

March 21, 2012

TO: Members of the MAG Transportation Review Committee

FROM: David Meinhart, City of Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, March 29, 2012, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or fourteen people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft January 26, 2012 Minutes</u>	2. Approve Draft minutes of the January 26, 2012 meeting.
3. <u>Approval of Draft February 1, 2012 Minutes</u>	3. Approve Draft minutes of the February 1, 2012 special meeting.
4. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	4. For information and discussion.
5. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	5. For information and discussion.
6. <u>Consent Agenda</u> Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	6. Recommend approval of the Consent Agenda.

CONSENT AGENDA

6a.* <u>Arterial Life Cycle Program Status Report</u> The Arterial Life Cycle Program (ALCP) Status Report provides an update on ALCP projects scheduled for work and/or	6a.* For information.
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reimbursement in the current fiscal year, program deadlines, revenues, and finances for the period between October 2011 and March 2012. A copy of the Status Report is provided in Attachment One.

6b.* Federal Functional Classification of Tegner Street in Wickenburg

The Town of Wickenburg, at the suggestion of the Arizona Department of Transportation has acted to classify Tegner Street in the Town's boundaries to a minor arterial in the federal functional classification system. Previously this facility was part of the State Highway System and was classified as a principal arterial. MAG concurrence in the reclassification is requested. ADOT procedure requires the concurrence of the regional planning body (e.g. MAG) in the functional classification of facilities. The reclassification will not affect federal funding received by the State or the MAG region and will not affect the eligibility of the facility to receive federal funding. Please refer to Attachment Two for additional information.

6c.* MAG Committee Operating Policies and Procedures

On January 25, 2012, the MAG Regional Council approved an update to the MAG Committee Operating Policies and Procedures, Section 5.05 - Terms of Officers, from one-year terms with the potential for reappointment to two-year terms for the technical and other policy committees. As a result of this action, the Transportation Review Committee officers that were appointed in January 2012 will serve until December 31, 2013. Please refer to Attachment Three for additional information.

6b.* For information and recommendation to concur in the reclassification of Tegner Street within the boundaries of Wickenburg to minor arterial.

6c.* For information.

ITEMS TO BE HEARD

7. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program*

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified thirteen times with the last modification pending approval by Regional Council on March 28, 2012. Since then, there is a need to modify projects in the programs. MAG Staff will provide Attachments prior to the meeting.

8. SR-202L/South Mountain Freeway Corridor Design Review

The Arizona Department of Transportation (ADOT) has been planning the SR-202L/South Mountain Freeway corridor through the Environmental Impact Statement (EIS) and Location/Design Concept Report (L/DCR) process since 2001. As part of this process, ADOT has developed cost opinions of approximately \$2.4 billion for constructing the 22-mile freeway corridor. The current Regional Freeway and Highway Program estimate for the corridor is \$1.9 billion as approved by the Regional Council through the October 2009 rebalancing effort. In a task assignment from the On-Call Transportation Planning Services contract, MAG engaged Burgess and Niple, Inc. to conduct an independent cost review of the SR-202L/South Mountain corridor to determine if the ADOT cost opinions were reasonable and whether savings could be realized through alternate designs to bring the estimate closer to the program amounts. The independent review took place in September 2011 and its

7. For information, discussion, and recommendation to approve amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the FY 2012 Arterial Life Cycle Program and to the Regional Transportation Plan 2010 Update, as appropriate.

8. For information and discussion.

recommendations were provided in October 2011. A presentation will be provided summarizing the findings of the cost review and illustrating a potential for saving \$650 million to deliver the SR-202L/South Mountain Freeway corridor.

9. Regional Freeway and Highway Life Cycle Program Update

The Regional Freeway and Highway Program Life Cycle Program is under review. In 2009, the Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost over runs and revenue shortfalls. Based upon MAG and ADOT estimates, the Program is projected to have an additional approximate \$300 million shortfall due to even lower revenue projections in the Proposition 400 Regional Area Roadway Fund. MAG and ADOT are presently evaluating five scenarios to balance the program and incorporate the reduced revenue estimates. These scenarios include options for repositioning projects to improve cash flow and an alternative for the SR-303L/Estrella Freeway corridor to meet travel demand needs in the Southwest Valley. A presentation of the scenarios that are presently under study will be made to the Committee.

10. Congestion Management Process Working Group

The Phase III Baseline Congestion Management Process (CMP) Report was published in October 22, 2010. MAG is requesting volunteers from the Transportation Review Committee to participate in the CMP Working Group that will continue to guide implementation of objectives from the CMP Report in determining eligibility of prospective federally funded projects. Additional

9. For information, comment, and discussion.

10. For information and discussion.

information is provided in Attachment Four.

11. Implementation of the Proposition 400 Performance Audit

The Performance Audit of the Maricopa County Regional Transportation Plan (RTP) was released on December 21, 2011, by the Auditor General of the State. The Audit produced 25 recommendations to RTP partner agencies. As required by State law, the boards of RPTA, Maricopa County Board of Supervisors, State Transportation Board and the Citizens Transportation Oversight Committee (CTOC) took action in response to the recommendations pertaining to each agency. A summary of board actions will be presented. A proposed plan to implement each recommendation related to MAG has been prepared and will be presented for discussion. Please refer to Attachment Five for additional information.

12. Request for Future Agenda Items

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

13. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

14. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, April 26, 2012 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information and discussion.

12. For information and discussion.

13. For information.

14. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 26, 2012

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

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	Litchfield Park: Paul Ward for Woody Scoutten
*ADOT: Floyd Roehrich	Maricopa County: John Hauskins
Avondale: David Fitzhugh, Vice Chair	Mesa: Scott Butler
Buckeye: Scott Lowe	Paradise Valley: Bill Mead
Chandler: Dan Cook for Patrice Kraus	Peoria: Andy Granger
El Mirage: Jorge Gastelum for Lance Calvert	Phoenix: Rick Naimark
Fountain Hills: Randy Harrel	#Queen Creek: Tom Condit
*Gila Bend: Eric Fitzer	RPTA: Bob Antilla for Bryan Jungwirth
*Gila River: Doug Torres	Surprise: Bob Beckley
Gilbert: Leah Hubbard	Tempe: Chad Heinrich
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Cato Esquivel	Wickenburg: Rick Austin
#Guadalupe: Gino Turrubiarres	Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee:	Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
*ITS Committee: Debbie Albert, Glendale	*Transportation Safety Committee: Julian Dresang, City of Tempe

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

OTHERS PRESENT

Eric Anderson, MAG	Erica McCalvin, Ft. McDowell Yav. Nation
Monique de los Rios Urban, MAG	Kurt Sharp, Gilbert
Roger Herzog, MAG	Hugh Bigalk, Goodyear
Teri Kennedy, MAG	Christine McMurdy, Goodyear
Marc Pearsall, MAG	Jeff Martin, Mesa
Steve Tate, MAG	Ray Dovalina, Phoenix
Eileen Yazzie, MAG	Tom Remes, Phoenix
Tim Wolfe, ADOT	Mike Sabatini, Baker
Kwi-Sung Kang, ADOT	Greg Haggerty, Dibble Eng.
Ed Stillings, FHWA	Bob Reiss, Gannett Fleming

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:02 a.m.

2. Approval of Draft December 8, 2011 Minutes

Chairman Meinhart asked if there were any changes or amendments to the December 8, 2011 meeting minutes, and there were none. Chairman Meinhart did note that on page 8 of the meeting minutes, first paragraph, last sentence, there was a small discrepancy in need of an edit. He noted that the timing of the construction of projects might be related to the number of winter visitors, and no other part of the project or process. Mr. John Farry from Valley Metro Rail motioned to approve the minutes. Mr. Paul Ward from the City of Litchfield Park seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Meinhart announced that he had not received any cards requesting to speak and moved on to the next item on the agenda.

4. Transportation Director's Report

Chairman Meinhart invited Mr. Eric Anderson from MAG to provide the Transportation Director's Report.

Mr. Anderson informed the Committee that December 2011 sales tax revenues were up 4.5 percent over the previous year. He noted that those receipts for December were related to sales activity in November. He also stated that the region was showing growth which was positive news, although the rate had changed slightly due to a peak back in September 2011.

Mr. Anderson reported that the Highway User Revenue Fund (HURF) December revenue collections were down 0.3 percent from the previous fiscal year, with November down as well. Mr. Anderson explained that gas tax collection and vehicle license tax collections were both negative compared to the previous forecast. He explained that the key to VLT collections was the growth in new vehicle purchases and new residents coming to the state, which were flat. He also noted that freight traffic was up overall for the state.

In conclusion, he noted that the TRC may be moving the next meeting from February 23rd to March 1st due to a conflicting Urban Land Institute Sustainable Transportation Land Use Forum on February 23rd. Mr. Anderson also introduced Ms. Teri Kennedy, who recently came to MAG from ADOT and was now the new Transportation Improvement Program Manager, a position recently helmed by Eileen Yazzie. Chairman Meinhart inquired if there were any questions or comments. There were none, and he proceeded to the next item on the agenda.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding the consent agenda. There were none. Mr. Rick Naimark of City of Phoenix motioned to approve the consent agenda. Vice Chairman David Fitzhugh of City of Avondale seconded, and the motion passed with a unanimous voice vote of the Committee.

6. MAG Federally Funded Locally Sponsored Projects Development Status Report

Chairman Meinhart invited Ms. Eileen Yazzie, MAG Transportation Planning Project Manager, to present on the MAG Federally Funded Locally Sponsored Projects Development Status Report. Mr. Chad Heinrich of City of Tempe also joined the committee meeting at the table.

Ms. Yazzie noted that she did not have a formal presentation for this agenda item and directed the Committee's attention to the attachments in the agenda packet, the 28-page status report as well as a revised 5-page project change handout at their places. She said that there were two minor changes. The first was a small modification to the overall local cost attributed to one of the Goodyear projects. The second was a request from Glendale to defer a project to 2013 from its original obligation date in 2012. She also explained that of the 47 projects set to obligate in 2012, a total of twelve projects requested deferment to a later year; four requested to be deleted or for a project change; six requested a project change and thirty were projected to obligate within the schedule submitted.

She then proceeded to explain projects for 2013. She thanked the region for assisting MAG with the huge overtaking over the past many months. She noted that for the region's construction projects that were not categorical exclusions or a procurement project, the ADOT design and federal process could take over two years, that deferrals were an option for many agencies in the region. Ms. Yazzie concluded by noting that the information was presented for discussion, and recommended action and that she was happy to take any questions or comments.

Discussion followed. Ms. Yazzie added that any changes detected by the TRC members could be submitted prior to Management Committee and that those changes or recommendations to individual projects may be provided to her.

Chair Meinhart inquired if there were additional questions or comments about the agenda item. He thanked Ms. Yazzie and her staff for their diligent work and for the easy-to-understand format of the report. He then called for a motion on the item and Mr. Dan Cook from the City of Chandler motioned to recommend approval federal fund projects to be deferred, deleted, advanced, and changed; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update. Mr. Richard Naimark from the City of Phoenix seconded, and the motion passed with a unanimous voice vote of the Committee.

Chairman Meinhart again thanked Ms. Yazzie for her presentation and proceeded to the next item on the agenda.

7. Tier 3 - Closeout Priorities for Federal Fiscal Year (FFY) 2012

Chairman Meinhart invited Ms. Eileen Yazzie to continue by presenting on Agenda Item 7. Ms. Eileen Yazzie thanked the Chair and continued to brief the members on the Tier 3 - Closeout Priorities for Federal Fiscal Year (FFY) 2012.

Ms. Yazzie began by explaining to the members that at their places were revised documentation regarding some minimal changes that were made to the Closeout Priorities for Federal Fiscal Year (FFY) 2012. She noted that the changes were highlighted within the packet. She added that Glendale requested that one of its projects be deferred; as well as a change to street sweeper costs. She further explained that the overall net change from the original memo and the new revised memo was approximately \$200,000. She then explained to the members in greater detail the elements of the memo; along with the scenarios that had been developed.

Ms. Yazzie stated that things had changed immensely in FFY 2012 for the MAG Region in comparison to 2009 during the ARRA program and stimulus initiation. In 2009, ADOT and the Federal Highway Administration managed their programs less strictly with final PS&E and clearances submittals due in late in the summer, with JPA work continuing amongst the participating agencies while the paperwork was being processed for authorization. In 2012, the rules had changed. ADOT had in January 2012 sent out a memo stating that all JPAs and clearances had to be signed and submitted by June 30, 2012. She said that this was very different to the way things had gone in previous years and noted that it was a timely issue due to the fact that if the MAG Region had adhered to the former way of doing business, we would have missed the revised deadline.

She continued with explaining the new federal funding guidelines approved back in October; which allowed MAG to expedite closeout, MAG staff would return in May or June to update the committee on 2013 closeout. The report was a good resource for assisting the region in knowing what can and cannot be recommended for obligation. Mr. Naimark asked if the existing MAG policies and the new closeout schedule mesh well, and if not would additional changes need to be made by the TRC in order to make them more similar. Ms. Yazzie replied that they were very cohesive and that the only change would be moving the July 30th deadline date up one month to June 30, 2012.

Ms. Yazzie concluded by stating that the item was on the agenda for action for information, discussion, and recommendation to approve Tier 3 - Closeout Priorities for Federal Fiscal Year (FFY) 2012, and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. She added the importance of passing the item as the region had only four months beyond Regional Council approval before the deadline. Discussion followed regarding CMAQ funding and 2012 Program of Projects.

Ms. Yazzie explained that MAG staff had proposed two scenarios in order to obligate all funds, including the carry forward, and she said additional scenarios could be developed as requested. The STP Program of Projects indicated a successful year of obligating the projected Obligation Authority (OA), with minor project change adjustments needed. She stated that the total amount of STP-MAG programmed for obligation in FFY 2012 was \$61.2 million, and the projected STP-MAG OA was \$60.4 million; with the CMAQ Program of Projects indicating the need to program additional CMAQ funds in order to meet the projected OA. She concluded that the current CMAQ projects programmed to obligate in FFY 2012 was \$57 million with a projected CMAQ OA of \$95.2 million. She said that the projects included three advanced projects.

She briefed the TRC on Scenario #1; which recommended obligating all FFY 2012 CMAQ projects at 100 percent. The Federal Energy Act that was passed in December 2007 allowed CMAQ to fund 100 percent of project costs. The option also included flexing remaining balance to transit projects. Projects could include bus replacements and the Mesa Light Rail Extension Project. She noted that there was \$34 million of bus replacements programmed in 2012 with 5307 funds. She added that if CMAQ were to fund a portion of the bus replacements, the 5307 funds could be used to fund preventive maintenance, which helped offset operating budgets. The Mesa Light Rail Extension project had commitments from the federal government for funding; with additional CMAQ funds permitted for use.

Ms. Yazzie continued with explaining Scenario #2; which called for funding all requested 2012 PM-10 Certified Street Sweepers at 100 percent. It also included obligating all FFY 2012 CMAQ projects at 100 percent. The Federal Energy Act that was passed in December 2007 allows CMAQ to fund 100 percent of project costs. The third element called for programming the design work phase of FY 2013 and FY 2014 CMAQ construction projects in FY 2012 with CMAQ funds. She added that the concern with this option was that each design project had to have a signed JPA/IGA with ADOT in place by June 30, 2012. Mr. Eric Anderson reiterated that whatever action or scenario that the members took, would need to be reviewed to ensure that it was indeed viable and permitted. He recommended keeping the document simple and that programming an additional 30+ new design projects could overwhelm ADOT and there could be a risk of not obligating all CMAQ funds in time. Ms. Yazzie thanked the committee and asked if there were any questions or comment and Chairman Meinhart opened the floor for continued discussion on the agenda item regarding obligation of the FY 2012 funds.

Members inquired with Ms. Yazzie of what the amount of increase of CMAQ funds for the obligation. Ms Yazzie referred to the memo and replied that the increase of project costs was approximately \$25 million. Discussion followed. Mr. John Hauskins of Maricopa County suggested that MAG create a combination of the Scenarios, whereby funding 100 percent of projects that could be funded currently, with the next step being identifying projects to be submitted that were likely candidates for a signed IGA by the late June ADOT deadline; with any remaining funds being directed to transit. He added that it was one way to seemingly get the best of both worlds. Further discussion also continued regarding transit service cuts and the implications and the opportunity of using funds for PM, thus allowing cities to use limited funds for needed operations.

Chairman Meinhart requested that MAG staff compile all of the proposed motions and variations that were brought forward by the members in discussion. Ms. Yazzie advised that MAG staff would summarize these scenarios and that they would be brought back to the TRC at a Special Meeting the following week. As there was two weeks until the next Management Committee meeting, there was time for the TRC members to meet to select the best scenarios.

She noted that there were two new proposed scenarios requested. The first was to fund everything at 85 percent, and the second was to increase the federal amount to 50 percent up to 100 percent of funding, but no more than 50 percent of the total federal amount. Mr. Anderson urged the committee to resolve the scenario issue first, and then the additional remaining unobligated funding issue for transit and other transportation projects could be discussed thereafter. Ms. Yazzie noted that a revised spreadsheet of the scenarios would be distributed in advance of the next special meeting. Discussion followed.

Ms. Yazzie summarized the revised request by committee for her to do more research and return to the Transportation Review Committee at a special meeting the following week: the TRC requested additional scenarios based on funding projects that would obligate in FFY 2012 at 85 percent, Scenario #3; and funding projects that would obligate in FFY 2012 at a 50 percent increase of the federal share, up to 100 percent of project costs, Scenario #4.

Chairman Meinhart thanked Ms. Yazzie for her presentation and proceeded to the next item on the agenda. He inquired if there were additional questions or comments about the agenda item.

Hearing none he proceeded to the next item on the agenda.

8. Results of Proposition 400 Performance Audit

Chairman Meinhart invited Ms. Monique de los Rios Urban of MAG to brief the committee members on the results of the Proposition 400 Performance Audit.

Ms. de los Rios Urban referred the committee members to her PowerPoint presentation, which summarized the results of the Proposition 400 Performance Audit. She noted that the audit was Legislative requirement established with the November 2004 voter approved initiative. She explained that within the audit itself, was the Multi-modal Performance Audit of the RTP which began in 2010 and was required every five years thereafter. She added that there was a public hearing at MAG on January 18, 2012 regarding the audit report.

She further explained that the audit's Summary of Findings and Recommendations stipulated that the region should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary. She noted that the report also stated that performance data existed, but tracking of results needed to improve. The report also recommended that the region should strengthen documentation and communication among RTP partners, as well as ensuring the consistency of data and strengthening policy committees. She reviewed over twenty categories of recommendations, but noted that MAG elected not to implement the adjustment of the MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives. It

was explained that RPTA and METRO had always been represented by the region's mayors and by the business community.

Ms. de los Rios Urban further explained the next steps for the audit. As per statutes, board action was required from the RPTA, Valley Metro Rail, Maricopa County, State Transportation Board and Citizens Transportation Oversight Committee. Implementation of items would be proposed for recommendation and action through the MAG committee process via TRC, TPC and Regional Council. She concluded by noting that in regards to the Audit's Summary of Recommendations; 13 of 23 items would be implemented as recommended by the audit; 9 of 23 would be implemented with modifications and 1 of the 23 would not be implemented, as explained earlier in the presentation.

Chairman Meinhart thanked Ms. de los Rios Urban for her presentation and inquired if there were additional questions or comments about the agenda item. Hearing none, the Chair proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chairman Meinhart 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 Meinhart moved onto the next agenda item.

10. Member Agency Update

Chairman Meinhart 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.

11. Next Meeting Date

Moving on, Chairman Meinhart informed members in attendance that due to the aforementioned scheduling conflict, the next regularly scheduled meeting of the Transportation Review Committee would be held on Thursday March 1, 2012, at 10:00am at MAG. Additionally, he noted that there would be information forthcoming regarding the Special TRC Meeting on Wednesday, February 1st at 9:00am. There being no further business, Chairman Meinhart adjourned the meeting at 11:34 a.m.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 1, 2012

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

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	*Litchfield Park: Paul Ward for Woody
ADOT: Robert Samour for Floyd	Scoutten
Roehrich	Maricopa County: John Hauskins
Avondale: Kristen Sexton for David	#Mesa: Scott Butler
Fitzhugh, Vice-Chair	Paradise Valley: Bill Mead
*Buckeye: Scott Lowe	Peoria: Randy Granger
Chandler: Dan Cook for Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Lance Calvert	*Queen Creek: Tom Condit
#Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
*Gila Bend: Eric Fitzer	Surprise: Bob Beckley
*Gila River: Doug Torres	Tempe: Chad Heinrich
#Gilbert: Leah Hubbard	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Rick Austin
Goodyear: Cato Esquivel	*Youngtown: Lloyce Robinson
#Guadalupe: Gino Turrubiarres	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews	Bicycle/Pedestrian Committee: Katherine
*ITS Committee: Debbie Albert, Glendale	Coles, City of Phoenix
	*Transportation Safety Committee: Julian
	Dresang, City of Tempe

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

OTHERS PRESENT

Tim Wolf, ADOT	Teri Kennedy, MAG	Bob Antilla, RPTA
Andi Wild, El Mirage	Eileen Yazzie, MAG	Brad Lundahl, Scottsdale
Ed Stillings, FHWA	Lee Jimenez, MCDOT	Art Brooks, Strand Assoc.
Christine McMurdy,	Clem Ligocki, MCDOT	Chris Hagen, Tolleson
Goodyear	Nicole Patnele, MCDOT	Kent Dibble, Dibble Eng.
Kris Steffa, Glendale	Jim Huling, Mesa	Wulf Grote, Valley Metro
Brent Stoddard, Glendale	Ray Dovalina, Phoenix	Rail
Eric Anderson, MAG	Tom Remes, Phoenix	Lou Behrig, Yanlees
Maureen DeCindis, MAG		

1. Call to Order

Chairman Dave Meinhart called the meeting to order at 9:01 a.m.

2. Call to the Audience

No members of the public requested to present to the Committee.

Chair Meinhart noted that an information handout was available on a scheduled ADOT training session.

3. Tier 3 - Closeout Priorities for Federal Fiscal Year (FFY) 2012

Ms Eileen Yazzie of MAG presented an overview of Scenarios 1, 2, 3, and 4. She noted that since the mailing, minor changes had been incorporated into the spreadsheet. These included a pending advancement of an El Mirage project made possible by the resolution of contract language issues with ADOT.

Mr. Rick Naimark noted that he had presented Scenario 3 at the last meeting, but was supportive of either Scenario 3 or Scenario 4.

Mr. Bryan Jungwirth also expressed support for Scenario 3 and 4. He noted that the two Scenarios would indirectly provide approximately \$21 million for transit preventive maintenance by allowing the reallocation of funding currently allocated for other purposes.

He went on to note that there is a significant backlog of preventive maintenance needs, totaling to approximately \$65 million and that transit would be able to absorb this year an additional \$35 million for this purpose. Preventive maintenance efforts directly benefit a number of communities and given increases in ridership and significant challenges in funding and providing for existing levels of transit service, an increase in funding is highly welcomed.

Mr. Dan Cook thanked MAG staff for their work in developing and distributing the Scenarios and expressed a preference for Scenarios 3 and 4, but added that he felt that Scenario 4 was slightly better and as it provided for more projects to be funded.

Ms Leah Hubbard identified a clerical error on a Gilbert project in Scenarios 3 and 4. Ms. Yazzie indicated that the error would be corrected for the mailing to the Management Committee.

Mr. Lance Calvert moved to recommend Scenario 4 for Tier 3 - Closeout Priorities for Federal Fiscal Year (FFY) 2012, and the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update to implement these Priorities.

Mr. Andy Granger seconded the motion.

Mr. Dan Cook requested to amend the motion to include \$293,000 in funding for a Chandler

project identified as CHN12-805 and that any unobligated balances should they occur from this project be transferred for transit projects. He noted that the project would address congestion issues on a facility of regional facility that served traffic volumes of approximately 40,000 vehicles per day and that is currently experiencing left turn movements in the peak period of up to 500 vehicle per hour.

Mr. Terry Johnson seconded the motion.

Ms. Katherine Coles noted that moving bicycle and pedestrian projects forward is important.

Mr. Scott Butler noted that the Chandler project served a regional mall and indicated that he would vote in support of the amendment.

The Chairman noted that he supported Scenario 4, but would not support the amendment as it addressed the needs of a single project.

Mr. Naimark asked how the amendment would affect transit funding levels. Ms. Yazzie note that it would shift the amount requested to the Chandler project and accordingly reduce the amount to be transferred to transit projects.

Mr. Johnson noted that Scenario 4 would need to be revised to reflect the deferral of a Glendale project and that this would increase available funding by approximately \$700,000.

Mr. John Farry requested confirmation that funding freed up by Scenario 4 would be transferred to transit. The Chairman confirmed this.

The Chairman called the question. All members present except the Chairman voted to approve the amendment.

A second vote was then conducted to approve the amended motion. The motion carried unanimously.

4. Next Meeting Date

This item was not addressed.

Chairman Meinhart adjourned the meeting at 9:21 a.m.

ATTACHMENT ONE

Arterial Life Cycle Program



Status Report



CONTENTS





Transportation
Division



ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%) The Arterial Life Cycle Program (ALCP) receives dedicated sales tax revenues from Proposition 400 allocated for transportation improvements to the arterial road network in Maricopa County.

The Regional Transportation Plan (RTP) adopted in 2003 allocates three revenue sources to fund projects in the ALCP. The revenue sources include the half-cent sales tax; Surface Transportation Program – MAG Funds (STP-MAG); and, Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ). Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) account on a monthly basis.

**TABLE 1. FY 2012 PROPOSITION 400 COLLECTIONS
(July 2011 - February 2012)**

	Freeways	Arterial Streets	Transit	TOTAL
July	\$15,032,996	\$2,808,656	\$8,907,452	\$26,749,104
August	\$13,985,947	\$2,613,033	\$8,287,047	\$24,886,026
September	\$14,873,959	\$2,778,942	\$8,813,218	\$26,466,119
October	\$14,982,882	\$2,799,293	\$8,877,758	\$26,659,933
November	\$14,163,259	\$2,646,160	\$8,392,109	\$25,201,527
December	\$14,638,099	\$2,734,876	\$8,673,464	\$26,046,439
January	\$17,699,979	\$3,306,936	\$10,487,710	\$31,494,624
February	\$14,646,909	\$2,736,522	\$8,678,684	\$26,062,115
TOTAL	\$120,024,029	\$22,424,418	\$71,117,441	\$213,565,887

*Amount excludes debt service from Prop 300

**TABLE 2. TOTAL RARF COLLECTIONS
Estimate v. Actual FY2012 (July 2011 - February 2012)**

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$26,810,000	\$26,749,104	-0.2%
August	\$25,029,000	\$24,886,026	-0.6%
September	\$25,750,000	\$26,466,119	2.8%
October	\$25,954,000	\$26,659,933	2.7%
November	\$25,680,000	\$25,201,527	-1.9%
December	\$26,207,000	\$26,046,439	-0.6%
January	\$31,476,000	\$31,494,624	0.1%
February	\$25,157,000	\$26,062,115	3.6%
TOTAL	\$212,063,000	\$213,565,887	0.7%

*Amount excludes debt service from Prop 300

Table 1 provides a breakdown of Proposition 400 revenues collected between July 2011 and February 2012 by mode.

Fiscal Year 2012 started on July 1, 2011. Since then, \$22.4 million in additional RARF revenues have been deposited into the arterial account. To date,

more than \$217.5 million Regional Area Road Funds have been collected for the arterial improvements in the region. As of March 2012, the RARF account balance was \$49 million.

During the first eight months of FY2012, \$213.5 million in total RARF revenues have been collected. The amount collected is slightly higher than forecasted for that period. Estimated and actual RARF revenue collections from July 2011 to February 2012 are summarized in Table 2.

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the Arizona Department of Transportation (ADOT) RARF Revenue Forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$7.5 million in RARF revenues have been deposited into the RARF Studies account.

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>

ALCP PROJECT HIGHLIGHT: PHASE 1 OF NORTHERN PARKWAY



A ground breaking ceremony commemorating Phase 1 construction activities for Northern Parkway was held on February 29, 2012. The ceremony was attended by, Mayor Lana Mook (City of El Mirage), Mayor Elaine Scruggs (City of Glendale), and Mayor Bob Barrett (City of Peoria), and Chairman Max Wilson (Maricopa County).

The 12.5 mile project extends between Loop 303 and US 60/Grand Avenue will traverse along the current Butler Road

alignment between Loop 303 and Litchfield Road north of Luke Air Force Base and then shift southeastward along the current alignment of Northern Avenue through the cities of El Mirage, Glendale, Peoria and Maricopa County.

The first phase of Northern Parkway includes the interim construction of a four-lane facility between Sarival Avenue to Dysart Road. The ultimate configuration of Northern Parkway will consist of six travel lanes and a center median. Northern Parkway is intended to serve as reliever for Bell Road and as a major east-west route in the West Valley.

FY 2012 ARTERIAL LIFE CYCLE PROGRAM

On February 22, 2012, the MAG Regional Council approved an update to the FY 2012 Arterial Life Cycle Program, the MAG FY 2011-2015 Transportation Improvement Program (TIP), and Regional Transportation Plan (RTP) 2010 Update. An electronic copy of the updated FY 2012 ALCP may be downloaded from the MAG website at: <http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.

ALCP PROJECT STATUS

Detailed information about projects underway are provided in Tables 3 and 4. Table 3 lists projects programmed for work and/or reimbursement in FY2012, the amount programmed for reimbursement in FY2012, and ALCP project requirements submitted to-date. Table 4

Arterial Life Cycle Program (ALCP) – Status Report

details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2012.

This is the 15th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.



Transportation
Division



October 2011 – March 2012

TABLE 3. FY 2012 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY12

RTP Project	Programmed in the FY12 ALCP	Programmed Reimb. in FY12 (millions)	Reimb. in FY 2012 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY12
CHANDLER						
Chandler Blvd/Alma School: Intersection Improvements	Work and Reimbursement	\$ 2.872	\$ -	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd	Reimbursement Only	\$ 0.674	\$ 0.674	Completed 7/2006	Completed 9/2006	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	\$ 1.826	\$ -	---	---	PO, PA, PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Ocotillo Rd: Arizona Ave to McQueen Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Price Rd: Santan Fwy to Germann Rd	Reimbursement Only	\$ 3.053	\$ -	Completed 7/2010	Completed 8/2011	PRR
Ray Rd at Alma School Rd: Intersection Improvements	Work Only	\$ -	\$ -	Completed 3/2006	Completed 7/2006	PRR*
CHANDLER/GILBERT						
Queen Creek Rd: Val Vista Dr to Higley Rd	Work and Reimbursement	\$ 1.294	\$ -	---	---	PO, PA, PRR
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	Work Only		\$ -	---	---	None
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 0.148	\$ 0.027	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Guadalupe Rd/Cooper Rd: Intersection Improvements	Work and Reimbursement	\$ 1.443	\$ -	Completed 5/2010	Completed 10/2010	PRR
Ray Rd: Val Vista Dr to Power Rd	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
GILBERT/MARICOPA COUNTY/MESA						
Power Rd: Santan Fwy to Pecos Rd	Work and Reimbursement	\$ 3.041	\$ -	---	---	PO, PA, PRR
MARICOPA COUNTY						
El Mirage Rd: Bell Rd to Picerne Dr	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
El Mirage Rd: Northern to Cactus	Work Only	\$ -	\$ -	---	---	None
Gilbert Rd: Bridge over Salt River	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Northern Pkwy: Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11	\$ 0.596	Completed 4/2010	Completed 3/2011	PRR
Northern Pkwy: ROW Protection	Work and Reimbursement	Funds Obligated in FFY 10/11	\$ 0.597	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway: Dysart to 111th	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Northern Parkway: Sarival Overpass	Work Only	\$ -	\$ -	---	---	PO, PA, PRR*
Northern Parkway: Reems Overpass	Work Only	\$ -	\$ -	---	---	None

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY12

MARICOPA COUNTY (Cont'd)						
Northern Parkway, Litchfield Overpass	Work Only	\$ -	\$ -	---	---	None
Northern Parkway, Agua Fria Bridge	Work Only	\$ -	\$ -	---	---	None
MESA						
Dobson/University, Intersection Improvements	Work Only	\$ -	\$ -	---	---	PQ, PA, PRR*
Mesa Dr: US60 to Southern Ave	Work and Reimbursement	\$ 7.591	\$ 0.289	Completed 3/2007	Completed 1/2008	PRR
Southern at Country Club Dr: Intersection Improvements	Work Only	\$ -	\$ -	Completed 2/2002	In Process	PA, PRR*
Southern Ave/Stapley Dr Intersection Improvements	Work and Reimbursement	\$ 1.368	\$ 0.038	Completed 3/2007	Completed 6/2007	PRR
PEORIA						
83rd Avenue: Butler Rd to Mountain View	Work and Reimbursement	\$ 0.584	\$ -	Completed 8/2010	Completed 9/2010	PRR
75th Ave at Thunderbird Rd: Intersection Improvement	Work and Reimbursement	\$ 1.431	\$ -	Completed 8/2010	Completed 9/2010	PRR
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Work and Reimbursement	\$ 9.016	\$ 9.016	Completed 7/2009	Completed 8/2010	PRR
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work and Reimbursement	\$ 2.645	\$ -	Completed 5/2006	---	PA, PRR
PHOENIX						
Avenida Rio Salado: 51st Avenue to 7th Street	Work and Reimbursement	\$ 23.189	\$ -	Completed 1/2012	In Process	PQ, PA, PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	\$ 1.288	\$ -	Completed 10/2007	In Process	PA, PRR
Sonoran Blvd: 15th Avenue to Cave Creek	Work and Reimbursement	\$ 18.208	\$ -	Completed 11/2010	Completed 10/2011	PA, PRR
SCOTTSDALE/CAREFREE						
Pima Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	Work and Reimbursement	\$ 8.477	\$ 4.641	Completed 6/2008	Completed 7/2008	PRR
SCOTTSDALE						
Pima Rd: Via Linda to Via De Ventura	Work Only	\$ -	\$ -	Completed 4/2010	---	None
Pima Rd: Via De Ventura to Krail	Work and Reimbursement	\$ 4.057	\$ -	Completed 4/2010	---	PA, PRR
Pima Rd: Thomas Rd to McDowell Rd	Work Only	\$ -	\$ -	Completed 4/2010	---	PA, PRR
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	Work and Reimbursement	\$ 2.465	\$ -	---	---	PQ, PA, PRR
Frank Lloyd Wright at 76th/78th/82nd Street Intersection Improvements	Work and Reimbursement	\$ 0.070	\$ -	---	---	PQ, PA, PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Parkway	Work and Reimbursement	\$ 3.944	\$ 0.063	Completed 5/2010	Completed 7/2010	PA, PRR
Shea Blvd at 120/124th St: Intersection Improvements	Work and Reimbursement	\$ 1.400	\$ -	---	---	PQ, PA, PRR
Shea Blvd: SR-101L to 96th St: ITS Improvements	Work and Reimbursement	\$ 0.433	\$ -	Completed 7/2011	---	PQ, PA, PRR
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PQ, PA, PRR*
Shea Blvd at 125th St: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PQ, PA, PRR*
Shea Blvd at 136th St: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PQ, PA, PRR*

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY11 (YOE\$)	FY 2012 Est. Reimb. (2011\$)	Est. Reimb FY13-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOE\$)	Unfunded Due to Deficit (2011\$)	Expend through FY11 (YOE\$)	Estimated Future Expend FY12-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$, YOE\$)			
	FY 2012											
CHANDLER												
Chandler Blvd/Alma School: Intersection Improvements	W/R	0.475	2.872	0.000	3.347	0.942	0.679	10.523	11.202	2012	0.25	
Gilbert Rd: SR-202L/Germann Rd to Queen Creek Rd	R	6.078	0.674	0.000	6.752	0.000	10.316	0.000	10.316	2010	1.30	Project Completed
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	0.000	1.826	1.418	3.244	0.000	1.763	2.808	4.571	2012	4.00	Design & ROW Project Only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W	0.000	0.000	7.537	7.537	0.000	0.000	10.767	10.767	2012	1.00	Construction Project Only
Ocotillo Rd: Arizona Ave to McQueen Rd	W	0.000	0.000	5.295	5.295	1.408	1.712	12.317	14.028	2017	1.00	
Price Rd: Santan Fwy to Germann Rd	R	0.000	3.053	0.000	3.053	0.000	4.440	0.000	4.440	2008	1.25	Project Completed
Ray Rd at Alma School Rd: Intersection Improvements	W	2.217	0.000	0.000	2.217	0.000	7.878	4.122	12.001	2012	0.25	
CHANDLER/GILBERT												
Queen Creek Rd: Val Vista Dr to Higley Rd	W/R	0.000	1.294	12.030	13.324	0.000	11.211	7.823	19.034	2012	2.00	Project scope reduced by 1 mile due to developer contributions.
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: El Mirage to Grand	W	0.000	0.000	1.788	1.788	0.000	0.000	2.554	2.554	2012	NA	Design Project Only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	0.153	0.148	2.285	2.586	0.000	0.218	4.239	4.457	2012	0.80	
GILBERT												
Guadalupe Rd/Cooper Rd: Intersection Improvements	W/R	0.385	1.443	3.230	5.058	0.000	2.678	4.614	7.292	2012	0.50	
Ray Rd: Val Vista Dr to Power Rd	W	0.000	0.000	16.638	16.638	0.000	18.199	5.713	23.912	2012	4.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY11 (YOE\$)	FY 2012 Est. Reimb. (2011\$)	Est. Reimb FY13-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOE\$)	Unfunded Due to Deficit (2011\$)	Expend through FY11 (YOE\$)	Estimated Future Expend FY12-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$, YOE\$)			
	FY 2012											
GILBERT/MARICOPA COUNTY/MESA												
Pow er Rd: Santan Fw y to Pecos Rd	W/R	0.000	3.041	12.407	15.448	0.000	10.026	18.700	28.726	2012	1.50	
MARICOPA COUNTY												
El Mirage Rd: Bell Rd to Picerne Dr	W	0.000	0.000	0.000	0.000	0.000	0.964	5.072	6.036	2014	0.50	
El Mirage Rd: Northern to Cactus	W	0.000	0.000	1.140	1.140	0.000	0.000	1.629	1.629	2012	NA	Design Project Only
MESA												
Dobson/University: Intersection Improvements	W	0.000	0.000	0.000	0.000	4.921	2.492	4.537	7.030	2012	0.50	
Mesa Dr: US60 to Southern Ave	W/R	1.086	7.591	6.403	15.080	0.000	1.552	19.991	21.543	2013	1.00	
Southern at Country Club Dr: Intersection Improvements	W	0.000	0.000	5.901	5.901	0.000	0.244	8.185	8.429	2013	0.50	
Southern Ave/Stapley Dr Intersection Improvements	W/R	0.219	1.490	10.413	12.122	0.000	2.455	14.888	17.343	2013	0.50	
PEORIA												
83rd Avenue: Butler Rd to Mountain View	W/R	0.000	0.584	3.570	4.154	0.000	0.456	6.355	6.811	2013	1.00	
75th Ave at Thunderbird Rd: Intersection Improvement	W/R	0.462	1.431	0.000	1.893	0.000	0.681	5.549	6.230	2013	0.20	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	W/R	11.618	9.016	0.000	20.634	0.000	50.277	0.000	50.277	2010	5.00	Project Completed
Lake Pleasant Pkwy: Dynamite Blvd to CAP	W/R	0.000	2.645	13.867	16.512	11.114	2.780	3.729	6.509	2014	2.50	
Lake Pleasant Pkwy: CAP to SR74/Carefree Hwy	W	0.000	0.000	0.000	0.000	0.000	0.000	3.544	3.544	2024	1.80	Advance ROW acquisition to occur in FY 2012
PHOENIX												
Sonoran Blvd: 15th Avenue to Cave Creek	W/R	0.000	18.208	14.364	32.572	0.000	30.993	30.838	61.831	2013	7.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY11 (YOE\$)	FY 2012 Est. Reimb. (2011\$)	Est. Reimb FY13-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOE\$)	Unfunded Due to Deficit (2011\$)	Expend through FY11 (YOE\$)	Estimated Future Expend FY12-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$, YOE\$)			
	FY 2012											
SCOTTSDALE/CAREFREE												
Pima Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	W/R	10.911	8.477	4.560	23.948	0.000	25.511	8.701	34.212	2012	1.50	
SCOTTSDALE												
Pima Rd: Via Linda to Via De Ventura	W	0.000	0.000	1.339	1.339	0.000	0.000	2.354	2.354	2013	1.30	
Pima Rd: Via De Ventura to Krail	W/R	0.000	4.057	3.454	7.511	0.000	10.732	0.000	10.732	2012	1.30	
Pima Rd: Thomas Rd to McDowell Rd	W	0.000	0.000	6.080	6.080	0.000	0.350	8.342	8.692	2013	1.00	
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	W/R	0.000	2.465	6.689	9.154	0.000	1.006	12.071	13.077	2013	0.35	
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	W/R	0.000	0.070	0.775	0.845	0.000	0.000	12.071	12.071	2014	0.50	
Scottsdale Rd: Thompson Peak Parkway to Pinnacle Peak Parkway	W/R	0.694	1.229	9.672	11.595	0.000	2.059	29.213	31.273	2013	2.00	
Shea Blvd at 120/124th St: Intersection Improvements	W/R	0.000	1.400	0.000	1.400	0.000	1.089	0.910	2.000	2012	0.40	
Shea Blvd: SR-101L to 96th St: ITS Improvements	W/R	0.000	0.433	0.000	0.433	0.000	0.619	0.000	0.619	2010	1.00	
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	W	0.000	0.000	0.664	0.664	0.000	0.685	0.263	0.948	2012	0.25	
Shea Blvd at 125th St: Intersection Improvements	W	0.000	0.000	0.880	0.880	0.000	0.126	1.132	1.257	2012	0.25	
Shea Blvd at 136th St: Intersection Improvements	W	0.000	0.000	0.376	0.376	0.000	0.000	0.537	0.537	2012	0.25	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2012
Consistent with the Fiscal Year 2012 ALCP updated on February 22, 2012

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY11	Est. Obligations FFY12	Est. Obligations FFY13-FFY26	Total Federal Funding FFY2006-FFY2026	Unfunded Due to Deficit (2011\$)	Expend through FY11 (YOE\$)	Estimated Future Expend FY12-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$,YOE\$)			
	FY 2012											
MARICOPA COUNTY												
Northern Pkw y: Sarival to Dysart	W/R	57.618	0.000	0.000	57.618	0.000	21.085	61.226	82.311	2013	4.10	
Northern Pkw y: ROW Protection	W/R	2.601	0.000	0.000	2.601	0.000	3.716	0.000	3.716	2011	12.50	
Northern Parkw ay: Dysart to 111th	W	0.000	0.000	16.568	16.568	0.000	0.000	23.669	23.669	2014	2.50	
Northern Parkw ay: Sarival Overpass	W	0.000	0.000	3.180	3.180	0.000	0.000	4.543	4.543	2013	0.10	Construction Project Only
Northern Parkw ay: Reems Overpass	W	0.000	0.000	7.315	7.315	0.000	0.000	3.135	3.135	2014	0.10	
Northern Parkw ay: Litchfield Overpass	W	0.000	0.000	8.199	8.199	0.000	0.000	11.713	11.713	2015	0.10	
Northern Parkw ay: Agua Fria Bridge	W	0.000	0.000	5.804	5.804	0.000	0.000	8.291	8.291	2015	0.10	
PHOENIX												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	0.000	23.189	21.505	44.693	0.000	18.298	53.524	71.822	2015	6.00	Work and funds advanced to FY12
Black Mountain Blvd: SR-51 and Loop 101/Pima Fw y to Deer Valley Rd	W/R	1.300	1.288	19.942	22.530	0.000	3.737	28.489	32.226	2014	2.00	Work and funds deferred from FY12

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

ATTACHMENT TWO

March 21, 2012

TO: Members of the Transportation Review Committee

FROM: Stephen Tate, Transportation Planner

SUBJECT: RECLASSIFICATION OF TEGNER STREET IN WICKENBURG FROM RURAL PRINCIPAL ARTERIAL TO RURAL MINOR ARTERIAL

At the suggestion of the Arizona Department of Transportation (ADOT), the Town of Wickenburg took formal action on February 6, 2012, to reclassify the section of Tegner Street located within the limits of the Town (from US 60 to US 93) to a federal functional classification of minor arterial. Previously this facility had been part of the State Highway System and had been classified as a rural principal arterial.

MAG concordance in this reclassification is requested. Per ADOT procedures, the concurrence of the regional planning body (e.g. MAG) is needed for the approval of a change to the federal functional classification of a facility. This change will not affect federal funding available to the State or the MAG region or the eligibility of the facility to receive federal transportation funding in the future.

The following has been enclosed with this memo:

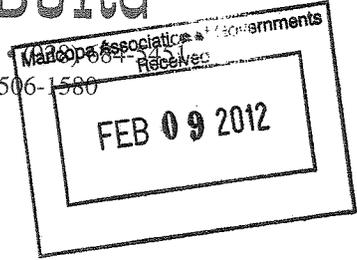
- A copy of a letter from the Town of Wickenburg approving the reclassification, and
- A map showing the facility and containing an ADOT suggestion to reclassify the facility to minor arterial.

If you have any questions or need additional information please contact Stephen Tate or Teri Kennedy at 602-254-6300.



TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390
Phoenix Line (602) 506-1622 • FAX (602) 506-1580
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February 7, 2012

Mr. Stephen M. Tate, Transportation Planner
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: WICKENBURG RECLASSIFICATION OF TEGNER STREET- FORMAL ACTION

Dear Mr. Tate:

At their regular meeting of February 6, 2012, the Wickenburg Common Council unanimously elected to adopt Resolution No. 1672 authorizing MAG Regional Council to reclassify Tegner Street from a principal arterial to a minor arterial in Wickenburg, Maricopa County, Arizona.

Attached is a copy of the fully executed Resolution No. 1672. If you need any additional information or documentation, please give me a call at my direct line: 928-668-0517 or 602-506-1622, Ext. 517.

Thank you for your assistance regarding this matter. It has been a pleasure working with you.

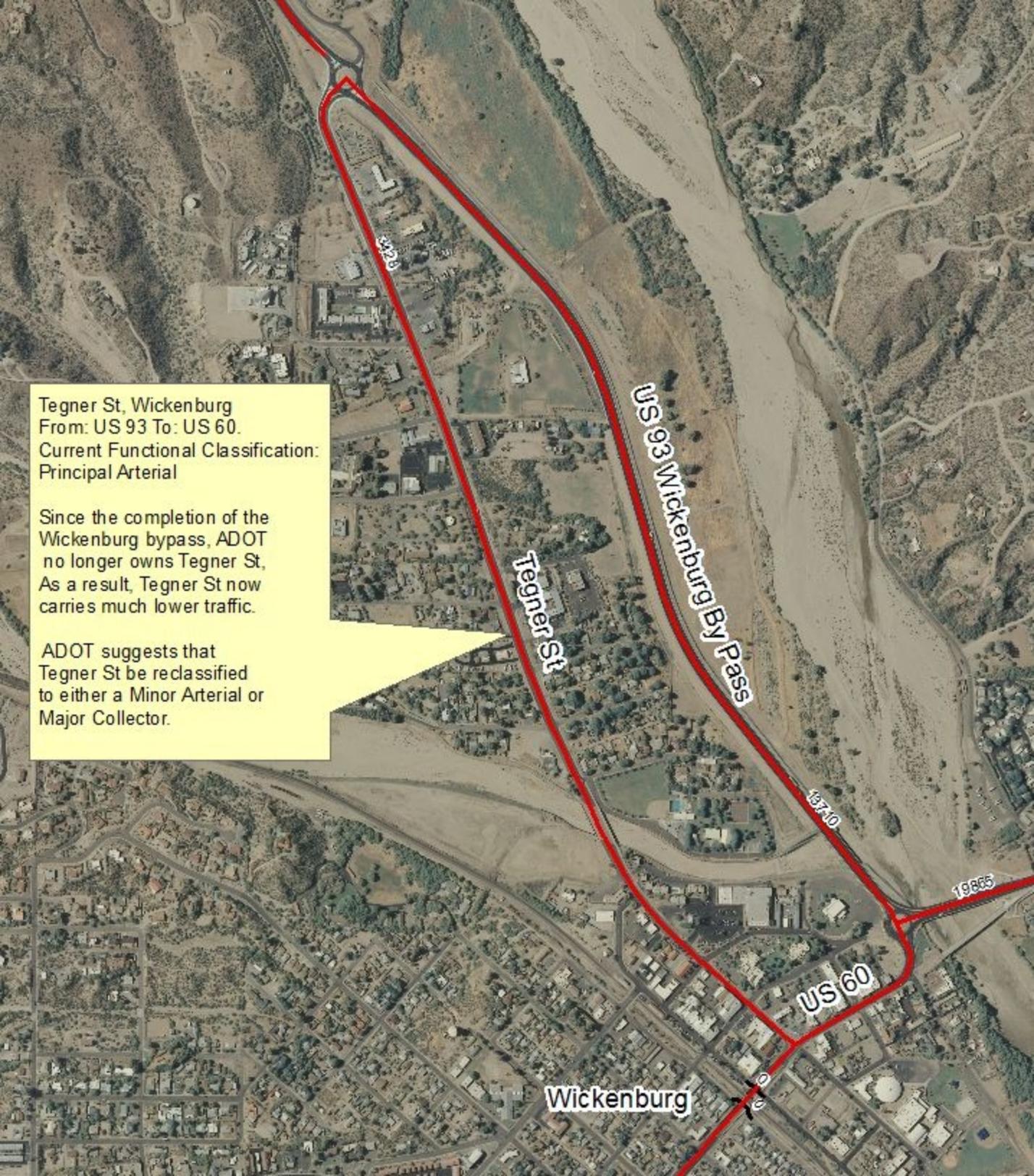
Sincerely,

TOWN OF WICKENBURG

Donna Riffel
Town Clerk

ATT: Resolution No. 1672

c: Rick Austin, Public Works Director



Tegner St, Wickenburg
From: US 93 To: US 60.
Current Functional Classification:
Principal Arterial

Since the completion of the
Wickenburg bypass, ADOT
no longer owns Tegner St,
As a result, Tegner St now
carries much lower traffic.

ADOT suggests that
Tegner St be reclassified
to either a Minor Arterial or
Major Collector.

Tegner St

US 93 Wickenburg Bypass

US 60

Wickenburg

ATTACHMENT THREE

March 21, 2012

TO: Members of the Transportation Review Committee

FROM: Christina Hopes, Transportation Planner

SUBJECT: MAG COMMITTEE OPERATING POLICIES AND PROCEDURES

On January 25, 2012, the MAG Regional Council approved updating the MAG Committee Operating Policies and Procedures, Section 5.05 - Terms of Officers, to two-year terms for the technical and other policy committees. As a result of this action, the Transportation Review Committee officers that were appointed in January 2012 will serve until December 31, 2013.

Prior to this change, officer appointments for technical and other policy committees were for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. MAG Committees have been operating under these policies and procedures for approximately 2 ½ years. Based on this experience, it was recommended that the terms for the technical and other policy committee officers be extended to two-year terms to provide more continuity. The terms of officers for the Regional Council, Executive Committee, Transportation Policy Committee, Management Committee and Economic Development Committee will remain the same.

If you have any questions, please contact Christina Hopes at the MAG Office at (602) 254-6300 or chopes@azmag.gov.

ATTACHMENT FOUR

March 21, 2011

TO: Members of the Transportation Review Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: CONGESTION MANAGEMENT PROCESS WORKING GROUP

The Phase III Baseline Congestion Management Process (CMP) Report was published in October 22, 2010 and is ready for a working group to guide implementation. Included with the CMP report is the CMP Sketch Tool that is comprised of quantitative data and qualitative information, which produces a score that is then included in the overall ranking process for project recommendation. MAG is requesting volunteers to participate in the Congestion Management Process Working Group (CMP Working Group) that will continue to guide implementation of the CMP Report and Sketch tool in determining CMAQ federal funded programming of projects.

The Federal Highway Administration (FHWA) Phoenix Division Office issued a draft report, The Congestion Mitigation and Air Quality Programming Process Draft Program Review: Sept 2011 that includes requirements and recommendations for planning and programming CMAQ federal funds. To integrate FHWA recommendations into the programming process, MAG staff is implementing the CMP Sketch Tool during the new project evaluation process for the next cycle of developing the MAG Transportation Improvement Program (TIP), beginning with the Intelligent Transportation Systems (ITS) and Bike/Pedestrian application process. The CMP Report includes information on the other eligible transportation modal projects that utilize CMAQ funding. The CMP Sketch Tool and the CMP Report are designed to be adaptable to current available data, information, changing economies and planning policies.

The CMP Working Group purpose and tasks are (1) to develop suggested Policies and Procedures for utilizing and implementing the CMP tool, (2) review and refine the qualitative data questions for the CMP tool that is applicable to each modal area and is balanced across all applications, and (3) as additional time allows, determine and prioritize additional data collection needs and propose methods to address gaps in data collection that strengthens the quantitative evaluation from pages 4-2 to 4-3 of the Congestion Management Process Report. After development of the CMP qualitative data criteria, the CMP tool can be implemented to assist with the modal program of project evaluation and programming process. Priority of modes will begin with ITS and Bike/pedestrian, and continue modal implementation as the working group determines.

MAG staff will create a CMP Working Group from members of the TRC. We request up to nine volunteers for the CMP Working Group from current TRC members that have availability to meet approximately 4 times a year. The first meeting would be scheduled for early April 2012.

TRC members that are interested in participating, please contact:

Monique de los Rio-Urban
Performance Program Manager
mdelosRios-Urban@azmag.gov
602-254-6300, x5061

Proposed meeting dates for quarterly meetings:

2nd or 3rd Thursday afternoon
4th Thursday of the month following TRC and a lunch break

It is expected that the first meeting will occur in April 2012.

ATTACHMENT FIVE

2010 AUDIT RECOMMENDATION - BOARD ACTION

Agenda Item #5

 = AGREED

 = AGREED WITH MODIFICATIONS

 = NOT AGREED

Audit Recommendation		MAG	STB/ ADOT	RPTA	MC	CTOC	State Legislature	
1	Formally identify and quantify RTP partners' expectations through the implementation of the RTP							D
2	Work with ADOT and member jurisdictions to establish coordinated performance targets and baselines for freeways and arterials							A
3	Measure and analyze all available performance data against set baselines to asses impact of projects on the overall system							A
4	Coordinate all RTP Partner's individual performance measurement activities with MAG's overall performance system for the RTP							C
5	Publish a monthly dashboard-format summary of performance data on a regular basis on MAG's website showing targets, budget and schedule by corridor and by project							R
6	In conjunction with RPTA, communicate MAG performance results and analysis to committees on a more frequently basis, such as quarterly							R
7	Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary							A
8	Develop a "report card" type feature to provide project snapshots summarizing project performance, budget schedule and % completion							R
9	Ensure consistency in reporting and facilitate the tracking of totals and data between the Annual Proposition 400 Reports, RTP Updates and LCP Reports							R
10	Develop clear and specific criteria for ranking, and project changes in conjunction with RTP partners							A
11	Document performance measures and priority criteria for selection, ranking and changes in corridors and projects							D
12	Have MAG require the use of the Congestion Management Program (CMP) tool among local cities and counties to identify and prioritize projects							A
13	Use a performance based model as part of project change and reprioritization process using factors like volume, capacity, and/or delays							A
14	Ensure documentation describes basis, source, deliberations, outcome, and rationale for resulting actions and decisions related to project and RTP changes							D

D
A
C
R
O

2010 AUDIT RECOMMENDATION - BOARD ACTION

Agenda Item #5

✓ = AGREED

✓_M = AGREED WITH MODIFICATIONS

✗ = NOT AGREED

Audit Recommendation		MAG	STB/ ADOT	RPTA	MC	CTOC	State Legislature	
15	Summarize and communicate data to MAG committees on options, alternatives, risks , opportunities and impacts for each alternative related to congestion or performance	✓	✓	✓	✓			D
16	Ensure any additional information provided to individual committee members is distributed to all committee members as well as made available to the public	✓			✓			D
17	Continue to develop a user-friendly guide book providing information as a "road map" clarifying how the public can influence transportation projects	✓			✓			R
18	Develop detailed provisions for the MOU agreements between the four RTP Partners, and possibly the City of Phoenix	✓ _M	✓	✓ _M	✓			O
19	Strengthen the existing transit planning MOU to describe the mechanics and specificity of process	✓ _M		✓ _M	✓ _M			O
20	Memorialize , document and maintain discussions at RTP Partner meetings to include items discussed, agreements reached & action items		✓	✓	✓			D/C
21	Through the MAG Transportation Policy Committee, or other committee, assume a stronger and more proactive leadership role in setting a framework for RTP related activities	✓						O
22	Adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives	✗			✗		●	O
23	Reaffirm the role of CTOC and increase effectiveness by implementing several changes; among them - to be staffed by MAG	✓ _M	✓		✓ _M	✓ _M	●	O
24	Continue investigating cost efficiencies that could result from a combination of RPTA and METRO and implement measures as soon as practical			✓	✓			
25	Work towards realizing more benefits from regionalizing bus transit activities			✓	✓			

D	DOCUMENTATION
A	ANALYSIS
C	COORDINATION
R	REPORTING
O	ORGANIZATION