

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

April 29, 2010

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Peoria: David Moody	Maricopa County: Mike Sabatini for John Hauskins
*ADOT: Floyd Roehrich	Mesa: Jeff Martin for Scott Butler
*Avondale: David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Scott Lowe	Phoenix: Rick Naimark
Chandler: RJ Zeder for Patrice Kraus	Queen Creek: Troy White
El Mirage: Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart
Gila Bend: Eric Fitzner for Rick Buss	Surprise: Bob Beckley
Gila River: Sreedevi Samudrala for Doug Torres	#Tempe: Jyme Sue McClaren for Chris Salomone
*Gilbert: Tami Ryall	Valley Metro Rail: Wulf Grote for John Farry
Glendale: Terry Johnson	*Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
Guadalupe: Gino Turrubiarres	
Litchfield Park: Paul Ward for Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, City of Chandler	Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
* ITS Committee: Debbie Albert	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

OTHERS PRESENT

Eric Anderson, MAG	Clemenc Ligocki, MCDOT	Andrew Matusk, Baker
Alice Chen, MAG	John Eckhardt, ADOT	Jeanna Goad, Glendale
Roger Herzog, MAG	Ed Stillings, FHWA	Kammy Horne, URS
Tim Strow, MAG	Bill Vachon, FHWA	Art Brooks, Strand
Bob Hazlett, MAG	Bob Antilla, RPTA	Jeanne Sapon, Austin, Ind.
Kevin Wallace, MAG	Wendy Kaserman, Queen Creek	Greg Haggerty, Dibble
Steve Tate, MAG	Tom Condit, Queen Creek	
Roger Roy, MAG	Jerome Wiggins, FTA	
Tom Remes, Phoenix	Kerri Morey, ADOT	
Andy Granger, Peoria		

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:00 a.m.

2. Approval of Draft March 29, 2010 Minutes

Chairman Moody asked if there were any changes or amendments to the March 29, 2010 meeting minutes, and there were none. [Committee Member Name] from [the Jurisdiction] moved to approve the minutes. [Committee Member Name] from [the Jurisdiction] seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson then reported on the Regional Area Road Fund (RARF) revenues. He informed those in attendance that the March RARF revenues decreased by approximately 6.9 percent from March 2009, which continued the two and half year trend of declining revenues. Mr. Anderson reported that year-to-date revenues were down 11 percent.

Mr. Anderson projected that RARF revenue collections for FY 2010 would probably come in at the FY 2004-2005 level of around \$295 million. He contrasted current revenue collection with the \$390 million collected at the peak in FY 2007. Mr. Anderson stated that some signs of economic improvement were occurring. He cited the newspaper article reporting an increase in sales tax revenue for the City of Chandler. He added that the region was less negative than it had been previously.

Next, Mr. Anderson discussed the MAG Unified Planning Work Program (UPWP) would be presented to the Regional Council for approval in May. He noted a large project included in the UPWP was a freight study for \$500,000. Mr. Anderson stated the Mr. Bob Hazlett, MAG Senior Transportation Engineer, would discuss several initiatives in the UPWP, including the freight study, next month with the Committee. Mr. Anderson relayed that the initiatives included the Western High Speed Rail Alliance, Interstate 11, and inland port possibilities.

Mr. Anderson reported that the Intermodal Planning Group (IPG) would be meeting to review work conducted by MAG over the last year. He stated the IPG consisted of individuals from the Federal Transit Authority (FTA) and the Federal Highway Administration (FHWA). He explained that the review by the IPG differed from the certification review that MAG underwent previously.

Chairman Moody asked if there were any questions or comments about this agenda item. There

were none, and this concluded the Transportation Director's Report.

5. Consent Agenda

Addressing the next item of business, Chairman Moody directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding the consent agenda item: (5a) the American Recovery and Reinvestment Act (ARRA) Status Report. There were none. Mr. Jeff Martin from the City of Mesa motioned to approve the consent agenda. Mr. Eric Fitzer from the Town of Gila Bend seconded, and the motion passed with a unanimous voice vote of the Committee.

10. FY 2010 MAG Highway Safety Improvement Program (HSIP) Projects

Chairman Moody invited Mr. Sarath Joshua, MAG Intelligent Transportation System (ITS) and Safety Program Manager, to present the next agenda item. Mr. Joshua informed the Committee that the Highway Safety Improvement Program (HSIP) was a new core program established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) Act. He explained that the HSIP replaced the Hazard Elimination System (HES) Program at the Arizona Department of Transportation (ADOT), which previously provided funding for safety projects.

Mr. Joshua announced that ADOT had decided to allocate 20 percent of HSIP funds to Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) in the State. He reported that MAG would receive \$1 million per year in funding for safety improvements. He stated that last month, ADOT had released the HSIP Manual, which provided additional information on the program.

Mr. Joshua reported that on March 1, 2010, ADOT informed MAG that the HSIP funds allocated to MAG needed to obligate by June 1, 2010. He stated that the MAG Transportation Safety Committee met and recommended that three project categories, which could obligate quickly, should receive the HSIP funds. According to Mr. Joshua the three project categories were ADOT Categorical Exclusion Type 1 and included upgrades to pedestrian countdown signals, upgrades to 8-inch traffic signal heads to 12-inch LED signals, and new 12-inch signal heads or conversions to LEDs, per the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

Next, Mr. Joshua stated the MAG had announced a call for projects on March 24, 2010. He reported that MAG Staff received 17 project applications from 10 agencies requesting \$1,514,468 in HSIP funds. Mr. Joshua reported that the Transportation Safety Committee held a special meeting on April 20, 2010 to reviewed the applications. He announced that the City of Mesa withdrew one of three application submitted.

Mr. Joshua reported that the Transportation Safety Committee recommended HSIP funds be allocated projects listed in a Table attached to a memorandum emailed to the Committee and available at their places. He stated that 16 projects had been combined to form ten projects with one from each agency. He explained that the consolidation would be helpful in processing

projects at ADOT.

Mr. Joshua stated the Transportation Safety Committee recommendation allocated a minimum of \$100,000 of HSIP funds to each agency and distributing any remaining balance to agencies at the same percentage. He announced that the Transportation Safety Committee was developing a safety project evaluation methodology based on a cost-benefit ratio to program the HSIP funds in FFY 2011 and beyond. He added that the recommended list of projects also were included in the agenda item for project changes to the 2008-2012 MAG Transportation Improvement Program (TIP), which would be heard later.

Then, Mr. Joshua announced that MAG Staff was coordinating with the Federal Highway Administration (FHWA), ADOT, and member agency staff to facilitate the timely obligation of the HSIP projects. He stated that ADOT began issuing TRACS numbers for the projects pending funding approval through the MAG Committee Process. Mr. Eric Anderson informed the Committee that MAG Staff had initiated discussions with ADOT management regarding the allocation of funds and the time frame for relaying information to MAG.

Chairman Moody inquired if there were any questions or comments on the agenda item. There were none. Mr. Martin motioned to approve the HSIP funding for the projects as presented. Mr. Bill Mead from the Town of Paradise Valley seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

6. Project Changes/Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Chairman Moody invited Mr. Steve Tate, MAG Transportation Planner, to present project changes to the FY 2008-2012 MAG Transportation Improvement Program (TIP). Mr. Tate explained that the requested project changes to the MAG 2008-2012 TIP included adding one ADOT paving project, combing two Glendale pedestrian projects into one project, and adding the ten HSIP projects addressed by Mr. Joshua in the previous agenda item.

Chairman Moody inquired if there were any questions or comment regarding the agenda item. There were none. Mr. Martin motioned to approve the amendments and administrative modifications to the FY 2008-2012 MAG TIP and the 2007 Regional Transportation Plan (RTP) Update as appropriate. Mr. David Meinhart from the City of Scottsdale seconded, and the motion passed by a unanimous voice vote of the Committee.

7. Arterial Life Cycle Program (ALCP) Update and Fiscal Year (FY) 2010 Regional Area Road Fund (RARF) Closeout

Chairman Moody invited Ms. Christina Hopes, MAG Transportation Planner, to present the Arterial Life Cycle Program (ALCP) Update and FY 2010 Regional Area Road Fund (RARF) Closeout. Ms. Hopes stated that her presentation would address program revenues, expenditures, and the development of the Draft FY 2011 Arterial Life Cycle Program.

Ms. Hopes addressed ALCP revenues. She displayed a table of the Regional Area Road Fund

(RARF) revenue collection between July 2009 and March 2010. She noted that the lowest collections occurred in February 2010 while the highest collections occurred in January 2010.

Then, Ms. Hopes addressed program expenditures. She reported less than 5 percent of FY 2010 programmed RARF reimbursements had been submitted for reimbursement and that no ALCP projects had obligated STP-MAG funds in the current federal fiscal year. Ms. Hopes summarized ALCP program reimbursements by quarter. She reported that no reimbursement requests had been submitted in the first quarter of the fiscal year and that a request for \$484,309 had been submitted in the second quarter. She noted an increase in reimbursements in the third quarter stating that \$1,804,338 in eligible expenditures had been reimbursed. Ms. Hopes reported that thus far in FY 2010, \$2,288,647 had been reimbursed. She added that MAG Staff anticipated additional reimbursement requests as the end of the fiscal year neared.

Moving on, Ms. Hopes discussed the annual update process and the development of the Draft FY 2011 Arterial Life Cycle Program. She informed the Committee that the annual update process was initiated in the November 2009. She reported that the Draft FY 2011 ALCP had been inflated to 2010\$ using an inflation factor of 1.588 percent in accordance with the approved ALCP Policies and Procedures. Ms. Hopes stated that the Draft FY 2011 ALCP would be presented to the Committee in May for approval.

Next, Ms. Hopes explained the FY 2010 Regional Area Road Fund Closeout Process. She informed the Committee that Section 260 of the Policies established the ALCP RARF Closeout Process and addressed the determination of project eligibility, deadlines as well as project selection prioritization. She stated that in order for a project to be eligible for RARF Closeout, the project must be programmed in the Arterial Life Cycle Program; be completed and/or closed out; and, all ALCP project requirements must be accepted by MAG as complete by the deadlines established in the FY 2010 ALCP Schedule.

Ms. Hopes summarized the prioritization of eligible projects. She stated that first eligible projects were prioritized based on the fiscal year reimbursement was programmed in the approved ALCP, with projects programmed to receive reimbursements in the next fiscal year receiving the highest priority. She explained that if multiple projects were programmed to receive reimbursement in the same fiscal year, then the projects would be prioritized based on the date of the final project invoice and the acceptance date of the final Project Reimbursement Request submittal, if necessary.

Ms. Hopes directed to the Committee's attention to the table of projects eligible for RARF Closeout, which also had been provided in the agenda packet. She reported that MAG Staff had conducted a detailed financial analysis as part of the RARF Closeout process. She stated the MAG Staff reviewed programmed and actual expenditures in FY 2010 and project data submitted as part of the annual update process. Ms. Hopes explained that MAG Staff reviewed historical and future trends in RARF revenues, the draft FY 2011 ALCP bonding program as well as programmed expenditures in the draft FY 2011 ALCP. Ms. Hopes informed the Committee that numerous funding scenarios were conducted in determining the amount of funding available for the FY 2010 RARF Closeout.

Ms. Hopes announced that based on the detailed analyses conducted, MAG Staff was

recommending to advance \$23.995 million in programmed reimbursements to FY 2010 for five ALCP projects. She stated the programmed reimbursements recommended for advancement included:

- Arizona Ave/Elliot Rd Intersection Improvements for \$3.7 million;
- Gilbert Rd from SR-202L/Germann to Queen Creek Rd for \$6.1million;
- Shea Blvd at 90th/92nd/96th Streets for \$1.8 million;
- Gilbert Rd at University Dr for \$2.7 million; and,
- El Mirage Rd from Deer Valley Drive to L303 for \$9.37 million.

In closing, Ms. Hopes announced upcoming program deadlines, which were published in the FY 2010 ALCP Schedule. She added that the FY 2010 RARF Closeout was on the agenda for information and discussion, and recommendation to approve advancing the \$23.995 million in ALCP project reimbursements to FY 2010, and to amend the FY 2010 ALCP, the 2008-2012 MAG TIP, and RTP Update as necessary.

Chairman Moody inquired if there were any comments or questions. Mr. Martin motioned to recommend approval to advance the programmed reimbursements to FY 2010 and amend the FY 2010 ALCP, 2008-2012 MAG TIP, and RTP Update, as necessary. Mr. Meinhart seconded the motion.

Mr. Terry Johnson from the City of Glendale inquired about the fiscal analysis conducted to determine the amount available for RARF Closeout. Ms. Hopes replied that MAG Staff reviewed several factors, including:

- Programmed reimbursements in FY 2010;
- Programmed reimbursements in the Draft FY 2011 ALCP;
- Actual and anticipated program revenues
- Reimbursements made to-date in the current fiscal year;
- Anticipated reimbursement in the remainder of FY 2010 and the beginning of FY 2011;
- Inflation factors; as well as,
- The impact on bonding stream in the first phase of the program and throughout the life of the program.

Mr. Eric Anderson stated additional considerations included project eligibility and if the project was programmed in an approved Arterial Life Cycle Program. Ms. Hopes stated that ALCP Project Requirements, such as Overviews and Agreements, also were a factor.

Mr. Grant Anderson from the Town of Youngtown inquired if the two member agencies with projects not recommended to receive RARF Closeout had any concerns about the recommendation. Mr. RJ Zeder stated that City of Chandler was pleased to receive any funding available adding the City would resubmit for RARF Closeout the following year. Ms. Hopes stated that approximately \$10 million had been reimbursed during the FY 2009 RARF Closeout, explaining that MAG Staff attempted to reimburse as much as feasible during the current closeout. She added that although the City of Chandler had not been recommended to receive \$650,000 for a project that the recommendation did include a significant.

Mr. Eric Anderson explained that MAG had to be conservative in the recommendation in light of actual program revenues, anticipated revenues, and future programmed reimbursements.

Chairman Moody inquired if the City of Chandler had to resubmit for RARF Closeout next fiscal year. Ms. Hopes replied that member agencies are required to complete an RARF

Closeout Eligibility Form each year. She added, however, that MAG Staff kept records of completed projects and would contact agencies with eligible projects if a form was not submitted. A brief discussion followed.

Chairman Moody acknowledged the motion on the floor and reiterated the motion was to recommend approval to advance the programmed reimbursements to FY 2010 and amend the FY 2010 ALCP, 2008-2012 MAG TIP, and RTP Update, as necessary. Then, Chairman Moody called for a vote, and the motion passed by a unanimous voice vote of the Committee.

8. Update and Review of Project Deferral Requests for Federal Fiscal Year (FFY) 2010 MAG Closeout

Continuing on, Mr. Moody invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present and update of project deferral requests for the FFY 2010 Closeout. She directed the Committee's attention to additional handouts for the agenda item that included a list of requested project deferrals as well as justification letters for projects requesting to be deferred for a second time or more. She stated that two projects in the Town of Buckeye had been inadvertently left off the initial mailing, but were included in the revised handouts at their places.

Ms. Yazzie explained that the purpose of the Federal Fund Closeout was to allocate unobligated funds to other projects that could obligate the funds in the time required. She added that the most important criteria for a project to be funded through closeout was that the project had completed or was near completion of the federal project development process administered by ADOT Local Government Section and would be able obligate by the end of the current federal fiscal year.

Next, Ms. Yazzie outlined the three steps in the closeout process contained in the MAG Draft Federal Fund Programming Principles (Programming Principles). She explained the first step was the initial closeout and required the calculation of the funding available. The second step was the interim closeout, which included a review of project deferrals and submittals. Then, during the final closeout, any additional funds from last minute deferrals and redistributed obligation authority (OA) would be captured. Ms. Yazzie stated that MAG Staff did not anticipate redistributed OA for the FFY 2010 Closeout process citing the FFY 2009 rescissions.

Ms. Yazzie stated that non-obligated federal funds would be considered within each mode as determined by the Regional Transportation Plan (RTP). She explained that modes programmed in the RTP to receive federal funds included street projects, intelligent transportation system (ITS) projects, and bicycle/pedestrian projects. Ms. Yazzie stated that the eligible projects could receive Congestion Mitigation and Air Quality (CMAQ) funds and/or Surface Transportation Program (STP) funds. She added that the federal funds would remain in the mode as originally programmed.

Then, Ms. Yazzie summarize Section 600 of the Programming Principles, which addressed project deferrals in the closeout process. She informed the Committee that the Programming Principles permitted a one time deferral for projects. She stated that requests to defer a project

for a second time or more required the sponsoring agency to submit a justification letter explaining why the project should remain in the MAG Federal Fund Program. Ms. Yazzie explained that the justification letter would be taken through the MAG Committee Process, and if the justification was approved, then the project would remain in the program.

Ms. Yazzie reported the initial deadline to submit deferral notifications and justification letters was April 16, 2010. She acknowledged the deferral notification process was an on-going process and encouraged members to notify MAG Staff as soon as possible once the agency determined a project would not obligate in FFY 2010.

Ms. Yazzie announced that MAG Staff had received 13 requests to defer a project for the second time or more. Then, she provided a breakdown of the number of projects by mode and allocated federal funds. She stated the requests to defer projects a second time or more included seven paving projects (\$4.7 million), two bicycle projects (\$315,000), one ITS project (\$665,000), two pedestrian projects (\$315,000), and one street project (\$910,000).

Then, Ms. Yazzie addressed requests to defer a project for the first time. She stated that five projects had been submitted for a deferral. She stated the requests to defer a project for the first time include three paving projects (\$2.25 million), one ITS project (\$665,000), and one pedestrian project (\$510,000). Ms. Yazzie announced that MAG Staff had received requests to remove federal funds/delete a project from the MAG Federal Fund Program. She reported that member agencies requested to remove federal funds from four projects, which included three bicycle projects (\$1.7 million) and pedestrian project (\$441,000).

Ms. Yazzie informed the Committee that MAG Staff had not determined the estimated funds available for the FFY 2010 Federal Fund Closeout. She stated that MAG Staff hoped to present an initial estimate at Management Committee or at the Transportation Policy Committee in May. She added that MAG Staff would apprise the Committee of the estimated amounts at the next Committee meeting.

Ms. Yazzie attributed the delay, in part, to the development of the Draft FY 2011-2015 Transportation Improvement Program (TIP). She reported that FHWA and FTA was requiring MAG to address fiscal constraint in the TIP, particularly in the first two years programmed. She stated that increased fiscal constraint required additional data gathering and analysis and may impact the funding available for the FFY 2010 Federal Fund Closeout.

Mr. Eric Anderson expressed a concern of MAG and ADOT was that only one CMAQ funded project had obligated in FFY 2010. He noted that many of the requested deferrals were CMAQ funded projects. Mr. Anderson stressed the importance of obligating CMAQ funded projects as the projects were elements of the components of the Air Quality Plans.

Mr. Grant Anderson inquired when the MAG Federal Fund Working Group would meet to discuss and establish policies regarding the deferral of federally funded projects. Mr. Eric Anderson apologized for the delay of the MAG Federal Fund Working Group. He explained

that MAG had been contending with ARRA and that staff needed to finalize the research requested by the Working Group. Mr. Eric Anderson stated he would continue his efforts on the issue.

Mr. Gino Turrubiarres inquired what the deadline was to submit deferral notifications. Ms. Yazzie replied that an best effort deadline of April 16th had been established acknowledging that deferral notifications would continue over the next few months as member agencies determined that projects could not obligate in current federal fiscal year. A brief discussion followed regarding additional project deferrals, obligation deadlines for FFY 2010, project status, and the contents of the deferral justification letters.

Mr. Meinhart expressed concerns about the duplication of efforts in gathering information on federally funded projects. Mr. Eric Anderson reported that ADOT Local Governments had hired additional staff, which might result in increased information flow and an update to the Local Governments Manual.

Chairman Moody asked if there were any additional questions or comments about the agenda item, and there were none. Mr. Martin motioned to recommend approval to defer the list of projects from FFY 2010 to FFY 2011 or later and make the necessary amendments and modifications to the 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update. Mr. Turrubiarres seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

9. Acceptance of Commuter Rail Planning Studies

Chairman Moody invited Mr. Marc Pearsall, MAG Transit Planner, to present on the acceptance of commuter rail planning studies. Mr. Pearsall announced that the item was on the agenda for action to request to accept three studies: Commuter Rail System Study, Grand Avenue Commuter Rail Corridor Development Plan, and Yuma West Commuter Rail Corridor Development Plan.

Mr. Pearsall discussed the background and process of the Commuter Rail Studies (Studies). He reported that the Studies were funded by in the Regional Transportation Plan (RTP) to study commuter rail in the region. He stated that the Commuter Rail Strategic Plan had accepted by MAG Regional Council in April 2008, which led to the additional Studies. Mr. Pearsall reported that the Grand Avenue study was initiated in November 2008 and that the Yuma West and System Study initiated in April 2009. He announced that an ADOT study on alternative alignments for the Phoenix-Tucson Intercity Rail currently out for bid adding that information from that study could provide useful information on commuter rail in the MAG Region.

Next, Mr. Pearsall summarized the objectives of the Grand Avenue and Yuma West studies. He explained the objectives included reviewing and documenting existing and forecast demographics, land use, and travel characteristics; identifying barriers and opportunities for implementation of commuter rail service; assessing alternative implementation or operating scenarios and associated costs and ridership; and, determining recommendations on a conceptual path forward for funding and implementation.

Mr. Pearsall also summarized the objectives of the Commuter Rail System study, which included evaluating commuter rail options for the MAG region and the potential connecting routes immediately adjacent to the MAG Region; establishing priorities for implementing commuter rail service through the evaluation of ridership potential, operating strategies, and associated capital and operating cost; and evaluating existing freight corridors and possible rail extension areas identified in the Commuter Rail Strategic Plan. He stated that evaluation criteria reviewed during the study included:

- Travel time savings,
- Boardings per revenue mile,
- Connections to activity centers,
- Land use compatibility,
- Impacts on regional travel and air quality,
- Capital cost per mile,
- Annual operations and maintenance cost per rider,
- Ease of implementation, and,
- Compatibility with freight railroads.

Next, Mr. Pearsall addressed corridor prioritization in the Studies. He stated that the MAG Regional Council had requested a prioritization of corridors. He explained that the corridor prioritization focused on which corridor should be recommended start-up commuter rail service. He explained the Studies recommended the Southeast Corridor be the first priority due to significantly higher ridership projections, travel time savings, and cost-effectiveness. Mr. Pearsall cautioned that if the region could not use existing railroad rights-of-way, then other options would need to be pursued. He listed the options, which included:

- Building the Grand Corridor first;
- Building the southeast segment between Tempe and Queen Creek and transfer riders to light rail in downtown Tempe or at the airport; or
- Building the Tempe or Chandler segment in lieu of southeast corridor.

Mr. Pearsall summarized the next corridor prioritization, which addressed corridor recommendations to interline with the southeast corridor, if it was built first. He reported that the second corridor prioritization was the Grand Avenue to Southeast corridor due to ridership. He continued citing that ridership was highest when the most productive East and West Valley corridors were combined.

Then, Mr. Pearsall addressed the phasing of the remaining corridors. He reported that of three remaining corridors, Tempe, Chandler, Yuma, none had outstanding performance compared to the others. He stated that considerations for future phasing and system build-out should include development patterns, changes in travel demand, community support, potential integration with intercity rail, and railroad support.

Mr. Pearsall informed the Committee that other factors were evaluated during the Studies. He stated that additional factors evaluated included the Impacts of not building selected highway projects, changes in ridership patterns between 2030 and 2035, increased ridership associated with several future corridor extensions, and options to minimize freight disruptions through connections to existing light rail.

Moving on, Mr. Pearsall discussed continued commuter rail implementation. He stated the

implementation would require continued coordination with ADOT and railroads. He listed additional steps for implementation, such as determining liability and indemnification statutes and the upcoming Regional Sustainable Transportation and Land Use Integration Study. Mr. Pearsall reported that additional steps for implementation included identifying local funding, develop and implementing a governance plan, establishing railroad agreements as well as design, construction, and operation of the facilities.

Mr. Pearsall informed the Committee that the MAG Transit Committee had recommended to accept the findings of the Grand Avenue Commuter Rail Corridor Development Plan, Yuma West Commuter Rail Corridor Development Plan, and Commuter Rail System Study with the amendment that MAG Staff revise the corridor ranking included in the Commuter Rail System Study upon the completion of update regional socioeconomic forecasts or relevant passenger rail studies.

Chairman Moody inquired if there were any questions or comments about the agenda item. Mr. Martin expressed concerns about ADOT efforts, particularly the level of involvement of MAG Member Agencies. He stated that East Valley cities had not been invited to participate as stakeholders in recent ADOT passenger rail efforts. Mr. Pearsall replied that MAG Staff would be a stakeholder on the Phoenix-Tucson Intercity Rail Alternative Alignment Study and could convey member agency concerns as well as encourage ADOT to include additional stakeholders.

Mr. Johnson inquired if the study cost estimates included grade separations. Mr. Pearsall stated that the grade separations were included at some locations listed in existing ADOT plans. A brief discussion followed.

Mr. Meinhart inquired what socio-economic data was used for the projections. Mr. Pearsall replied that the socio-economic data was from April 2007, which was the most current data approved for use by the MAG Regional Council. Then, Mr. Meinhart inquired if the horizon year modeled was 2030. Mr. Pearsall stated the horizon year of 2030 was modeled with build-out being modeled for 2050. Additional discussion ensued about the socio-economic data and how the Studies related to the Western High Speed Rail Alliance.

Chairman Moody asked if there were any additional questions or comments regarding the agenda item, and there were none. Mr. Bryan Jungwirth from RPTA motion to recommend the action as presented. Mr. Turrubiarres seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

11. American Recovery and Reinvestment Act (ARRA) Update and Guidance

Chairman Moody asked Ms. Alice Chen, MAG Transportation Planner, to provide an update on the American Recovery and Reinvestment Act (ARRA) of 2009. Ms. Chen reported that all ARRA funded projects in the MAG Region had obligated by the established deadline of March 2, 2010. She stated that approximately \$1.3 million in ARRA funds were exchanged for STP funds during the process.

Ms. Chen briefly discussed using STP funds that had been swapped with ARRA. She explained that STP funds required a minimum 5.7 percent local match and must obligate by September 15, 2010. She informed the Committee that the swapped STP funds could be used for design although ARRA could not.

Next, Ms. Chen addressed the deobligation of ARRA funds. She announced that MAG Staff was coordinating with ADOT and member agencies on the deobligation process. She reported that all bids on ARRA funded projects were anticipated to be opened by May 15, 2010 and that member agencies could expect deobligation letters in the following weeks. Ms. Chen stated that two options were available regarding bid savings:

- The local agency could request a change order, which would be administered through ADOT review process; or,
- The local agency could request a new project, which would be administered through the MAG review process.

Ms. Chen explained that change orders could be requested under specific conditions. She listed the conditions, which included if the scope of the change request:

1. Was included in the approved environmental clearance;
2. Did not include any new right-of-way;
3. Was consistent with the current scope of the project and did not expand the scope to include new work elements; and,
4. Did not exceed 15 to 20 percent of the original bid, including any utility adjustments or other incidental items.

Moving on, Ms. Chen announced that the 2008-2012 MAG TIP had been amended to include TIP identification numbers for several potential ARRA funded projects. She stated that the amendment was approved by the MAG Regional Council on April 28, 2010. She explained that ADOT required a project to be listed in an approved TIP before a TRACS number could be assigned. Ms. Chen stated that ADOT would not initiate the project review process until a TRACS number had been assigned. She emphasized that the inclusion of the projects in the TIP did not guarantee project funding or the ability to obligate on time.

Mr. Eric Anderson stated that by May 15th, information on bid and award amounts would be available. He explained that the information would indicate the amount of ARRA bid savings that may be available for reallocation.

Mr. Johnson inquired about adding new projects to the MAG Transportation Improvement Program. Mr. Anderson replied that the Regional Council had approved a list of new projects to be added to the TIP to facilitate the environmental process at ADOT. A brief discussion followed, and a few member agencies relayed information about bid savings in their

jurisdictions.

Chairman Moody inquired if there were any additional questions or comments about the agenda item. There were none, and the Chair proceeded to the next agenda item.

12. ADOT Red Letter Process

Chairman Moody invited Mr. John Eckhardt from ADOT to present on the ADOT Red Letter Process. Mr. Eckhardt stated he would provide an overview of the process as requested by the Committee.

Mr. Eckhardt informed the Committee that the intent of the ADOT Red Letter Process was to limit the future escalation of right-of-way costs for highway improvements by notifying ADOT of potential development plans within the right-of-way of planned highway corridors. He explained that ADOT Right-of-Way Project Management Office was notified by local agencies and/or developers of zoning changes, building permit applications or planned development projects within a half-mile of established freeway corridors. He stated that ADOT Staff reviews and analyzes the notices to determine if the property is located in a freeway corridor and if there would be a financial benefit to the State for advanced acquisition of right-of-way.

Next, Mr. Eckhardt explained the processes followed once the analysis was completed. He stated that if a property was not located in a corridor, then ADOT would send a letter to the property owner and/or local agency stating that no apparent conflict was indicated in the analysis. He stated that if a property would be affected, then the property owner would be notified and advance acquisition of the property would be explored. He added that approval for advance acquisition must be granted by the ADOT Right-of-Way Administration for the acquisition to occur.

Mr. Eckhardt informed the Committee that the ADOT Red Letter Notifications were sent to MAG as a courtesy to facilitate the sharing of information. Ms. Peggy Rubach, the Bicycle/Pedestrian Committee representative, discussed how the process started and inquired if ADOT had the ability to prevent impending development. Mr. Eckhardt replied that ADOT did not have the ability to stop impending development, however, the local agency might in accordance with established regulations and ordinances. He added that if ADOT had the funding for advance acquisition, that many times ADOT would attempt to acquire the land. A brief discussion followed.

Chairman Moody inquired if there were any additional questions or comments about the agenda item. There were none, and the Chairman proceeded to the next agenda item.

13. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. There were none, and Chairman Moody moved onto the next agenda item.

14. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

15. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on May 27, 2010. There be no further business, Chairman Moody adjourned the meeting at 11:45 a.m.