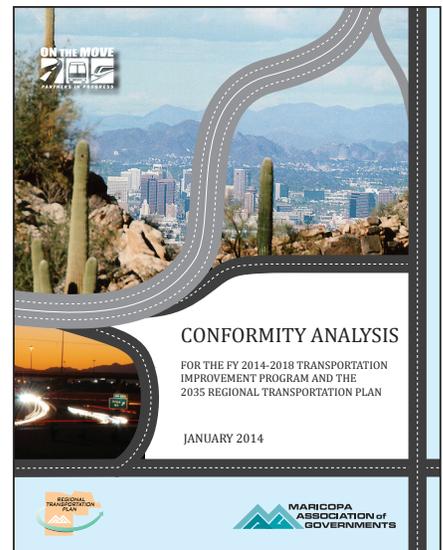
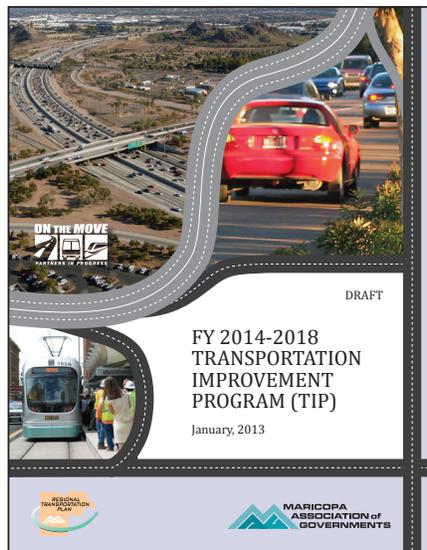
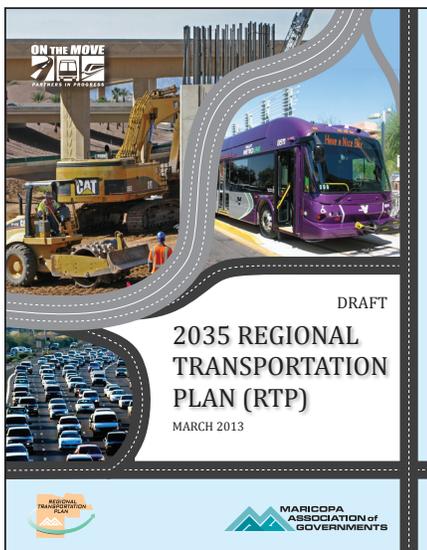


Public Hearings

- Conducted the November 25, 2013, Public Hearing on the Regional Transportation Plan, Transportation Improvement Program and air quality conformity analysis. In October 2013, the public hearing was advertised in The Arizona Republic. Also in October and November 2013, letters were sent to more than 3,000 Title VI stakeholders inviting them to the public hearing and notifying them that the draft document was available for public review in the library at the MAG Offices and on the MAG website.
- On Thursday, September 19, 2013, MAG, in conjunction with representatives from the Arizona Department of Transportation, Valley Metro and the City of Phoenix Public Transit Department, conducted a Mid-Phase Public Meeting on the *Draft FY 2014 Transportation Improvement Program, Draft 2035 Regional Transportation Plan, Draft FY 2014-2018 Air Quality Conformity Analysis and Draft FY 2014 Program of Projects.*

Trainings

- Distributed Title VI training materials and updates to the MAG Title VI Liaisons.
- Participated in monthly Diversity Leadership Alliance workshops, keeping up to date on national best practices regarding inclusiveness that will enhance collaboration efforts with partnering agencies.





Public Participation Plan

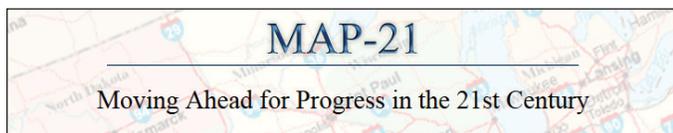


Draft
April 2014



INTRODUCTION

The Maricopa Association of Governments (MAG) believes that public participation is a critical and necessary part of the transportation planning process. The involvement of the public helps MAG make better transportation decisions that meet the needs of all people, and to plan transportation facilities that fit more harmoniously into communities. In 1994, MAG adopted a public involvement plan designed to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities. In December of 2006, MAG adopted an updated public participation plan in response to federal transportation legislation known as the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).



New transportation authorization was passed in July of 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. MAP-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public



transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. MAG will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

BACKGROUND

Federal law requires that each state designate a Metropolitan Planning Organization (MPO) for urbanized areas with 50,000 or more population. MAG was designated as the MPO for the Maricopa region in 1973, and undergoes federal certification as outlined in transportation regulations.

MAG is responsible for preparing both short-range and long-range transportation plans, and for seeking citizen input into these plans. For its short-range plan, MAG develops a five-year Transportation Improvement Program (TIP) that includes all transportation projects for the region. All transportation projects must be included, regardless of how they are funded. For its long-range plan, MAG is responsible



for preparing a 20-year Regional Transportation Plan. Federal law requires that these documents be updated at least once every four years. Both plans are typically updated biennially, and both must undergo an air quality conformity analysis to ensure that transportation activities do not contribute to violations of the federal air quality standards.

In 1994, the MAG Regional Council, which serves as the organization's governing body, adopted an aggressive public involvement program designed to provide Valley residents with as many opportunities for comment on MAG transportation plans as possible. This program was enhanced in 1998 and has been improved each year through a variety of methods, including feedback from Valley residents on the effectiveness of the process. In December 2006, the MAG Regional Council adopted an updated MAG

Public Participation Plan in accordance with SAFE-TEA-LU requirements. With the passage of MAP-21, MAG's goal is to continue to provide the region's residents with an open and inclusive process designed to obtain input from all interested parties.

MAG's public involvement process adheres to all federal requirements related to public involvement. MAG has coordinated public involvement processes and activities with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and the City of Phoenix Public Transit Department. This coordination has helped create an efficient and effective public participation process.



MAJOR MILESTONES

Following are a few of the major milestones in the MAG public involvement process.

1991

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that metropolitan planning organizations adopt a formal public involvement process that is proactive, encourages broad public participation, and considers and responds to public input.

June 1992

The Regional Council approves a 15-minute Call to the Audience for its meetings, providing audience members up to three minutes each to present comments.

September 1994

The MAG Process for Public Involvement in Transportation Planning is adopted by the Regional Council, following a 45-day comment period. The adopted process provides the guiding principles for public involvement to meet the requirements established in ISTEA and subsequently reaffirmed in the Transportation Equity Act for the 21st Century (TEA-21). The process includes four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The phases allow for early and continuing input and encourage public comment during each step of the planning process. The process calls for Input Opportunity Reports to be completed during each phase detailing the comments received. The reports include staff responses



to comments on the Draft Transportation Improvement Program (TIP) and Long-Range Transportation Plan. The 15-minute Call to the Audience is retained for public comment at the beginning of MAG policy committee meetings.

February 1996

The Regional Council approves recommendations to reengineer the MAG policy process. Public comment opportunities are increased for the Regional Council meetings. In addition to the Call to the Audience at the beginning of the meeting, members of the audience are provided the opportunity to comment on the Approval of the Consent Agenda and to speak on each Action Item. Audience members are provided up to three minutes for each public comment opportunity.

July 1998

The Regional Council recommends that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. This proactive community outreach process leads to an enhanced public involvement process beginning with the fiscal year 1999 public involvement program. The enhanced public involvement process involves transportation stakeholders as outlined in the 1998 TEA-21 legislation and includes input from Title VI stakeholders (minority populations and low-income populations). The input received during the enhanced input opportunity is incorporated in the development of early guidelines to guide project selection for the

Transportation Improvement Program (TIP) and Long-Range Transportation Plan.

2001

MAG contracts with four Community Outreach Associates to provide targeted outreach to the Hispanic, Native American, African American, and Disability communities as part of its dedicated Title VI outreach. In 2002, these associate positions are merged into a full-time Community Outreach Specialist position within MAG to allocate more MAG resources to this effort and to allow for the translation of all major MAG materials into Spanish. The Disability Community Associate continues as a contracted associate.

2001-2004

MAG embarks on an intensive and unprecedented public involvement effort to receive input into the Long-Range Transportation Plan, which is renamed the Regional Transportation Plan (RTP or Plan). Extensive research is conducted, and more than 350 public input opportunities are provided. Expert panel forums are held early in the process featuring topics in demographics and social change, environmental and resource issues, land use and urban development, and transportation and technology. Sixteen subregional focus groups are also held to receive input from transportation stakeholders across the Valley, including focus groups specific to African American and Hispanic communities. A project website, www.LetsKeepMoving.com, is created to provide information and receive feedback on the Plan. The site includes online surveys, maps, meeting notices, copies of studies and presentations, plan drafts and maps, funding information, feedback

links, and calendar listings of public input opportunities. The site is later merged to be incorporated into the main MAG website.

2005

Congress passes SAFETEA-LU, which requires a documented public participation plan that defines the process for citizen input.

2006

The MAG Regional Council adopts the MAG Public Participation Plan in accordance with SAFETEA-LU requirements.

MAG PUBLIC PARTICIPATION PROCESS

The federal regulations for public involvement in metropolitan planning under MAP-21 are easily incorporated within MAG's adopted public involvement structure, and specific strategies for addressing the new regulations are included in the final section of this report. As noted above, MAG's adopted public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. MAG staff receives comments in a variety of ways, including, but not limited to, small group presentations; special events, such as large community festivals; public meetings/hearings; telephone and electronic correspondence; and correspondence through the MAG website.

It is important to note that changes in planning and programming cycles can affect the public involvement process. The following table details the standard phases of the public involvement process and the opportunities for input that exist in each phase. As noted, these are subject to change:

Phase	Public Input Opportunities
Early Phase	A public process for early input into the transportation programming process is held. At this stage, which generally occurs from late summer through early fall, public input is reviewed and considered by MAG policy committees with specific reference to upcoming issues and work topics. Events during this phase may include stakeholders meetings, open houses, booths at special events, and small group presentations. In addition, comments are received during committee meetings. Comments received are summarized and provided to MAG policy committees for review and consideration in the form of an Early Phase Input Opportunity Report. All meetings are widely advertised with appropriate advanced notice. Because projects are not yet programmed, in many ways, the Early Phase represents the best opportunity for members of the public to suggest projects for inclusion in the TIP or Plan.
Mid-Phase	A variety of public outreach methods are used during this phase, which generally occurs from late winter to early spring, to gather input on the initial plan analysis for the Draft TIP and Draft RTP update. The phase generally culminates with a transportation public hearing co-hosted by MAG, the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA) and the City of Phoenix Department of Public Transit. Comments are summarized, receive a written response, and are provided to MAG policy committees for review and consideration (through the Mid-Phase Input Opportunity Report and oral presentations) prior to taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.
Final Phase	Several forums are used to obtain input during this phase, which generally occurs from early summer to late summer. The phase generally culminates with a transportation public hearing on the final Draft RTP update and TIP update. The hearing is advertised with a formal public notice and draft reports are also available for 30 days for public review. All comments receive a written response and are provided to MAG policy committees for review and consideration (through the Final Phase Input Opportunity Report and oral presentations) prior to taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.
Continuous Involvement	MAG continuously seeks public input and comment beyond the three structured phases above. Outreach is conducted throughout the annual update process and includes activities such as providing presentations to community and civic groups, participating in special events, hosting booths at community gatherings, distributing press releases and newsletters, and coordinating with partnering agencies. MAG provides speakers upon request to make presentations to community and civic groups, within the limits of available resources. The input gleaned during this phase is included in quarterly public involvement progress reports (<i>see appendix C</i>) that are distributed to MAG policy committees for review and consideration.

FEDERAL LAW

The role of public involvement in transportation planning and programming was increased with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, continued to emphasize public involvement in the metropolitan transportation planning process. TEA-21 required that the metropolitan planning organization (MPO) work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation and representatives of users of public transit a reasonable opportunity to comment on proposed transportation plans and programs.

The intent of the public involvement provisions in SAFETEA-LU, passed in 2005, and MAP-21, passed in 2012, is to continue the legacy of TEA-21 when it comes to increasing public awareness and participation in transportation planning and programming, while developing a documented public participation plan that defines the process for citizen input.



FEDERAL REQUIREMENTS AND MAG PUBLIC PARTICIPATION STRATEGIES

1. *Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including, but not limited to, reasonable opportunity to comment on the proposed metropolitan transportation plan and the Transportation Improvement Program.*

MAG provides timely public notice of public participation activities. All public hearings are announced with a formal public notice, generally 30 days in advance of the hearing, as well as through a display advertisement in the largest circulation newspaper and in minority oriented newspapers, usually two weeks prior to the public hearing. MAG maintains a public involvement mailing list that includes interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, advocates for low-income people and minority populations, and representatives of community groups with an interest in transportation. This mailing list is used to announce meetings, distribute newsletters, and for other opportunities for public involvement. Interested individuals are added to the mailing list upon request.

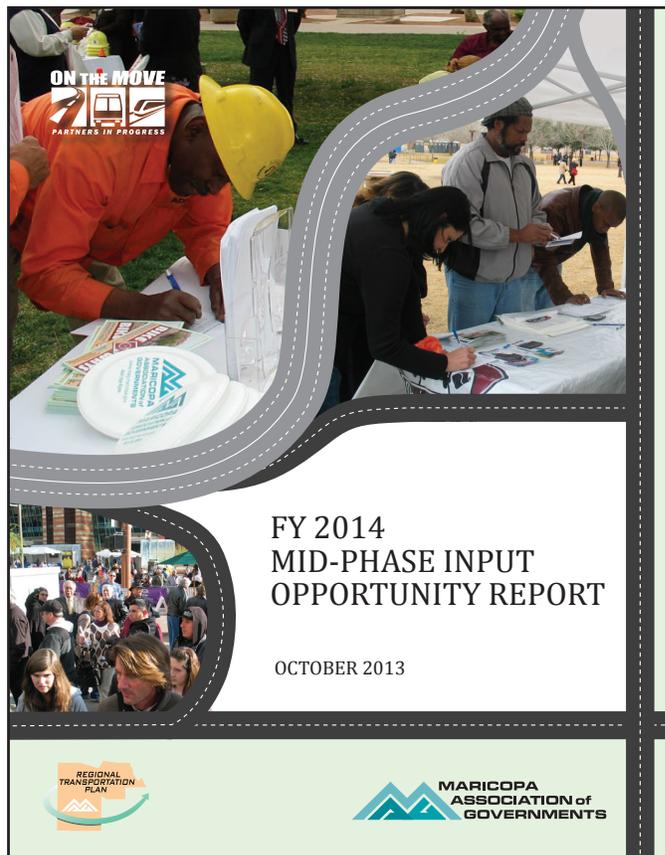
In addition, all MAG public meetings and public input opportunities are posted on the MAG website at www.azmag.gov. A calendar listing major MAG meetings is included on the final page of every issue of *MAGAZine*, MAG's quarterly newsletter. MAG public meetings are also posted 24 hours in advance as required under the Open Meeting Law (*see Appendix A*).

MAG also works closely with the news media to help distribute information about MAG activities. Press releases are prepared and distributed to local media in conjunction with periodic news events and public involvement opportunities. Copies of MAG agendas and other materials are sent to major news publications and to any reporters who request to be included on MAG's mailing lists.



MAG utilizes social media platforms such as Twitter, Facebook and YouTube to inform residents about ongoing activities and to garner public participation in the development of MAG plans and programs. MAG also implements a video outreach program to inform residents of MAG's roles and responsibilities in the region.

Public comment is allowed at all MAG public meetings (*see MAG Public Comment Process, Appendix B*). MAG's four-phase public input process specifically provides opportunities for interested parties to comment at key decision points (and throughout) the development of the TIP and Regional Transportation Plan. For example, Early Phase input opportunities provide the public an opportunity to comment during the initial programming process. The Mid-Phase public hearing provides the opportunity for comment prior to Regional Council action to approve the Draft TIP and Plan to undergo an air quality conformity analysis, and the Final Phase public hearing provides an opportunity for comment prior to approval of the conformity analysis, final TIP, and final Plan.



MAG also provides ongoing opportunities for input during its Continuous Involvement activities, such as frequent participation in special events, including hosting booths at large community festivals, and through numerous small group presentations as requested (*see page 56, for additional information*).

Where appropriate, information is provided in a bilingual format or other alternative formats such as large print and Braille.

2. Providing timely notice and reasonable access to information about transportation issues and processes.

As outlined above, timely notice of MAG activities is provided through a variety of methods, including formal postings, newspaper ads, direct mail, website postings, calendar listings, press releases, social media posts, and other publications and materials. Similarly, MAG provides information about transportation issues and processes through a number of public involvement and communication strategies.

Prior to the final completion of plans or programs, draft documents are made available to the public for review and comment, so that public concerns can be considered and reflected in the final documents. When draft studies, plans, programs and reports are completed, they are made available for public review. Public comments are received, documented and presented to the Management Committee, Transportation Policy Committee and Regional Council for review prior to action. Documents are available for review in the MAG library at the MAG Offices, 302 N. 1st Avenue, Suite #300, Phoenix. The TIP, Plan, Conformity Analysis and Input Opportunity Reports are distributed to libraries throughout the region as well as to partnering agencies such as the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Environmental Protection Agency, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County, Pinal County, and the Central Arizona Association of Governments.

MAG also provides information about transportation issues and processes through a variety of publications,

First Phase of Northern Parkway Completed

The Maricopa Association of Governments (MAG) joined the Maricopa County Department of Transportation and the communities of El Mirage, Glendale, and Peoria in a December dedication celebration marking the end of Phase I of the Northern Parkway Program—which completed a new interim four-lane roadway from Sarval Avenue to Dysart Road.

The first segment of the Northern Parkway Program broke ground in March 2012 and includes the construction of the eastbound auxiliary lane, westbound auxiliary lane, and two outside travel lanes in each direction. A center concrete barrier and an additional inside lane in each direction will be added in the future to complete the ultimate six-lane Northern Parkway.

"The Parkway will serve as an important roadway for all West Valley residents. Motorists throughout the entire region will see improved travel times, enhanced system reliability, and reductions in crash

rates," said MAG Vice Chair Michael LeVault, mayor of Youngtown. "The Parkway will provide quick access to the commercial and employment centers along Loop 303, and also provide a much-needed alternative to Grand Avenue and Bell Road."

During the dedication ceremony, Glendale Mayor Jerry Weiers called it a "great day for the West Valley," noting that the Northern Parkway was an idea developed through Glendale's citizen participation process more than a decade ago.

"In 2001, a 61-member citizens advisory committee envisioned the need for a regional east-west route to improve connectivity," said Mayor Weiers. "The project was then supported by Maricopa County voters through the passage of transportation-related propositions," he said. "With the Parkway's close proximity to rail lines and major freeways—combined with the fact that water and sewer pro-



Mayor Michael LeVault, Town of Youngtown



Mayor Jerry Weiers, City of Glendale



Mayor Lana Mook, City of El Mirage

vider agreements for this area are now in place—Northern Parkway is well-positioned to attract quality development in the coming years."

El Mirage Mayor Lana Mook noted that the project represents one of the largest collaborations of governmental agencies in the state.

"This Parkway will give residents of our communities easy access to the Loop 303, Loop 101, and US 60/Grand Avenue, thus reducing travel time and congestion," said Mayor Mook. "I am thrilled that El Mirage is a partner in this exciting project and look forward to the completion of the next segment."

Peoria Councilmember Cathy Carlat, who serves on the MAG Regional Council, added, "The Northern Parkway will be a wonderful addition to the West Valley. Being able to connect to the Loop 303 through the cities of El Mirage, Glendale and Peoria will not only be a benefit for

Continued on page 11



Peoria Councilmember Cathy Carlat, former Maricopa County Supervisor Max Wilson and Glendale Mayor Jerry Weiers cut the ribbon to open the new phase of Northern Parkway. MAG Vice Chair Michael LeVault, Maricopa County Supervisor Clint Hickman, Glendale Councilmember Yvonne Chacko and El Mirage Mayor Lana Mook are seen in the second row.

Page 10

MAGAZine

including a quarterly newsletter called *MAGAZine*, a monthly Regional Council Activity Report, a monthly e-newsletter outlining the activities of the Transportation Policy Committee, and project-specific publications such as fliers, brochures and notices. These publications report information of general interest on events and programs at MAG, as well as on specific items such as the TIP or Regional Transportation Plan.

As noted above, all major documents, including news releases, notices of meetings and events, news stories, agendas, minutes, plans and studies are posted online at www.azmag.gov. An interactive calendar listing MAG meetings and events is available on the home page. Historical reference files of all documents are maintained and these reports are also available for public review.

MAG also responds to public inquiries through e-mail, written correspondence, social media, telephone calls, one-on-one meetings, and website feedback. Every attempt is made to respond in a timely manner. A public records request form is available for those requesting MAG documents or public records.

3. *Employing visualization techniques to describe metropolitan transportation plans and TIPs.*

With the help of its Communications and Information Services staff, MAG utilizes many innovative techniques to help residents better understand what transportation investments are included in its transportation plans, and to help them visually conceive what the investments or projects will look like when completed. Examples include project-specific maps and graphs, digital photography, high resolution graphic displays, Geographical Information Systems (GIS), map overlays, PowerPoint presentations, aerial photography, photo simulations, technical drawings, infographics, charts and graphs. Alternative scenarios, including visual depictions of scenarios, are presented to demonstrate differences among solutions or approaches.



4. *Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.*

MAG maintains a website that provides easy access to information about MAG meetings, agendas, news releases, and electronic publications through timely posting of these materials. The site includes a calendar of events, monthly meeting schedules, committee activities and actions, requests for proposals and employment notices, and electronic versions of nearly 3,000 MAG documents, including plans, reports, agendas, and minutes. The site includes a search function that allows users to link to specific documents or other information using key words. The site includes a Spanish language Web page and has feedback links as well as information on how to contact staff.

Along with the extensive availability of documents, technical information, meeting notices and other information on the website as described above, MAG often e-mails electronic documents to individuals or agencies upon request. MAG documents are also made available in hard copy format through public records requests.



5. *Holding public meetings at convenient and accessible locations and times.*

Understanding that individuals have different perceptions of “convenient,” MAG strives to hold its public involvement activities at various times to accommodate as many members of the public as possible, including business hours, after work hours, evenings, and weekends. All public events are scheduled in venues that are transit accessible and comply with the provisions of the Americans With Disabilities Act. In addition, Spanish language materials, sign language interpretation, and alternative materials such as large print, Braille, and FM/Infrared Listening Devices, are available on request.

MAG understands that often it is difficult for members of the public to attend formal public meetings. Therefore, MAG makes every attempt to be highly visible and accessible to the broader community by providing information and receiving feedback at well-attended public events. These opportunities include such events as community festivals, trade fairs, minority-oriented events, and booths at heavily populated venues such as the state fair. When possible, MAG coordinates outreach activities with the Arizona Department of Transportation, the Regional Public Transportation Authority (Valley Metro), Valley Metro Rail, Inc. (METRO) and the City of Phoenix Public Transit Department to allow members of the public access to a wide range of information across all transportation modes. In addition to special events, MAG often makes presentations to smaller groups, such as Kiwanis and Rotary clubs, college classes, chambers of commerce, professional associations, businesses, and nonprofit groups.



6. *Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.*

MAG demonstrates explicit consideration and response to public input received in a variety of ways. Of primary significance is the publication of Input Opportunity Reports during each of the three key public involvement phases (Early Phase, Mid-Phase, and Final Phase). Each report includes a summary of the activities conducted during the phase and a summary of comments received during the phase. The reports also include a description of the MAG public outreach process, copies of publicity materials such as display ads and public notices, and electronic correspondence received during the phase.



The Mid-Phase and Final Phase public hearings are conducted with a court reporter in attendance. A verbatim transcript of each hearing is included in the Mid-Phase and Final Phase Input Opportunity reports, which also include staff responses to all comments received during the phase. Copies of the reports are distributed to MAG policy committees (including Management Committee, Transportation Policy Committee, and Regional Council) in advance of any plan approvals. In addition, an oral presentation is provided at these meetings summarizing the comments received prior to committee action. MAG also provides quarterly public involvement progress reports to MAG policy committee members during the Continuous Involvement Phase. These reports detail the date of the input opportunity, the group and/or activity, a summary of input and the number of people reached during the opportunity.

Another way in which MAG demonstrates explicit consideration of public input can be seen in the addition of specific projects that are included in MAG plans as a result of public input.

7. *Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.*

MAG addresses and considers the needs of underserved populations throughout its planning and programming process, and provides outreach in a variety of ways, including the Title VI Community Outreach program, GIS mapping, the Human Services division of MAG, and through programs run by the Regional Public Transportation Authority (RPTA) using MAG funds. Through the MAG public involvement program, MAG's Community Outreach Specialist coordinates with minority communities to solicit input and to serve as a liaison between MAG and the communities. In addition to minority communities, MAG targets and solicits input from persons with disabilities. Through RPTA's Complementary Paratransit Plan, the needs of older adults and people with disabilities are served. In addition, a MAG committee reviews and prioritizes applications for federal assistance under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, which provides capital investments to programs serving older adults and people with disabilities. MAG human services transportation plans and programs are also submitted to the Human Services Coordinating Committee for review. The MAG Transportation Ambassador Program offers community stakeholders a venue to learn about transportation resources and



share best practices to address the needs of older adults, people with disabilities and people with low incomes. Additionally, MAG provides multimodal transportation information for review and comment to the human services planning process. The needs of older adults are further being addressed through MAG's Human Services Transportation Coordination Plan and the Greater Phoenix Age Friendly Network. These efforts identify and address the changing mobility options that are needed as people age.

8. *Providing an additional opportunity for public comment, if the final metropolitan plan or TIP differs significantly from the version that was initially made available for public comment.*

If the final metropolitan plan or TIP differs significantly from the version initially made available for comment, MAG provides additional opportunities for public comment. MAG prepares a revised draft plan and takes it back through the public involvement and committee approval process.

9. *Coordinating with statewide transportation planning public involvement and consultation processes (as outlined under subpart B of Section 450.316).*

As part of the public involvement process, MAG conducts agency consultation directly with local, state and federal resource agencies. MAG also consults, as appropriate, with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation. To coordinate the planning functions to the maximum extent practicable, such consultation includes the

comparison of the MAG Regional Transportation Plan and TIP, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation includes, as appropriate, consultations with state, tribal, local and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation. MAG also seeks input and comment from neighboring counties or planning areas as appropriate.

Additionally, MAG reaches out to federal, state, tribal, regional, local, and private agencies to consult on environmental and resource issues and concerns. Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities. An important consideration in the consultation process is the recognition that previously adopted projects in the Plan undergo extensive environmental and resource assessment by the implementing agencies, such as the Arizona Department of Transportation, the Regional Public Transportation Authority, cities, towns, and Maricopa and Pinal counties. With these processes already well established, including requirements for input on mitigation and resource issues, the primary goal of the consultation effort is to gain insight regarding concerns that may involve future transportation planning efforts.

To facilitate the agency consultation process and acquisition of resource information, MAG conducts agency consultation workshops. The purpose of these

workshops is to explain the goals of the consultation process, receive input from environmental and resource agencies in attendance, and establish continuing consultation in the regional transportation planning process. In addition, the workshops establish a beginning point for more in-depth discussions with individual agencies as appropriate. Input is sought on the availability of environmental, cultural and natural resource mapping or other information sources, as well as comments on potential environmental mitigation measures, resource issues, and land use concerns. Agencies are also invited to provide written input.

10. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

MAG continually reviews its public participation efforts as part of its communication planning efforts and makes adjustments as warranted. More formal reviews are conducted during the federal certification process every four years, and as directed by transportation legislation such as ISTEPA, TEA-21, SAFETEA-LU and MAP-21. Additionally, MAG ensures that a minimum public comment period of 45 calendar days is provided before any initial or revised participation plan is adopted, in accordance with federal requirements.

APPENDIX A: OPEN MEETINGS

MAG conducts meetings in accordance with the state Open Meeting Law. Meetings of technical and policy committees, including the Management Committee, Transportation Policy Committee, and Regional Council, are open to the public. Notices for these meetings are posted at least 24 hours in advance.

The Open Meeting Law is contained in the Arizona Revised Statutes, A.R.S § 38-431.01. The Open Meeting Law also establishes requirements for the taking of minutes. Minutes of MAG meetings are available by request, and are available on the MAG website, www.azmag.gov.

While MAG makes every attempt to allow for public comment, in rare instances, public comment may be limited based on time availability, based on the discretion of the meeting chair.

In addition to the Open Meeting Law, MAG also adheres to the Arizona Public Records Law, A.R.S. § 39-121. Public records may be obtained through submission of a Public Records Request form, which can be obtained through the MAG office, requested electronically, or downloaded from the MAG website.

The image shows a screenshot of a web browser displaying the 'PUBLIC RECORDS REQUEST FORM' from the Maricopa Association of Governments. The form includes fields for 'YOUR NAME', 'PHONE NUMBER', 'ADDRESS', 'CITY', 'STATE', and 'ZIP'. It also contains a certification statement: 'I hereby certify under penalty of perjury that the requested records will not be used for commercial purpose as defined in ARS §39-121.03'. Below this, there are instructions to 'PLEASE PRINT CLEARLY' and a section for 'The following information is needed before a records search can be conducted for your information.' This section includes a line for 'If the record will be used for a commercial purpose, please state that purpose below:' and a list of options: 'I would like to: () Review the requested documents () Purchase existing documents () Obtain photocopies of the requested documents'. A note at the bottom states: 'Documents requested (please be as specific as possible):'.

APPENDIX B: PUBLIC COMMENT AT MAG MEETINGS

MAG allows public comment at all of its public meetings. Below is an outline of the rules and procedures relating to the public comment process for MAG meetings.

1. Submittal of Request to Speak Cards: There are two colored cards provided for members of the public wishing to speak at MAG committee meetings. Blue cards indicate a “Request to Speak—Call to the Audience” that allow the public to speak on nonagenda items that fall under the jurisdiction of MAG or for nonaction items that are on the agenda for information and discussion but not for action. Yellow cards indicate a “Request to Speak—Consent or Action Items” that allow the public to speak on items that are on the consent agenda or items designated for action. The cards contain information about the rules for speaking, as well as spaces for members of the public to provide information, including name, address, city, zip code, phone, agenda item number, and date. Yellow cards additionally include boxes at the top of the card that the speaker can check indicating the following: Support; Statement Only; Oppose.

Rules outlined on both the yellow and blue cards include:

- Please speak from the podium (accommodation will be made for persons with disabilities).
- Please present your comments in three minutes or less.
- Your comments must pertain solely to the agenda item and shall not include any personal attacks.

- Please conduct yourself in a professional and appropriate manner.
- Members of the public are asked to submit the cards to a designated MAG staff member, who will deliver them to the meeting chair.

The yellow cards contain these further statements: *The purpose of this opportunity for public comment is to allow citizens to provide additional information on items slated for action. The Committee may ask questions for clarification; however, this comment period is not designed for debate with the audience. The public is encouraged to provide comment to MAG during the committee process, prior to the Regional Council action. The Regional Council will receive information on comments provided to technical and policy committees. Written comments will always be accepted by the Chair.*

MARICOPA ASSOCIATION of GOVERNMENTS

REQUEST TO SPEAK - CALL TO THE AUDIENCE
Present this card to speak on nonagenda items that fall under the jurisdiction of MAG, or to speak for information at a meeting.

.....

The Call to the Audience provides scheduled on today's agenda that you not approach committee members from this card. When the Chair or his/her designee hears of the speaker, or limit public comment based on time availability.

By completing this form, I agree to observe the above rules and to abide by all directions of the Chair or his/her designee.

Your Name _____
Your Address _____
City _____ Zip Code _____
Issue on which you wish to speak: _____
Today's Date _____

Note: The Chair or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chair may also revoke your rights to speak at the rest of today's meeting and/or at future meetings if you refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)

MARICOPA ASSOCIATION of GOVERNMENTS

REQUEST TO SPEAK - CONSENT OR ACTION ITEMS
Present this card to speak on items that are on the Consent Agenda or to speak on a specific Agenda Item Designated for Action

SUPPORT STATEMENT ONLY OPPOSE

.....

The MAG public comment process provides an opportunity for citizens to comment on items scheduled for action on today's agenda. If you wish to speak on an action item, please fill out this card and give it to a designated MAG staff member. We request that you not approach committee members at the board table.

The Chair will call your name from this card when the action item is heard. When the Chair calls your name:

- ▲ Please speak from the podium (accommodation will be made for persons with disabilities).
- ▲ Please present your comments in **three minutes or less**. Citizens will each be provided three minutes to comment on Consent Agenda items (cumulatively), and three minutes to comment on Action Items (individually).
- ▲ Your comments must pertain solely to the agenda item and shall not include any personal attacks on other citizens or persons present at the meeting.
- ▲ Please conduct yourself in a professional and appropriate manner.

The purpose of this opportunity for public comment is to allow citizens to provide additional information on items slated for action. The Committee may ask questions for clarification; however, this comment period is not designed for debate with the audience. The public is encouraged to provide comment to MAG during the committee process, prior to the Regional Council action. The Regional Council will receive information on comments provided to technical and policy committees. Written comments will always be accepted by the Chair.

Note: The Chair or his/her designee has the power to accept additional comments and extend the time of the speaker, or limit public comment based on time availability.

By completing this form, I agree to observe the above rules and to abide by all directions of the Chairman or his/her designee.

Your Name _____
Your Address _____
City _____ Zip Code _____ Phone _____
Agenda Item No. _____ Today's Date _____

Note: The Chair or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chair may also revoke your rights to speak at the rest of today's meeting and/or at future meetings if you refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)

YELLOW

- 2. Time Allotted for Public Comment:** Three opportunities are provided for public comment at MAG meetings, including Call to the Audience, Consent Agenda, and Action Items to be Heard.

Call to the Audience. Members of the public have three minutes to speak on items under MAG’s jurisdiction that are not on the agenda or that are on the agenda for discussion or information only. This comment period takes place at the beginning of the meeting.

Consent Agenda. Members of the public have a total of three minutes, cumulatively, to speak on any or all consent agenda items. Members of the public may determine whether an item is a consent item by looking on the meeting agenda. Consent items will be marked in the first column by an asterisk (*). This comment period usually comes near the beginning of the meeting, after the Executive Director’s Report and prior to approval of the consent agenda by the Council.

Action Items. Members of the public are given three minutes to speak on any action item (three minutes per item). Members of the public may determine whether an item is an action item by looking on the meeting agenda, under the second column, “Committee Action Requested.” Action items will state “for action” or “for possible action.” This comment period usually is provided just prior to a vote on each action item by the Regional Council.



- 3. Speaking Rules and Discretion of the Chair:** The Chair or his/her designee has the power to strictly enforce the above rules and to revoke speaking rights if rules are violated. The Chair or his/her designee has the power to accept additional comments and extend the time of the speaker, or limit public comment based on time availability.

The cards include this statement: *Note: The Chair or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chair may also revoke your rights to speak at the rest of today’s meeting and/or at future meetings if you twice refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)*

APPENDIX C: MAG PUBLIC INVOLVEMENT PROGRESS REPORT

(Example of a MAG Public Involvement Progress Report)

The MAG public involvement process adheres to all federal requirements under current federal transportation planning legislation. MAG is dedicated

to providing members of the public with an open and inclusive process designed to obtain input from all interested parties as defined in Section 5303 of Title 49, United States Code. All input received is addressed during the meeting/event/presentation or responded to within 48 hours. For questions/comments/suggestions, please contact MAG public involvement staff at (602) 254-6300.

DATE	ACTIVITY/GROUP	SUMMARY OF INPUT	NUMBER REACHED
1/25/13	Mid-Phase Public Hearing	Members of the public commented on the need for more transit and economic development within the central corridor. In addition, many felt that the Dial-a-Ride system needs to be improved.	20
1/20/14	Staffed information table at MLK Day Celebration in Phoenix	Members of the public questioned MAG staff about ADA eligibility, the South Mountain Freeway completion date and commented on the need for more transit. MAG staff also distributed transportation priority surveys.	500
1/21/14	Staffed information table at Tribes Legislative Day	Native American Indian Community residents from all around the state and Maricopa County questioned MAG staff about its role in the region, the genesis of the organization and obtained information about MAG plans and programs.	200
1/27/14	STAR East Disability Group	Attendees commented on the need for increased transit service, a regional Dial-a-Ride system and had questions about ADA eligibility.	30

CONTACT MAG

Mailing/Physical Address:

Maricopa Association of Governments

302 N. 1st Avenue, Suite #300

Phoenix, AZ 85003

Web Address: www.azmag.gov

E-Mail

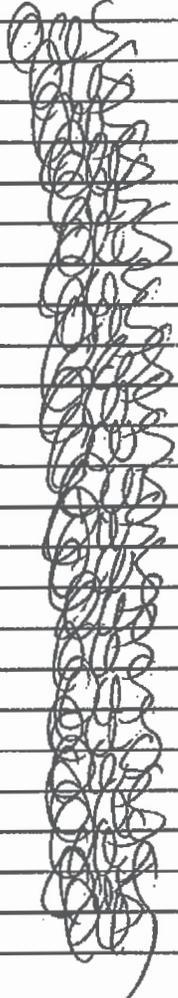
General mailbox: mag@azmag.gov

Communications Manager: ktaft@azmag.gov

Public Involvement Planner: jstephens@azmag.gov

Community Outreach Specialist: lgamiz@azmag.gov

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

Name of RECIPIENT		MARICOPA ASSOCIATION OF GOVERNMENTS
The Applicant / Recipient / Sub-Recipient agrees to comply with provisions of the Categories indicated herein applicable to the Award indicated in Exhibit A. Details of each category are further explained in Exhibit B. Even if every category is not applicable to RECIPIENT's current award you must indicate by initialing that should the category become applicable during the life of this agreement, that RECIPIENT will at that time comply. Initial every right-hand box on this form to indicate that the RECIPIENT agrees to comply.		
Category / Item	Description	Initial Each Box
1	Assurances Required for Each RECIPIENT	
A	Assurance of Authority of the RECIPIENT and Its Representative	
B	Standard Assurances	
C	Intergovernmental Review Assurance	
D	Nondiscrimination Assurance	
E	Assurance of Nondiscrimination on the Basis of Disability	
F	Suspension and Debarment	
G	U.S. OMB Assurances	
2	Lobbying	
3	Procurement Compliance	
4	Protections for Private Transportation Providers	
5	Public Hearing	
6	Acquisition of Rolling Stock for Use in Revenue Service	
7	Acquisition of Capital Assets by Lease	
8	Bus Testing	
9	Charter Service Agreement	
10	School Transportation Agreement	
11	Demand Responsive Service	
12	Alcohol Misuse and Prohibited Drug Use	
13	Interest and Other Financing Costs	
14	Intelligent Transportation Systems	
15	Urbanized Area Formula Program	
16	Clean Fuels Grant Program	
17	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program	
18	Non-Urbanized Area Formula Program for States	
19	Job Access and Reverse Commute Program	
20	New Freedom Program	
21	Paul S. Sarbanes Transit in Parks Program	
22	Tribal Transit Program	
23	TIFIA Projects	
24	Deposits of Federal Financial Assistance to a State Infrastructure Bank	

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Maricopa Association of Governments

Name and Relationship of Authorized Representative: Dennis Smith, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: [Signature] Date: 06/06/12

Name: Dennis Smith, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Maricopa Association of Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature: [Signature] Date: 6/07/12

Name: FREDDA J. BISHMAN

Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Application may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES
FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

GROUP 01. ASSURANCES REQUIRED FOR EACH APPLICANT

You must select the following assurances in Group 01.

A. Assurance of Authority of the Applicant and Its Representative. Both you and the Applicant's attorney who sign these certifications, assurances, and agreements, affirm that both the Applicant and you as its authorized representative may, under their State, local, or Indian tribal law and regulations, and the Applicant's bylaws or internal rules, undertake the following activities on behalf of the Applicant:

1. Execute and file its application for Federal funds,
2. Execute and file its certifications, assurances, and agreements binding its compliance, and
3. Execute Grant Agreements or Cooperative Agreements, or both, with FTA.

B. Standard Assurances. The Applicant assures that:

1. It has sufficient authority under its State, local, or Indian tribal law, regulations by-laws and internal rules to carry out each FTA funded project as required by Federal laws and regulations,
2. It will comply with all applicable Federal statutes and regulations to carry out any FTA funded project,
3. It is under a continuing obligation to comply with the terms and conditions of the FTA Grant Agreement or Cooperative Agreement for the project, including the FTA Master Agreement incorporated by reference and made part of the latest amendment to Grant Agreement or Cooperative Agreement,
4. It recognizes that Federal laws and regulations may be modified from time to time and those modifications may affect project implementation,
5. It understands that Presidential executive orders and Federal directives, including Federal policies and program guidance, may be issued concerning matters affecting the Applicant or its project, and
6. It agrees that the most recent Federal laws, regulations, and directives will apply to the project, unless FTA determines otherwise in writing.

C. Intergovernmental Review Assurance. *This assurance does not apply to Indian tribe or organization or a tribal organization that applies for funding under FTA's Tribal Transit Program, 49 U.S.C. 5311(c)(1).* The Applicant assures that it has or will submit each Federal funding application to the appropriate State and local agencies for intergovernmental review to facilitate compliance with U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17.

D. Nondiscrimination Assurance.

1. The Applicant assures that it will comply with the following laws and United States will be denied the benefits of, or otherwise be subjected to discrimination in any U.S. DOT or FTA funded program or activity (particularly in the level and quality of transportation services and transportation-related benefits on the basis of race, color, national origin, creed, sex, or age:
 - a. Federal transit law, specifically 49 U.S.C. 5332 (prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age, and in employment or business opportunity),
 - b. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and
 - c. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21.
2. As required by 49 CFR 21.7, the Applicant assures that:
 - a. It will comply with 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 in the manner:
 - (1) It conducts each project,
 - (2) It undertakes property acquisitions, and
 - (3) It operates the project facilities, including:
 - (a) Its entire facilities, and
 - (b) Its facilities operated in connection with its project,
 - b. This assurance applies to its entire project and entire facilities, including facilities operated in connection with its project,
 - c. It will promptly take the necessary actions to carry out this assurance, including:
 - (1) Notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and
 - (2) Submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request,
 - d. If it transfers FTA funded real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination:
 - (1) While the property is used for the purpose that the Federal funding is extended,
 - (2) While the property is used for another purpose involving the provision of similar services or benefits,
 - e. The United States has a right to seek judicial enforcement of any matter arising under:
 - (1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) U.S. DOT regulations, 49 CFR part 21, and
 - (3) This assurance,

- f. It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to comply with:
- (1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) U.S. DOT regulations, 49 CFR part 21, and
 - (3) Federal transit law, 49 U.S.C. 5332,
- g. It will extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party participant, including:
- (1) Any subrecipient,
 - (2) Any transferee,
 - (3) Any third party contractor or subcontractor at any tier,
 - (4) Any successor in interest,
 - (5) Any lessee, or
 - (6) Any other participant in the project,
- h. It will include adequate provisions to extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party agreement, including:
- (1) Each subagreement,
 - (2) Each property transfer agreement,
 - (3) Each third party contract or subcontract at any tier,
 - (4) Each lease, or
 - (5) Each participation agreement,
- i. The assurances it has made will remain in effect for the longest of the following:
- (1) As long as Federal funding is extended to the project,
 - (2) As long as the Project property is used for a purpose for which the Federal funding is extended,
 - (3) As long as the Project property is used for a purpose involving the provision of similar services or benefits, or
 - (4) As long as the Applicant retains ownership or possession of the project property.

E. Assurance of Nondiscrimination on the Basis of Disability.

1. The Applicant assures that it and its project implementation and operations will comply with all applicable requirements of:
 - a. The Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, et seq.,
 - b. The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 et seq., c. U.S. DOT regulations, specifically 49 CFR parts 27, 37, and 38, and
 - d. Any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated,
2. As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR 27.9, the Applicant assures that:
 - a. The following prohibition against discrimination on the basis of disability is a condition to the approval or extension of any FTA funding awarded to:
 - (1) Construct any facility,
 - (2) Obtain any rolling stock or other equipment,
 - (3) Undertake studies,
 - (4) Conduct research, or
 - (5) Participate in or obtain any benefit from any FTA administered program,
 - b. In any program or activity receiving or benefiting from Federal funding FTA or any entity within U.S. DOT administers, no otherwise qualified people with a disability will, because of their disability, be:
 - (1) Excluded from participation,
 - (2) Denied benefits, or
 - (3) Otherwise subjected to discrimination.

F. Suspension and Debarment.

1. U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR part 180, permit certifications to assure the Applicant acknowledges that:
2. The Applicant certifies to the best of its knowledge and belief that, it, its principals, and first tier subrecipients:
 - a. Are eligible to participate in covered transactions of any Federal department or agency and are not, presently:
 - (1) Debarred,
 - (2) Suspended,
 - (3) Proposed for debarment,
 - (4) Declared ineligible, or
 - (5) Voluntarily excluded, or
 - (6) Disqualified,
 - b. Have not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:

- (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
 - (2) Violation of any Federal or State antitrust statute, or
 - (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding Section 2.b of this certification,
 - d. Have not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this certification,
 - e. Will promptly provide any information to the FTA if at a later time any information contradicts the statements of subparagraphs (1) through (4) above, and
 - f. Will treat each lower tier contract or lower tier subcontract under the Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:
 - (1) Equals or exceeds \$25,000,
 - (2) Is for audit services, or
 - (3) Requires the consent of a Federal official,
 - g. Will require that each covered lower tier contractor and subcontractor:
 - (1) Comply with the Federal requirements of 2 CFR part 1200 and 2 CFR part 180, and
 - (2) Assure that each lower tier participant in the Project is not presently declared by any Federal department or agency to be:
 - (a) Debarred from participation in the federally funded project,
 - (b) Suspended from participation in the federally funded project,
 - (c) Proposed for debarment from participation in the federally funded project,
 - (d) Declared ineligible to participate in the federally funded project,
 - (e) Voluntarily excluded from participation in the federally funded project, or
 - (f) Disqualified from participation in the federally funded Project.
3. The Applicant will provide a written explanation indicated on its Signature Page or a page attached in FTA's TEAM if it or any of its principals, including any of its first tier subrecipients or lower tier participants, is unable to certify to the preceding statements in this certification.

G. U.S. OMB Assurances in SF-424B and SF-424D. (These assurances are consistent with U.S. OMB assurances required in SF- 424B and SF-424D.)

- 1. *Administrative Activities.* The Applicant assures that:
 - a. For every project described in any application it submits, it has adequate resources to properly plan, manage, and complete the project, including:
 - (1) The legal authority to apply for Federal funding, and
 - (2) The institutional capability,
 - (3) The managerial capability, and
 - (4) The financial capability (including funds sufficient to pay the non-Federal share of project cost).
 - b. It will give access and the right to examine project-related materials, including but not limited to:
 - (1) FTA,
 - (2) The Comptroller General of the United States, and,
 - (3) If appropriate, the State, through any authorized representative,
 - c. It will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
 - d. It will establish safeguards to prohibit employees from using their positions for a purpose that:
 - (1) Results in a personal or organizational conflict of interest, or personal gain, or
 - (2) Presents the appearance of a personal or organizational conflict of interest or personal gain.
- 2. *Project Specifics.* The Applicant assures that:
 - a. Following receipt of FTA award, it will begin and complete Project work within the applicable time periods,
 - b. For FTA funded construction projects:
 - (1) It will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications
 - (2) It will to the extent practicable provide and maintain competent and adequate engineering supervision at the construction site to assure that the completed work conforms with the approved plans and specifications,
 - (3) It will include a covenant in the title of federally funded real property acquired to assure nondiscrimination during the useful life of the project,
 - (4) To the extent FTA requires, it will record the Federal interest in the title to FTA assisted real property or interests in real property, and
 - (5) To the extent practicable, without permission and instructions from FTA, it will not alter the site of the FTA funded construction project or facilities by:
 - (a) Disposing of the underlying real property or other interest in the site and facilities,

- (b) Modifying the use of the underlying real property or other interest in the site and facilities, or
 - (c) Changing the terms of the underlying real property title or other interest in the site and facilities.
- c. It will furnish progress reports and other information as FTA or the State may require.
3. *Statutory and Regulatory requirements.* The Applicant assures that:
- a. It will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to the:
 - (1) Prohibitions against discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act, 42 U.S.C. 2000d,
 - (2) Prohibitions against discrimination on the basis of sex of:
 - (a) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681–1683, and 1685–1687, and
 - (b) U.S. DOT regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 CFR part 25,
 - (3) Prohibitions against discrimination on the basis of age in federally assisted programs of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101–6107,
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability,
 - (5) Prohibitions against discrimination on the basis of disability of Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794,
 - (6) Nondiscrimination requirements relating to the sale, rental, or financing of housing of Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*,
 - (7) Prohibitions against discrimination on the basis of drug abuse of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101 *et seq.*,
 - (8) Prohibitions against discrimination on the basis of alcohol abuse of the Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. 4541 *et seq.*,
 - (9) Confidentiality requirements for the records of alcohol and drug abuse patients of the Public Health Service Act, as amended, 42 U.S.C. 290dd–290dd–2, and
 - (10) Nondiscrimination provisions of any other statute(s) that may apply to the project,
 - b. Regardless of whether Federal funding has been provided for any of the real property acquired for Project purposes, it will provide for fair and equitable treatment of displaced persons or persons whose property is acquired as a result of federally assisted programs, and:
 - (1) It has the necessary legal authority under State and local law to comply with:
 - (a) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. 4601 *et seq.*, as specified by sections 210 and 305 of that Act, 42 U.S.C. 4630 and 4655, respectively, and
 - (b) U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR part 24, specifically 49 CFR 24.4.
 - (2) It has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations including but not limited to doing the following:
 - (a) It will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24,
 - (b) As required by 42 U.S.C. 4622, 4623, and 4624, and 49 CFR part 24, it will provide fair and reasonable relocation payments and assistance for displacement, resulting from any FTA funded project, of:
 - 1 Families and individuals,
 - 2 Partnerships, corporations, or associations,
 - (c) As provided by 42 U.S.C. 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in to the U.S. DOT regulations to such displaced:
 - 1 Families and individuals,
 - 2 Partnerships, corporations, or associations,
 - (d) As required by 42 U.S.C. 4625(c)(3), within a reasonable time before displacement it will make available comparable replacement dwellings to families and individuals,
 - (e) It will:
 - 1 Carry out the relocation process to provide displaced persons with uniform and consistent services, and
 - 2 Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin,
 - (f) It will be guided to the greatest extent practicable under State law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652,

- (g) It will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. 4653 and 4654, understanding that FTA will provide Federal funding for its eligible costs of providing payments for those expenses, as required by 42 U.S.C. 4631,
 - (h) It will execute the necessary implementing amendments to third party contracts and subagreements financed with FTA funding, and
 - (i) It will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances, and
 - (j) It will incorporate these assurances by reference into and make them a part of any third party contract or subagreement, or any amendments thereto, relating to any FTA funded project involving relocation or land acquisition, and
 - (k) It will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions,
- c. To the extent practicable, it will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4831(b), which prohibits the use of leadbased paint in the construction or rehabilitation of residence structures,
- d. It will, to the extent practicable, comply with the protections for human subjects involved in research, development, and related activities supported by Federal funding of:
- (1) The National Research Act, Pub. L. 93-348, July 12, 1974, as amended, 42 U.S.C. 289 *et seq.*, and
 - (2) U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11,
- e. It will, to the extent practicable, comply with the labor standards and protections for federally funded projects of:
- (1) The Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*,
 - (2) Sections 1 and 2 of the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and 40 U.S.C. 3145, respectively,
 - (3) The Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*,
- f. It will, to the extent practicable, comply with any applicable environmental standards that may be prescribed to implement the following Federal laws and executive orders, including but not limited to the following:
- (1) It will comply with the institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321-4335 and Executive Order No. 11514, as amended, 42 U.S.C. 4321 note,
 - (2) It will comply with notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note,
 - (3) It will comply with protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note,
 - (4) It will comply with evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. 4321 note,
 - (5) It will comply with an assurance of project consistency with the approved State management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451-1465,
 - (6) It will comply with Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401-7671q,
 - (7) It will comply with protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300f-300j-6,
 - (8) It will comply with protection of endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531-1544, and
 - (9) It will comply with environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, State, or local significance or any land from a historic site of national, State, or local significance to be used in a transportation project as required by 49 U.S.C. 303(b) and 303(c),
 - (10) It will comply with protection of the components of the national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271-1287, and
 - (11) It will comply with and facilitate compliance with
 - (a) Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f,
 - (b) The Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469-469c, and
 - (c) Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note,
- g. To the extent practicable, it will comply with Federal requirements for the care, handling, and treatment of warm blooded animals held or used for research, teaching, or other activities supported by Federal funding of:
- (1) The Animal Welfare Act, as amended, 7 U.S.C. 2131 *et seq.*, and
 - (2) U.S. Department of Agriculture regulations, "Animal Welfare," 9 CFR subchapter A, parts 1, 2, 3, and 4,

- h. To the extent practicable, before accepting delivery of any FTA funded building it will obtain a certificate of compliance with the seismic design and construction requirements of U.S. DOT regulations, "Seismic Safety," 49 CFR part 41, specifically 49 CFR 41.117(d),
- i. To the extent practicable, it and its subrecipients located in special flood hazard areas will comply with section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), by:
 - (1) Participating in the Federal flood insurance program,
 - (2) Purchasing flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more,
- j. To the extent practicable, it will comply with:
 - (1) The Hatch Act, 5 U.S.C. 1501– 1508, 7324–7326, which limits the political activities of State and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds including a Federal loan, grant agreement, or cooperative agreement, and
 - (2) 49 U.S.C. 5307(k)(2) and 23 U.S.C. 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving FTA funding to whom the Hatch Act does not otherwise apply,
- k. It will have performed the financial and compliance audits as required by:
 - (1) The Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.*,
 - (2) U.S. OMB Circular A–133, "Audits of States, Local Governments, and Non- Profit Organizations," Revised, and
 - (3) The most recent applicable U.S. OMB A–133 Compliance Supplement provisions for the U.S. DOT, and l. It will, to the extent practicable, comply with all applicable provisions of all other Federal laws or regulations, and follow Federal directives governing the project, except to the extent that FTA has expressly approved otherwise in writing.

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

May 28, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair
Mayor W. J. "Jim" Lane, Scottsdale, Treasurer
Vice Mayor Robin Barker, Apache Junction
Councilmember Kenneth Weise, Avondale
Mayor Jackie Meck, Buckeye
* Councilmember Mike Farrar, Carefree
* Councilmember Reginald Monachino,
Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
* Mayor Tom Rankin, Florence
* President Ruben Balderas, Fort
McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian
Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear

Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
Supervisor Steve Chucri, Maricopa County
Mayor Alex Finter, Mesa
* Mayor Scott LeMarr, Paradise Valley
Mayor Bob Barrett, Peoria
Mayor Greg Stanton, Phoenix
* Supervisor Todd House, Pinal County
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mr. Jack Sellers, State Transportation Board
Mr. Joseph La Rue, State Transportation Board
Mr. 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 Michael LeVault at 11:33 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett and Vice Mayor Robin Barker participated in the meeting via teleconference. Chair LeVault welcomed back Mayor Barrett to the Regional Council.

Chair LeVault introduced Councilmember Kenneth Weise, representing Avondale. He noted that Mayor Marie Lopez Rogers had resigned her seat as Avondale Mayor to pursue the seat on the Maricopa County Board of Supervisors vacated by Supervisor Mary Rose Wilcox.

Chair LeVault noted that on May 21, 2014, the Transportation Policy Committee recommended approval of item 5C that was on the Regional Council agenda. He announced that the report from the MAG Nominating Committee, which was mailed to members previously, was at each place. Chair LeVault noted that the election will be on the agenda for the June 25, 2014, MAG Regional Council meeting.

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

3. Call to the Audience

Chair LeVault 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 LeVault recognized public comment from Ms. Dianne Barker, who said that dance helps her to be multimodal. She said that she thought she was probably one of the few who come to the meetings in a mode other than a car. Ms. Barker stated that she received a letter from MAG, and although she objected to the rules, she would comply. Ms. Barker stated that they misspelled her name in the letter. Ms. Barker said that the letter referenced a comment attributed to her that MAG could not prevent her from doing cartwheels during her comment period, however, she never, ever said that. She said that the Open Meeting Law provides with discretion on dealing with the public. Ms. Barker read from the letter, which was addressed to her from the MAG General Counsel law firm, that MAG had indicated to her on repeated occasions over many years that cartwheels are disruptive to the meeting and present the potential for injury to herself and other meeting attendees. Ms. Barker acknowledged that MAG has told her this, but only one time, not on repeated occasions. She said that the letter says that public bodies can impose restrictions and she should cease performing cartwheels at the MAG meetings. Ms. Barker stated that the letter goes on to say that MAG welcomes her participation, but engaging in cartwheels may result in an enforcement of speaking rules, which are acknowledged by a speaker when they fill out a public comment request card. Ms. Barker stated that the rules require a person to conduct themselves in a professional and appropriate manner and she felt that her attire was appropriate for performing acrobatics. She said that she was performing to show the health benefits of a multimodal lifestyle. Chair LeVault thanked Ms. Barker for her comments.

Chair LeVault recognized public comment from Dr. Marvin Rochelle, who said that in 1997, he had suggested to the FTA and then-ADOT director Mary Peters that Interstate 17 should be double-decked. He said that he informed them they could see an example of double-decking in Austin, Texas. Dr. Rochelle stated that he heard in 2002 that the double-decking improvements would be done, but since then nothing has been done to alleviate the traffic. Chair LeVault thanked Dr. Rochelle for his comments.

Chair LeVault recognized public comment from Mr. Pat Vint, who stated that he and Mr. John Rusinek had met with the city of Phoenix Street Department and will meet with the Neighborhood Services Department. He expressed his thanks for MAG allowing him to speak at meetings on whatever he wants as long as it is relevant to MAG. Mr. Vint stated that he could not understand having an organization of cities where a person could not speak on anything they wanted to. He stated that not enough people come to public meetings because they are afraid they are going to be wiped out. Mr. Vint stated that the city of Phoenix destroyed a couple of his businesses and is after some they do not realize he is involved in. He said this is a disaster. Mr. Vint stated that the agenda item, *Comments from the Council*, should be *Comments from the Council and Citizens* so citizens can comment after the committee's business is concluded. He said that 99 percent of the time there are no comments and that is a disaster. Why come to meetings if you have no comments or questions? Mr. Vint stated that citizens have a right to speak and they pay all of the bills. He said that hopefully, some of the Regional Council members are in business and not just on the take. Mr. Vint stated that Frank Fairbanks told him he paid taxes, but Mr. Vint asked him where he got the money to pay taxes. He indicated that nine out ten people work for someone else. Chair LeVault thanked Mr. Vint for his comments.

Chair LeVault recognized public comment from Mr. John Rusinek, who spoke on his ongoing dust problem. Mr. Rusinek stated that he and Mr. Vint met with his councilman for 40 minutes three weeks ago. He said that the meeting was supposed to be one hour. In addition, he had requested 20 minutes to set up his evidence before the meeting started, but his councilman arrived early and not everything was put out. Mr. Rusinek stated that he spoke to the councilman about the driveway and the councilman responded that everyone violates ordinances and laws. Mr. Rusinek said to the councilman that a person who gets caught must pay the piper. He passed around packages of different sized gravel and reported that his councilman said he could not see much difference between sizes. Mr. Rusinek thanked MAG for the opportunity to speak. He added that Ms. Barker said it like it is and he thanked her for her participation. Chair LeVault thanked Mr. Rusinek for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith reported on the effort to streamline the border crossing process for Mexican citizens who want to visit Arizona. He stated that the Central Arizona Governments has now joined, which makes a total of eight agencies now participating in this process. Mr. Smith stated that they have met with the joint field command and will be meeting with some of the Congressional Delegation. He stated that this effort is all about tourism and shopping in the Valley.

Mr. Smith announced that two of Sun Health's photographs, submitted by the Greater Phoenix Age-Friendly Network, placed among the 500 photographs submitted for a national competition sponsored by Grantmakers in Aging.

Mr. Smith stated that MAG received the Public Relations Society of America 2014 Bronze Anvil award for campaign tactics for the Don't Trash Arizona anti litter campaign. He reported that 52 entries were selected out of 734 entries. Mr. Smith acknowledged the contributions of Olson Communications, WhyFor Design, and Three Flags Media for their efforts on the campaign.

Mr. Smith encouraged members to RSVP for the Desert Peaks Awards event on June 25, 2014, in conjunction with the MAG Annual Meeting. He requested reservations be submitted soon as space is filling up fast.

Mr. Smith conveyed the sad news of the passing of one of MAG's retired modelers, Mr. Clyde Hahn, at the age of 91. Mr. Hahn started his transportation career in the organization that predated the formation of MAG in 1967 and retired from MAG at age 84. Mr. Hahn was the "go-to guy" when it came to coding the MAG models for important projects such as the MAG Freeway System. Mr. Hahn served honorably in the Army Air Corps, flew 31 different planes, and flew the hump over the Himalayan mountains in WWII. In addition, Mr. Hahn also was an instructor in nuclear weapons and worked for General Electric. Mr. Hahn was survived by his wife, Eva, and will be missed.

Chair LeVault thanked Mr. Smith for his report.

Mayor Linda Kavanagh asked if Don't Trash Arizona signs could be installed at Shea Boulevard, where they have a trash problem.

Ms. Kelly Taft, MAG staff, stated that Adopt a Highway signs are probably available from ADOT, and brochures and litter bags are available through the Don't Trash Arizona program.

Mayor Kavanagh asked about the signs that won the contest. Ms. Taft stated that the No Cups, No Cans, No Butts campaign won the Bronze award for Tactics, which includes mobile billboards, web messaging, online advertising, and contests. She offered to meet with Mayor Kavanagh after the meeting to determine the needs of her community.

Mayor Sharon Wolcott expressed that there are opportunities to spread the anti litter message, such as on bus benches, trash receptacles, etc.

Ms. Taft stated that they could work with the consultant on additional opportunities. She noted that the target demographic of the Don't Trash Arizona campaign is males, 18-34 years of age, and Cups, Cans, and Butts represent the three most common types of litter. Right now, they are targeting places like convenience stores and gas stations, especially near freeways, with such things as gas toppers, floor clings, and stickers.

Mayor Wolcott spoke of observing drivers dumping their ashtrays while waiting at stoplights. Ms. Taft noted that litter violations can be reported on the Don't Trash Arizona website by entering the make and model of the vehicle and its license plate number.

5. Approval of Consent Agenda

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

Chair LeVault recognized public comment from Ms. Dianne Barker, who expressed that multimodal transportation and moving feel good. She said that citizens have a passion and belief in moving America but their three minutes are up. Ms. Barker commented that the April 23, 2014, Regional Council meeting minutes were accurate, and yes, she did perform a cartwheel. She offered to come to any neighborhood for free. Ms. Barker commented on the city of Phoenix org chart that did not have a line from the citizens to the government, but she got one from the town of Fountain Hills that is connected. Ms. Barker stated that she has never been in a position of people wanting to give money to her so she could run for office. She remarked that if you are not doing service to the people then you might as well be putting on roofs. Ms. Barker commented on the Public Participation Plan. She said that the Open Meeting Law says that members can ask questions, add an item to the agenda, and ask for clarification, and this is missing at MAG. Ms. Barker reported that the state Open Meeting Law does not require a public comment period, but this clashes with federal law. She stated that the city of Phoenix is the grant recipient for transit funds and there are earmarks for light rail in the East Valley. Ms. Barker cautioned about having to repay bonding someday. Chair LeVault thanked Ms. Barker for her comments.

Chair LeVault recognized public comment from Mr. Vint, who thanked Ms. Barker for her comments. Mr. Vint stated that he had requested at a Management Committee meeting that citizens be able to comment at the end of meetings. He remarked that light rail is a disaster; even though it is cheaper than elevated rail, it destroys businesses and kills people. Mr. Vint stated that he rode BART in San Francisco and it was a wonderful experience. He said that he heard business people did not want rail because passengers could look in their windows, and he suggested they get a curtain. Mr. Vint stated that anyone who works for a government agency downtown and lives within five miles of a light rail station should be forced to take light rail to work and pay the fare. He remarked that Phoenix wants to increase the parking meter charge to \$6 per hour, which is a disaster, but could encourage people to ride light rail. Mr. Vint stated that you had better start thinking about the citizens and businesses. He said he had been in business for more than 50 years and had provided for his own retirement, but now has to pay for the two Phoenix city managers who took advantage of the system and the current city manager just covers up for the past two. Mr. Vint stated that he will speak to Mr. Zuercher, Mayor Stanton, Councilman DiCiccio, and Councilman Gates as long as they talk to him. He said that they think they are gods and anointed. Chair LeVault thanked Mr. Vint for his comments.

Chair LeVault asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted.

Chair LeVault called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Jay Tibshraeny moved approval of the Consent Agenda. Mayor Lana Mook seconded, and the motion passed unanimously.

5A. Approval of the April 23, 2014, Meeting Minutes

The MAG Regional Council, by consent, approved the April 23, 2014, meeting minutes.

5B. Appointment of Mayor Alex Finter, City of Mesa, and Mayor Bob Barrett, City of Peoria, to Serve on the Transportation Policy Committee

The MAG Regional Council, by consent, approved the appointment of Mayor Alex Finter, City of Mesa, and Mayor Bob Barrett, City of Peoria, to 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 Mesa and the City of Peoria. Mesa's appointed representative on the TPC, Mayor Scott Smith, recently resigned his position on the Mesa City Council. Mesa's new mayor, Alex Finter, is requesting that he be appointed as the City of Mesa representative on the TPC as one of the seven largest cities/towns elected officials. Peoria's appointed representative on the TPC, Councilmember Cathy Carlat, recently resigned her position on the Peoria City Council. Peoria Mayor Bob Barrett is requesting that he be appointed as the City of Peoria representative on the TPC as one of the seven largest cities/towns elected officials.

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

The MAG Regional Council, by consent, approved the amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the 2014 Arterial Life Cycle Program, and as appropriate to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, and the second amendment to the TIP was approved on March 26, 2014. Since then, there is a need to modify projects in the programs. The requested project changes include modifications to the Highway and Transit programs and to projects in the Arterial Life Cycle Program. These modifications do not require a conformity determination. On April 24, 2014, the Transportation Review Committee recommended the changes as noted in the TRC columns of Tables A and B. On May 14, 2014, the MAG Management Committee recommended approval of the changes as noted in the MC columns of Tables A and B. On May 21, 2014, the Transportation Policy Committee recommended approval of the changes.

5D. Freeway Management System Expansion - Revised Budget and Schedule

The MAG Regional Council, by consent, approved the proposed budget and schedule for the expansion of the Freeway Management System (FMS) for fiscal years 2015-2019 and of MAG conducting a study for a comprehensive reevaluation of the life cycle of current FMS-related technology infrastructure to be performed by the year 2017. The Regional Transportation Plan identifies the Freeway Management System (FMS) as a key regional strategy for managing operations on the freeway system, and includes funds for ADOT to implement its expansion. The previous implementation schedule developed by the Arizona Department of Transportation (ADOT) would have completed the FMS expansion by 2025. However, due to cost savings in recent years, ADOT has been able to expand FMS coverage faster than

originally planned and has requested MAG approval of a revised budget and schedule. This is necessary for ADOT to move ahead with FMS projects in the Five-Year Highway Construction Program. On March 4, 2014, the ITS Committee recommended approval of the revised budget and schedule and also recommended that MAG perform a study, by 2017, on a comprehensive reevaluation of the life cycle of FMS-related technology infrastructure. The schedule and revised budget for fiscal years 2015 through 2019 and the MAG study were recommended for approval on March 24, 2014, by the MAG Transportation Review Committee and on May 14, 2014, by the MAG Management Committee.

5E. FY 2015-2017 MAG Transportation Alternatives Non-Infrastructure Safe Routes to School Projects

The MAG Regional Council, by consent, approved the listed Transportation Alternatives Non-Infrastructure Safe Routes to School projects for Fiscal Years 2015-2017. The current federal transportation program authorization, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated three previous programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails) into a new federal funding category named Transportation Alternatives. The MAG region receives about \$4.4 million per year in Transportation Alternatives funds, which can be used to fund two categories of projects: Transportation Alternatives Infrastructure projects and Transportation Alternatives Non-Infrastructure Safe Routes to School projects. Through previous MAG action, \$400,000 per year out of the total Transportation Alternatives allocation has been set aside for Safe Routes to School projects. In response to a MAG call for Safe Routes to School projects for Fiscal Years (FY) 2015-2017, issued on January 9, 2014, three project applications were received. All three projects were recommended for approval on March 25, 2014, by the MAG Transportation Safety Committee, on April 24, 2014, by the MAG Transportation Review Committee, and on May 14, 2014, by the MAG Management Committee. A second call for projects is planned to program the remaining Transportation Alternatives funds for FY 2015-2017.

5F. FFY 2014 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program Recommendation for the Phoenix/Mesa Urbanized Area

The MAG Regional Council, by consent, approved the priority listing of applicants with funding amounts for the Federal Fiscal Year (FFY) 2014 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa Urbanized Area, of forwarding the listing to the City of Phoenix Public Transit Department, and of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate, to the 2035 Regional Transportation Plan. The Federal Transit Administration (FTA) provides Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program funding for capital assistance awards. This award program is available to agencies and public bodies that provide transportation services for older adults and people who have a disability. MAG prepares the Section 5310 priority listing of applications for the Phoenix/Mesa Urbanized Area (UZA) which is approved through the MAG committee process, and forwarded to the City of Phoenix Public Transit Department for submission to the FTA. Approximately \$3 million is available for this year's Section 5310 Phoenix/Mesa Urban UZA projects. The available funding amount includes approximately \$2.9 million in FTA apportionment for the Phoenix/Mesa UZA, more than \$400,000 in carry over from the FY 2013 Section 5310 process, and minus the ten percent administration fee to the City of Phoenix as the Designated Recipient. On April 23, 2014, the MAG

Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing of applicants with funding amounts to be forwarded for Section 5310 funding for the Phoenix/Mesa UZA. The priority listing was recommended for approval by the MAG Management Committee on May 14, 2014.

5G. Draft Title VI and Environmental Justice Program

The MAG Regional Council, by consent, approved the draft Title VI and Environmental Justice Program. Title VI and Environmental Justice activities are mandated by the federal government to ensure that people of all races, income levels, ages, and abilities have an equal voice in the planning process and receive equal benefit from the results of such planning. MAG is actively engaged in Title VI and Environmental Justice activities as a sub-recipient of federal funding. In order to facilitate a thorough understanding of these activities, a Title VI Program has been developed. The Program reflects activities that fulfill the responsibilities assigned to Metropolitan Planning Organizations as set forth by the Federal Transit Administration circular FTA C 4702.1B under chapter six. The draft Title VI and Environmental Justice Program was recommended for approval by the MAG Human Services Technical Committee on April 10, 2014, the MAG Human Services Coordinating Committee on April 23, 2014, the MAG Transportation Review Committee on April 24, 2014, and the MAG Management Committee on May 14, 2014.

5H. Draft Transit Oriented Development Regional Strategy

The MAG Regional Council, by consent, approved the draft Regional Transit Oriented Development (TOD) Strategy and to move forward with developing a regional TOD plan. In 2013, the Valley Metro Transit Oriented Development (TOD) Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. The proposed TOD strategy provides the opportunity to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development. The purpose of this TOD strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan, as well as high transit demand corridors associated with activity centers within the region. The TOD strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, and others, including the development community. This item has been recommended for approval by the Transportation Review Committee on April 24, 2014, and by the MAG Management Committee on May 14, 2014.

5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including several new Arizona Department of Transportation 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.

5J. Approval of the Draft MAG Public Participation Plan

The MAG Regional Council, by consent, approved the draft MAG Public Participation Plan. The Maricopa Association of Governments (MAG) conducts a robust four-phase public involvement process dedicated to ensuring that all people in the region have an opportunity to provide input into transportation planning and programming process. To conduct this process, MAG utilizes a Public Participation Plan. This plan details the ways in which MAG incorporates public input into the decision making process. The plan has been updated to reflect the requirements of new federal guidelines known as Moving Ahead for Progress in the 21st Century (MAP-21). As with previous federal guidelines known as TEA-21 and SAFETEA-LU, MAP-21 requires the Public Participation Plan to “define a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49, United States Code (U.S.C), Chapter 53, and other interested parties with reasonable opportunities to be involved in the transportation metropolitan planning process.” The draft MAG Public Participation Plan was recommended for approval by the MAG Management Committee on May 14, 2014.

6. Revisions to the Arterial Life Cycle Program Policies and Procedures

Mr. John Bullen, MAG staff, provided a report on revisions to the Arterial Life Cycle Program (ALCP) Policies and Procedures. Mr. Bullen stated that the ALCP is the financial management tool for the arterial component of the Regional Transportation Plan. He noted that the program is guided by the ALCP Policies and Procedures, which were last approved by the MAG Regional Council on December 9, 2009.

Mr. Bullen stated that last spring, the Managers Working Group held a meeting to discuss changes to the Policies and Procedures. He reported that there was general consensus to address project commitment, better define the program’s annual development and budget process, and develop a toolkit of program rebalancing and methodologies. Mr. Bullen stated that the Managers Working Group felt that any program rebalancing caused by a deficit or surplus should first go to the Managers Working Group for direction.

Mr. Bullen stated that two elements were added to the policies to strengthen project commitment: requiring an annual city manager commitment letter to certify staff and resources are available and creating Programming Principles. He stated that the ALCP Working Group first looked at the feasibility of a deferral policy, however, numerous challenges associated with such a policy were identified.

Mr. Bullen stated that discussion then proceeded with the Programming Principles policy, which addresses reimbursements programmed in the short-term, establishes work-based milestones as the basis

of programming decisions during the annual update, and creates advancement priorities to fill in the gaps.

Mr. Bullen stated that the Working Group then addressed the annual program development/budget process. He said that the Managers Working Group requested more involvement when there is a program deficit/surplus. Policies were revised so that any program deficit/surplus first goes to the Managers Working Group for direction. Mr. Bullen explained that a toolbox of rebalancing methodologies was developed that will provide options for their consideration.

Mr. Bullen stated that the revisions to the Policies and Procedures also addressed some inconsistencies. They established a federal fund invoice approval and payment process, streamlined administrative requirements, and addressed the match requirement for federally funded projects.

Chair LeVault thanked Mr. Bullen for his report and asked members if they had questions.

Mayor Lana Mook asked if any negatives were foreseen for the revised policies and procedures. Mr. Bullen replied that the revised policies and procedures have unique benefits. He said that the programming principles allowed the program to be reactive. Mr. Bullen noted that the intent of the policies and procedures is to ensure that funds are available to agencies in the present and in the future.

Mayor Sharon Wolcott asked how the revisions might impact the ability to make project changes. She referenced the funding, which was originally programmed for arterial projects in Mesa that were deemed unneeded, was shifted to a light rail project. Mr. Bullen replied that the revisions would not preclude any project changes. He said that sometimes an agency's priorities could shift and project changes could still be made.

Mayor Wolcott referenced the commitment letter by an agency each year. She said she wanted to ensure that a commitment letter would not preclude an agency from changing a project, and would allow the funds to be shifted to another project. Mayor Wolcott asked if there was anything in the policies and procedures that would tie an agency's hands in regard to making project changes.

Mr. Bullen replied that the timing of the commitment letter runs concurrent with the ALCP update. He noted that any changes an agency anticipates could be included in the letter.

Mayor Lane referenced the pros and cons in the agenda packet that the proposed revisions to the ALCP policies and procedures will strengthen project commitment, ensure reimbursements are programmed in an efficient manner, improve development of the annual update, improve delivery of federally funded projects, and streamline administrative requirements. Mayor Lane stated that in times of funding shortfalls, value added reviews were conducted. He asked if there were any specific efficiencies in these components that will extend construction dollars.

Mr. Bullen replied that he thought the efficiencies would come into play to shift the reimbursements around to the point the funds will be available reliably for projects that move along. He indicated this could allow projects to move along more quickly than they would otherwise and saves on inflation costs and increased construction costs.

Mayor Jim Lane asked about the streamlining of administrative costs. Mr. Bullen explained that the revised ALCP policies and procedures will decrease the detail and the time required by staff to put together some of the requirements.

Mayor Lane asked if there was a real prospect of reduced expenditures through implementation of these revised ALCP policies and procedures. Mr. Bullen replied that was correct.

Mayor Thomas Schoaf said that Mr. Bullen mentioned that these high level policies would be used as a guide in rebalancing. He asked in which section this could be found. Mr. Bullen replied it was on page seven. He said that it captures some of the rebalancing strategies that have been used over the years, for example, elimination of program bonding, or elimination or reduction of program inflation, etc.

Mayor Schoaf noted that when he read the material he did not see a lot of guidance in terms of policy with rebalancing. He said that the revised ALCP policies and procedures say that projects could be eliminated but not the policy used to determine the elimination.

Mr. Bullen stated that the Working Group asked that specific procedures be left open ended. He said that specific policy direction could be chosen depending on the nature of the program deficit or surplus, with the thought that any rebalancing would be brought forward to the policy makers for direction.

Mayor Schoaf stated that rebalancing is difficult to do when in a deficit situation because everyone thinks their project is critical to the region. He said that the revised ALCP policies and procedures could be approved today, but he thought it was important for MAG to work on a policy to give guidance for rebalancing, and do it while not in a deficit mode. Mayor Schoaf stated that the Regional Council could discuss this now and get some guidance so when a deficit arises in the future, we could do a better job for the region rather than for an individual municipality.

Mr. Smith noted that if the Regional Council approved the item today, this one issue could be brought back.

Mayor Schoaf replied that he would like to do that. He indicated he had no problem approving the revised ALCP policies and procedures as presented, but they did not really change the current process for rebalancing, however, he would like to have the discussion while not in a crisis mode.

With no further discussion, Mayor Greg Stanton moved approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures with the comments provided. Mayor Schoaf seconded, and the motion passed unanimously.

7. Introduction of a Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor

Mr. Bob Hazlett, MAG staff, provided a report on some near-term improvements that could be made to the 35-mile, north-south Interstate 10/Interstate 17 corridor between the Loop 202 Pecos Stack and the Loop 101 North Stack. He introduced project staff, Steve Beasley and Trent Kelso from the Arizona Department of Transportation (ADOT).

Mr. Hazlett described the area of reference as a 35-mile corridor representing the transportation “The Spine” of Metro Phoenix. Mr. Hazlett stated that \$1.47 billion is programmed in the Regional Transportation Plan for improving the corridor. He noted that 43 percent of all daily trips in the Valley use some portion of the Spine. Mr. Hazlett then explained that previous corridor and environmental impact statement studies for Interstate 10 and Interstate 17 were recommended for cancellation by ADOT and MAG with FHWA concurrence, because the improvements shown in the studies were too extensive and did not meet the regional goals for the corridor. In addition, conditions have changed and new multimodal ideas have been discussed.

Mr. Hazlett stated that a path forward was identified at a Spine workshop on October 31, 2012, attended by representatives from ADOT, FHWA, the cities of Chandler, Phoenix, and Tempe, Valley Metro/RPTA, and MAG. He said that the path forward includes identifying near-term improvements, developing a corridor master plan, conducting environmental studies, and implementing the design, construction and operation of the Spine.

Mr. Hazlett said that the Near Term Improvements Strategy is still under development and study by ADOT. He explained that the options under consideration include alternatives targeting bottlenecks and enhancing traffic operations. Mr. Hazlett emphasized that candidate projects must rapidly meet environmental requirements and a near-term construction timeframe. Mr. Hazlett noted that in his presentation he would be referencing “inbound” (heading into downtown Phoenix), and “outbound” (heading out of downtown Phoenix).

Mr. Hazlett stated that the Mini-Stack interchange on Interstate 10 between SR-51/SR-202L and US-60 is one of the most congested segments under study, particularly the high occupancy vehicle (HOV) lanes. He said that one potential option is stripping another lane on the outbound side. Mr. Hazlett stated that sufficient pavement width exists to accommodate this safely. He noted that the lane could be an HOV lane or a general purpose lane, and added that this is still under study.

Mr. Hazlett then addressed some potential improvements to Interstate 10 between SR-143 and US-60. He noted that another potential improvement is implementing a ramp braid on the inbound segment to help improve traffic weave and improve operations. Mr. Hazlett noted that sufficient right-of-way exists at the interchange to accommodate this. He noted that in the outbound direction between US-60 to SR-143, because a flyover cannot be accommodated, they are considering adding a collector/distributor road to eliminate the weave between the two freeways.

Mr. Hazlett stated that extra general purpose lanes inbound and outbound could be added on Interstate 10 between Baseline Road and SR-202L/Santan Freeway.

Mr. Hazlett stated that the best option for near term improvements to Interstate 17 without a master plan is to add auxiliary lanes between the interchanges in the segment from 16th Street to 19th Avenue. He remarked that adding any improvements outside this segment is difficult without a major environmental process. Mr. Hazlett also noted that work has begun on improvements to Interstate 17 at Pinnacle Peak and Happy Valley Roads. He noted that advancing the projects is important to the city of Phoenix.

Mr. Hazlett addressed improvements to traffic operations and ITS enhancements, in addition to improvements to the Freeway Management System. He said that congestion begins at approximately 1,600 vehicles per hour per lane, however, capacity for a freeway lane is approximately 2,200 vehicles per hour per lane. Mr. Hazlett stated that adding such improvements to traffic operations and ITS enhancements could add back that capacity. He pointed out the importance of coordinating ramp metering, which would be most helpful to Interstate 17. Mr. Hazlett stated that another strategy is to add a DPS officer at the Traffic Operations Center. He noted that the officer would be able to dispatch officers and their presence could help in the effort to stop wrong-way drivers.

Mr. Hazlett stated that next steps include the possible inclusion of potential projects in the Transportation Improvement Program this fall. He added that the corridor master plan project website, www.spine.azmag.gov will be operational in the next few weeks.

Chair LeVault thanked Mr. Hazlett for his report and asked members if they had questions.

Mayor Lane thanked Mr. Hazlett for a great presentation. He referenced the improvements to the exit and entrance ramps on Interstate 17, from 19th Avenue to 16th Street appeared to contain a public safety element in addition to improving traffic flow.

Mr. Hazlett replied that Mayor Lane was correct. He explained that this is the only place left in the system where there are no auxiliary lanes that run from the entrance ramp through to the exit ramp in between traffic interchanges. Mr. Hazlett remarked that the improvements have a double benefit – they would not only improve traffic flow, but also decrease the crash rate because vehicles can enter the freeway more safely.

Mayor Lane noted Mr. Hazlett's mention of the proximity of development in this area and asked if the improvements would be more costly due to development. Mr. Hazlett replied that the roadway is elevated somewhat and will require widening, and the bridge over Central Avenue will also require widening. He indicated the improvements will be costly, but in the grand scheme of things, they are not the most expensive improvements planned.

Mayor Lane noted that this is a highly used route. Mr. Hazlett agreed, and added that it is the alternative to using Interstate 10 and its tunnel.

Mayor Linda Kavanagh asked if there were plans on using more technology beyond the digital message boards. She noted that Google maps now will indicate where there is congestion. By the time the message boards indicate an incident, it is too late to exit. Mayor Kavanagh stated that it would be useful to have technology for Smartphones.

Mr. Hazlett replied that Mayor Kavanagh raised an important point. He said that technology is ever-changing. He said that numerous apps exist for Smartphones, but we have to get more data to the apps so they are as accurate as possible. Mr. Hazlett stated that adding more information, video sharing, and maintenance support are elements. He stated that they are also exploring having messaging on surface streets to communicate incidents before vehicles even enter the freeways.

Councilmember Kenneth Weise asked the status of ramp metering coordination as a way to optimize traffic flow.

Mr. Hazlett replied that currently, most ramp meters are not connected back to traffic signals. Mr. Hazlett stated that tying the ramp metering back to the signals presents the question, “How much delay do you want to burden other facilities?” He remarked that this will require significant discussion. Mr. Hazlett noted that some of the infrastructure is already in place, but significant traffic engineering will be required to ensure traffic signal timing and ramp metering work together.

Mr. Smith thanked ADOT staff for taking the lead on the near term improvements. He noted that the two environmental impact statement studies identified concepts that this region could not afford. Mr. Smith noted that the two environmental impact statement studies were then rescinded, but from them came beneficial work. Mr. Smith mentioned MAG has discussed with ADOT the possibility of Department of Public Safety staff in the ADOT Traffic Operations Center. He stated that active traffic management, which was relevant to Mayor Kavanagh comments, is using technology to make freeways more efficient. Mr. Smith mentioned the recent wrong-way drivers and added that Department of Public Safety staff in the ADOT Traffic Operations Center could help make freeways safer.

Mayor John Lewis expressed that the near term improvements looked good and he asked the next steps toward implementation.

Mr. Hazlett replied that the projects need to be programmed into the TIP so that ADOT can begin design and environmental clearances. He added that contractors would then be brought on board to begin construction. Mr. Hazlett remarked that he thought the earliest the near term improvements could be open to traffic would be 2017. He also noted that a lot of the improvements could happen sooner than later because they are technology-based and some of the technology is already in place. Mr. Hazlett stated that much of the implementation is a matter of getting the right people in the right places.

8. Vacancy in the Business Seat Representing Transit Interests on the Transportation Policy Committee

Mr. Dennis Smith reported that Proposition 400, passed by the voters of Maricopa County in 2004, authorizes the President of the Senate and the Speaker of the House of Representatives to each appoint three business members to six-year terms on the Transportation Policy Committee (TPC). He noted that one of these business members must represent transit interests.

Mr. Smith stated that in January 2010, the Speaker of the House of Representatives appointed Mr. Ron Barnes of Total Transit as the TPC business member representing transit. On April 17, 2014, Mr. Barnes notified MAG that he would be resigning his seat on the TPC. Mr. Barnes’ term will expire on December 31, 2016.

Mr. Smith stated that state law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration in the TPC appointments. On April 24, 2014, the Chair of the MAG Regional Council sent a memorandum to the Regional Council requesting they submit the names and bios of individuals to be considered in the appointment.

Mr. Smith stated that three names were received: Mr. Nick Promponas of First Transit, Mr. Stanton Sipes of Total Transit, and Mr. Charles Heullmantel, former Chair of the Tempe Transportation Commission. Mr. Smith reported that on May 21, 2014, the Transportation Policy Committee recommended that all three of the names be forwarded to the Speaker of the House for consideration in the appointment. He noted that the Regional Council could recommend one name or all three to the Speaker, who ultimately would be the one to make the appointment.

Chair LeVault thanked Mr. Smith for his report and asked if there were questions. Being none, Mayor Georgia Lord moved to forward all three names received: Mr. Nick Promponas, Mr. Stanton Sipes, and Mr. Charles Heullmantel, to the Speaker of the House for consideration in the appointment of the Transit Interest seat on the Transportation Policy Committee. Mr. Jack Sellers seconded, and the motion passed unanimously.

9. Northern Arizona Council of Governments Loan Request and Proposed Project Advancements

Ms. Teri Kennedy, MAG staff, reported on the request by the Northern Arizona Council of Governments (NACOG) that MAG enter into a loan agreement to assist them with \$4,252,198 in Federal Fiscal Year (FFY) 2014 Surface Transportation Program (STP) funds from the Federal Highway Administration (FHWA) that they cannot utilize this year.

Ms. Kennedy explained that the Arizona Department of Transportation (ADOT) has developed a loan program to assist councils of governments (COGs) and metropolitan planning organizations (MPOs) to loan Surface Transportation Program (STP) funds that they are not able to use each year. Ms. Kennedy reported that the loan program between COGs, MPOs, and the State protects local agency federal funding that could be at risk. She noted that suballocated funds must be authorized by the end of the federal fiscal year or they could be swept.

Ms. Kennedy described the request from NACOG, which consists of \$4.2 million of FHWA STP funding from NACOG to be loaned to MAG in FFY 2014. She said that NACOG requests repayment in FFY 2016, 2017, 2018, and 2019. Ms. Kennedy stated that this would allow MAG to complete projects sooner, and no interest, no inflation, nor fees will be applied to the loan.

Ms. Kennedy stated that the bicycle/pedestrian, paving of unpaved roads, ITS, Air Quality (CMAQ Funded) Closeout was conducted in February 2014 and all eligible requests were met. The Safety (HSIP-MAG) Programming Closeout took place in March 2014 and all eligible requests were met. Ms. Kennedy stated that the Arterial Life Cycle Program (ALCP) has three projects that are federally funded, are underway, and meet the requirements to accept the FHWA STP funding: Northern Parkway Phase II, Avenida Rio Salado, and Gilbert Road Light Rail Extension.

Ms. Kennedy stated that the goal of the loan program is to fully utilize federal revenues coming to Arizona, advance other agency projects funded with STP/CMAQ based on projected revenues and project schedules, narrow the expenditure to revenue gaps across the program, and maintain a fiscally constrained program. Ms. Kennedy then reviewed the financials that showed MAG's ability to fulfill the request.

Chair LeVault thanked Ms. Kennedy for her report and asked members if they had questions.

Mayor Jim Lane noted that Ms. Kennedy's report answered a lot of his questions. He asked if the loan program was consistent with each agency's charters. Ms. Kennedy replied that in the past, ADOT would put forward projects that were shelf ready, but with the reduction in the HURF, ADOT can no longer do that. She stated that each of the COGs and MPOs has its own policy on how it will approve loans, but generally no interest or inflation are charged and repayment is dollar for dollar. Ms. Kennedy stated that the loan program has been beneficial for MAG – a two percent calculation represents \$135,000. She remarked that these are not large sums of money, but could save someone some bonding. Ms. Kennedy stated that the goal is to build the projects as soon as possible. She added that MAG has a huge backlog of ALCP projects through 2025 that are ready to go.

Mayor Lane added that there is also the amount of federal funds at risk. Ms. Kennedy noted that if ADOT had enforced this policy in 2011, a total of \$37 million could have been lost.

Mayor Lane stated that it sounded like an excellent use of funds as long as the timing coordinates with all of the agencies involved. Ms. Kennedy stated that the program is helpful to other COGs and MPOs who do not have as many ready projects. She explained that MAG sometimes runs into problems and this year she was close to asking for unused safety funds in order to ensure MAG could program all of its projects.

Chair LeVault expressed that he wished there were more programs of this type at the government level.

Mayor Christian Price moved approval to enter into a loan with the Northern Arizona Council of Governments in the amount of \$4,252,198 in Federal Fiscal Year 2014 Surface Transportation Program funds and to advance federal funding on three Arterial Life Cycle Program projects: Northern Parkway Phase II, Avenida Rio Salado, and Gilbert Road Light Rail Extension. Mayor Mark Mitchell seconded, and the motion passed unanimously.

10. Approval of the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Ms. Becky Kimbrough, MAG staff, provided a report on the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments that were being presented for approval.

Ms. Kimbrough stated that the draft Work Program has been presented incrementally since January. She noted that the 2015 Grand Avenue Transit Users Feasibility Study, a joint project headed up by RPTA in the amount of \$100,000, was added to the list of new pass-through projects. Ms. Kimbrough stated that besides this change, there are no additional appreciable differences from the information presented last month.

Ms. Kimbrough noted that the overall increase for the FY 2015 draft Work Program and Annual Budget is .67 percent. She explained that the largest dollar increase is in budgeted pass-through agreement costs. Ms. Kimbrough stated that the increase reflects an increase for street sweepers, the aforementioned Grand Avenue Transit Feasibility Study, and the On-Board Survey of Transit Users. She added that personnel costs impacted the budget. Ms. Kimbrough stated that the next largest increase to the budget is for maintenance and repair costs which have increased due to copier and computer equipment and

software maintenance. Ms. Kimbrough stated that the largest dollar decrease in overhead is for capital outlays which essentially include replacement computer equipment.

Ms. Kimbrough stated that MAG submits its Work Program each year to the Government Finance Officer's Association for review and application for the Distinguished Budget Presentation Award. She noted that MAG has received this award for the 15th consecutive year for the FY 2014 Work Program, and she added that the FY 2015 MAG Work Program will be submitted for the 16th consecutive year in August 2014.

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

Mayor Lana Mook moved approval of the draft FY 2015 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments. Mayor John Lewis seconded, and the motion passed unanimously.

11. Legislative Update

Mr. Nathan Pryor and Ms. Teri Kennedy, MAG staff, provided an update on legislative issues of interest. Mr. Pryor reported that MAP-21, the federal surface transportation authorization, is set to expire at the end of September 2014. Mr. Pryor stated that the White House and the Senate Environment and Public Works Committee have released their versions of a reauthorization bill. The House is expected to release its version in June or July.

Mr. Pryor stated that MAG staff has been working with a few national associations to understand the potential implications of these bills, in particular, their impact on metropolitan planning organizations. He stated that we are on an unsustainable path in regard to federal funding for surface transportation. Mr. Pryor said that the federal fuel tax has remained at 18.4 cents per gallon since 1993, but fuel efficiency of vehicles has negatively impacted the Highway Trust Fund.

Mr. Pryor stated that transfers from the General Fund to the Highway Trust Fund (HTF) – approximately \$54 billion since 2008 – have been made for a number of years to keep the HTF solvent. He noted that the White House bill proposes to continue the existing fuel tax and push for tax reforms to fund surface transportation, however, Congress has indicated it does not favor addressing tax reforms this year.

Ms. Kennedy reported on the shortfall in the Highway Trust Fund, which has a long term issue and a short term issue. In the long term, the federal gasoline sales tax feeds the Highway Trust Fund continues to decline, and statewide, 75 percent of projects are federally funded. She noted that last year, this region received \$450 million in federal highway funding and federal transit funding.

Ms. Kennedy said that the short term issue is cash flow. She stated that the Highway Trust Fund should maintain a \$4 billion balance threshold in order to meet reimbursements. Ms. Kennedy advised that the Federal Highway Administration must take action to implement cash management measures if the threshold is not maintained and Congress has not taken action to infuse the fund with money that in the past has come from the General Fund. Ms. Kennedy pointed that dropping below the \$4 billion threshold is projected to occur at the end of July 2014.

Ms. Kennedy explained FHWA methods to address Highway Trust Fund cash flow should Congress not act: 1) Move from daily to weekly reimbursements (this would result in little to no effect on ADOT and local agencies). 2) Align reimbursements with Trust Fund deposits, twice monthly (this could slow down requested reimbursements). 3) Make proportional payments to states based on available Trust Fund cash, for example, reimburse 60 percent of each request. Using a \$100 example as an initial request, FHWA would reimburse \$60. The remaining \$40 would be rolled over to the next reimbursement which would be at 60 percent. (This methodology could be a major impact to state and local agencies and could result in contract amendments, project delays, etc.).

Ms. Kennedy stated that ADOT recommends that local agencies review their obligated federally funded projects, close out inactive projects, request reimbursement for expenses incurred, and move from quarterly requests to monthly requests for reimbursement. Ms. Kennedy expressed that she was more concerned with immediate cash flow right now than reauthorization.

Chair LeVault thanked Ms. Kennedy and Mr. Pryor for their reports. It was noted that no action was being requested.

Chair LeVault asked if partial reimbursements had been done before. Ms. Kennedy replied that partial reimbursement was done in the 1990s, but did not last long.

Mr. Pryor noted that he heard on a webinar that morning about a House proposal to suspend Saturday mail delivery to save \$13.5 billion over ten years. He noted that averages out to \$1.5 billion annually and the Highway Trust Fund needs about \$5 billion this year, in addition to restrictions on moving funding from one column to another.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Council

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

Adjournment

There being no further business, the meeting adjourned at 1:10 p.m.

Chair

Secretary



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