

March 16, 2010

TO: Members of the MAG Regional Council Executive Committee

FROM: Councilwoman Peggy Neely, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR
THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE AND A POSSIBLE EXECUTIVE
SESSION

Monday, March 22, 2010 - Noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A meeting of MAG Regional Council Executive Committee, with a possible executive session, has been scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by telephone conference, or by video conference.

Please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

If you have any questions regarding the Executive Committee agenda items, please contact me at (602) 262-7445. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

**MAG EXECUTIVE COMMITTEE
TENTATIVE AGENDA
March 22, 2010**

COMMITTEE ACTION REQUESTED

1. Call to Order

The meeting of the Executive Committee will be called to order.

2. Call to the Audience

An opportunity will be provided to members of the public to address the Executive 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. Members of the public 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 Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

3. Approval of Executive Committee Consent Agenda

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

2. Information and discussion.

3. Approval of Executive Committee Consent Agenda.

**ITEMS PROPOSED FOR CONSENT
BY THE EXECUTIVE COMMITTEE**

*3A. Approval of the February 16, 2010, Executive Committee Meeting Minutes and the February 19, 2010 Special Executive Committee Meeting Minutes

*3B. On-Call Consulting Services for Transportation Software Development and Support

3A. Review and approval of the February 16, 2010, Executive Committee meeting minutes and the February 19, 2010 Special Executive Committee Meeting Minutes.

3B. Approval of the list of on-call consultants for area of Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models):

The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009 includes On-call Consulting Services for Transportation Software Development and Support at a cost not to exceed \$700,000. The purpose of the project is to ensure that MAG can proceed with support and scheduled improvements of the MAG regional travel forecasting models and related data sets. MAG issued a Request for Qualifications to create an on-call consulting list for the project with two areas of expertise. A multi-agency evaluation team reviewed the statements of qualifications and recommended to MAG that the following firms be included on a MAG on-call consulting list for Transportation Software Development and Support: Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc. On March 10, 2010, the MAG Management Committee recommended approval of on-call consulting services for transportation software development and support. Please refer to the enclosed material.

Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed \$700,000.

*3C. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Include the Southeast Corridor Major Investment Study

3C. Approval of the amendment to the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study.

The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10, the Maricopa Freeway, between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain

"Pecos Stack" traffic interchanges. The subject of this EIS is clearance that would allow widening of the freeway and reconstruction of the Interstate 10/SR-143 traffic interchange, representing almost \$1 billion in investment for the corridor. During the course of the EIS, questions have been raised about the investment being made in this corridor and the need for alternative transportation options. These include widening Interstate 10 and improving system traffic interchanges to accommodate the growing travel demand between the East Valley and Central Phoenix. MAG proposes amending the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study. On March 10, 2010, the MAG Management Committee recommended approval of the amendment to the FY 2010 Unified Planning Work Program and Annual Budget. Please refer to the enclosed material.

*3D. Selection of Caliper Corporation as Consultant for 2010 Phase I Inner Loop Traffic Operations Model Development

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$500,000 to conduct Phase I of the 2010 Inner Loop Traffic Operations Model Development. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG. The Request for Proposals was advertised on December 10, 2009. The eight proposals received were reviewed by a multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff. On February 23, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct phase I of the project in an amount not to exceed \$500,000. On March 10, 2010, the MAG Management Committee recommended approval of Caliper Corporation as

3D. Approval of Caliper Corporation to be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed \$500,000.

consultant for 2010 Phase I Inner Loop Traffic Operations Model Development. Please refer to the enclosed material.

*3E. Assistance to the Arizona Department of Environmental Quality for Soil Sample Analyses

MAG is working with the Maricopa County Air Quality Department and the Arizona Department of Environmental Quality (ADEQ) to implement the Data Collection Plan to Evaluate and Identify Sources and Unique Geographic and Meteorological Conditions Contributing to Exceedances of the PM-10 Standard at the West 43rd Avenue Monitor. As part of this effort, up to nineteen soil samples may need to be analyzed to determine the types of soils that have the highest potential to create PM-10 emissions. ADEQ has a contract with Arizona State University that could be used to perform the analyses, but ADEQ does not have the \$21,500 needed to fund the project. Federal transportation funds would be available for this purpose. The Environmental Protection Agency has indicated they are seeking funding for field studies in the Data Collection Plan, but to date, this funding has not been approved. On March 10, 2010, the MAG Management Committee recommended amending the FY 2010 MAG Unified Planning Work Program and Annual Budget to provide ADEQ with \$21,500 to contract with Arizona State University to conduct analyses of soil samples.

3E. Approval to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to provide the Arizona Department of Environmental Quality with \$21,500 to contract with Arizona State University to conduct analyses of soil samples as part of a Data Collection Plan to Evaluate and Identify Sources and Unique Geographic and Meteorological Conditions Contributing to Exceedances of the PM-10 Standard at the West 43rd Avenue Monitor, if necessary.

**ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE**

4. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2011 MAG Unified

4. Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

Planning Work Program and Annual Budget represent the budget document development to date. The elements of the budget document are about 60 percent complete. This item was on the March 10, 2010 MAG Management Committee consent agenda for information and input. Please refer to the enclosed material.

5. Approval of Transit Planning Agreement and Discussion of Potential Legislation

At the February 16, 2010, Executive Committee meeting a transit planning agreement (MOU) that incorporated recommendations for transit planning roles and responsibilities was discussed. The Executive Committee directed that the local role when conducting a Federal Transit Administration Alternatives Analysis be described in the MOU. It was noted at the meeting that the Regional Public Transportation Authority and Valley Metro Rail would be discussing the MOU in February, with action by the Regional Council expected in March.

Also discussed was SB 1416 that attempts to align MAG's federal transit planning roles and responsibilities with state statutes. The Executive Committee directed that the affected parties hold a meeting to address the concerns expressed with SB 1416. Consensus was reached at the meeting and a telephone conference call of the Executive Committee was scheduled for January 19, 2010, to review the proposed changes to the bill. The MAG Regional Council Executive Committee approved with minor modifications, the Transit Planning Agreement (MOU) and the draft legislation for SB 1416. Representatives from the Regional Public Transportation Authority and METRO were in attendance and concurred with the modifications. On February 18, 2010, the RPTA Board approved the MOU and the draft SB 1416. On February 24, 2010, the MAG Regional Council approved draft SB 1416 as rewritten and modified. On March 3, 2010, the METRO Board approved the MOU and the draft SB 1416. On March 10, 2010, the MOU was recommended

5. Recommend approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

for approval by the MAG Management Committee. The MOU and draft SB 1416 will be presented to the Executive Committee and Regional Council for approval in March. Please refer to the enclosed material.

6. Update on the Sun Corridor Joint Planning Advisory Council Staff Meeting

On February 16, 2010, the Executive Committee was provided an update on the activities concerning the Sun Corridor Joint Planning Advisory Council. On March 9, 2010, a meeting of the staff who are working on freight and port studies in the Sun Corridor was held. This included representatives from MAG, the Central Arizona Association of Governments, the Pima Association of Governments and the Yuma Metropolitan Planning Organization. Also in attendance were representatives from the CANAMEX Corridor Commission, the Arizona Mexico Commission, the Arizona Department of Transportation and Arizona State University. The agencies discussed ongoing and proposed freight related studies and a proposed study by the consulting firm AECOM. An update on the discussions of this meeting and next steps will be provided.

7. Discussion Regarding Metropolitan Area Planning Boundary

On November 3-5, 2009, the MAG federal certification review was held. At the meeting, the federal officials inquired about the status of previous Corrective Actions and/or Recommended Improvements that were part of the May 4-5, 2004 MAG Federal Certification Review. One of the recommended improvements was for MAG to examine the metropolitan planning area boundary. To begin addressing this recommendation, staff has prepared three concepts for review for expanding the metropolitan planning area boundary. Please refer to the enclosed material.

6. Information and discussion.

7. Information and discussion

8. Compensation and Benefits Survey

On January 19, 2010, the Executive Committee discussed the annual performance evaluation of the MAG Executive Director and requested a 60 day delay to enable MAG to have a consultant perform a compensation and benefit survey. MAG conducted a procurement and engaged the services of Public Sector Personnel Consultants to conduct the survey. Please refer to the enclosed material.

9. Executive Director's Annual Performance Evaluation

On January 19, 2010, the Executive Committee moved to delay action for 60 days on the MAG Executive Director's annual performance evaluation and delayed the review of MAG FY 2010 goals and results and proposed draft FY 2011 goals/work emphasis areas. A member of the Executive Committee also noted a possible computation error in the Executive Director's annual performance evaluation. The computation error has been corrected.

The Executive Committee may vote to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The meeting may then be reconvened to take action regarding the review and make a salary determination. It is anticipated that the action of the Executive Committee would be presented to the Regional Council for ratification. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

10. Request for Future Agenda Items

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

11. Comments from the Committee

8. Information, discussion and possible action.

9. Information, discussion and possible action to recess the meeting to conduct an executive session to discuss personnel matters relating to the MAG Executive Director's review and salary, and to reconvene the meeting for possible action on the review and compensation of the MAG Executive Director.

10. Information and discussion.

11. Information

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

12. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
February 16, 2010
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Chair
#Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair
#Mayor Hugh Hallman, Tempe, Treasurer

Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
#Mayor Jim Lane, Scottsdale

* Not present
Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Peggy Neely at 12:05 p.m. She stated that the following items were at the table, for agenda item #4, a packet that includes a memorandum describing SB 1416 and the Memorandum of Understanding; and for agenda item #7, a cost list of different venues for the Desert Peaks awards. Chair Neely stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Neely noted that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. She stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Neely noted that no public comment cards had been received.

3. Consent Agenda

Chair Neely noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. There were no public comment cards received.

Chair Neely requested a motion to approve the consent agenda. Mayor Cavanaugh requested one minor change to the January 19th, 2010 minutes. He noted that on page five, second paragraph, the word “prescribes” should be changed to “proscribes.” Mayor Cavanaugh moved to approve items #3A through #3D. Mayor Smith seconded the motion and the motion carried unanimously.

3A. Approval of the January 19, 2010, Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the January 19, 2010, Executive Committee meeting minutes.

3B. On-Call Transportation Planning Consultant Services Program

The Regional Council Executive Committee, by consent, approved amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget for \$150,000 to provide for an On-Call Transportation Planning Consultant Services program. MAG presently uses On-Call Services Contracts to supplement staff capabilities with expertise in specialized areas of Intelligent Transportation Systems (ITS), Safety, and Transportation Modeling to expedite delivery of key programs in the Unified Planning Work Program (UPWP). As transportation planning demands continue to expand at MAG, a new On-Call Services Contract is sought for general transportation planning applications. The purpose of an On-Call Consultant Services list is for expediting the delivery of consultant services at MAG. For this proposed On-Call Transportation Planning Consultant Services program, MAG will select qualified consultants to assist staff in the following five service areas: Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, and Public Involvement. An amendment is needed to the FY 2010 MAG Unified Planning Work Program and Annual Budget to include \$150,000 for an On-Call Transportation Planning Consultant Services program. On February 10, 2010, the Management Committee recommended amending the FY 2010 MAG Unified Planning Work Program and Annual Budget for \$150,000 to provide for an On-Call Transportation Planning Consultant Services program agenda.

3C. Status Update on the June 30, 2009 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2009

The Regional Council Executive Committee, by consent, approved recommending acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009. The public accounting firm of LarsonAllen, LLP, has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2009. An unqualified audit opinion was issued on January 29, 2010, on the financial statements of governmental activities, the discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there was a significant deficiency in MAG's internal control over financial reporting considered to be a material weakness that was corrected prior to the issuance of the statements. There were no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2009. On February 10, 2010, the Management Committee recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009.

3D. Alternative/Social Media Policy and Employee User Agreement

The Regional Council Executive Committee, by consent, approved the recommendation of the Alternative/Social Media Policy and Employee User Agreement. During the January 19, 2010, meeting, MAG staff presented possibilities for using social media to supplement current communications and outreach. Social media Web sites like Facebook, Twitter and YouTube have the potential to increase public understanding of MAG and assist in the agency's goals and objectives. The Committee asked that staff develop a recommended social media policy based on additional research of current member agency practices, to ensure a secure and successful social media presence. MAG staff has drafted a social media policy and user agreement to begin launch of a social media program.

4. Status of the Transit Planning Agreement and Discussion of Potential Legislation

Dennis Smith, MAG Executive Director, stated that at the January 19th Executive Committee meeting, there was discussion about potential legislation and it was mentioned that bill folders were being opened. Mr. Smith explained since that time, SB1416 was introduced and there was confusion on the intent of the language in the bill. He noted that there were discussions with the Intergovernmental Representatives regarding concerns with the language in the bill. Mr. Smith explained Option #1 and that the transit planning responsibilities would be performed by MAG in cooperation with state and local transit operators. He also stated that the life cycle program developed by the RPTA would be in conformance with the MAG Regional Transportation Plan. Mr. Smith explained that RPTA requested that it be made clear in legislation that MAG would not be controlling the RPTA life cycle program, and MAG agreed. Mr. Smith also noted that MAG staff reviewed the bill and suggested that major changes to the RPTA life cycle program should be done by MAG in cooperation with transit operators because it could be changing the Regional Transportation Plan.

Mr. Smith explained that since that time, MAG received a re-write of SB1416 from RPTA, which is Option #2. He stated that the issue with RPTA's changes was that the language stated that RPTA would be doing the planning and recommending to MAG. RPTA stated that was not the intent. RPTA then produced another draft. Mr. Smith explained that this draft, Option #3, is a more comprehensive draft that includes, in the state statute, some of the corridor work and technology recommendations that are described in the MOU. Mr. Smith continued to explain the options. He stated that Option #4 was sent by RPTA and was suggested by the El Mirage attorney. He explained that the El Mirage attorney noted that RPTA is in the special district portion of the statute and that it was not appropriate to explain MAG's responsibilities in the special district part of the statute. It was suggested that there be a reference in the RPTA portion that the planning will be done by MAG, and then describe that in Article 28 were MAG's planning responsibility are explained.

Mr. Smith reviewed Option #5. He stated that there is a meeting scheduled later today with Kim Hildebrand from the Office of the Auditor General to review the final scope for the performance audit. The next step would be that the Office of the Auditor General would go out and advertise and hire a consultant. Mr. Smith stated that Option #5 would be not to run the bill but approve the MOU, and have the performance audit work on all the issues. Mr. Smith stated that in

conversations with the other agencies, it seems that everyone is in agreement on the MOU. Mr. Smith explained that final action on the MOU would be taken in March by the MAG board. He noted that this gives the other boards an opportunity to review the MOU. Mr. Smith continued that there have been some concerns on the MOU regarding local control. He explained that when an alternatives analysis is done, the goal is to determine a locally preferred alternative. The way that happens is that the agency would work with the effected city, the city would then bring the recommendation through their council for approval, followed by review by the agency board, and approval by MAG. Mr. Smith explained that the decision on a locally preferred alternative would always come through the MAG process because it would require amending the RTP. He noted that there was interest expressed that a locally preferred alternative be recommended for approval by the agency board. Mr. Smith explained that there are two thoughts on that issue. First, some think this process is better because you have the experts recommending approval and other say here we go again having the same cities on multiply boards recommending approval more than once.

Mr. Smith stated that MAG's recommendation would include two options: make minor changes to the bill and make sure MAG is not taking charge of any public transportation funds, and also indicate that if the RPTA or ADOT are making major changes to their life cycle program, those changes should be done by MAG in cooperation with the agency. Mr. Smith stated that the more structurally sound way to do this is Option #4, the El Mirage attorney's recommendation. He noted that this would get the language in the proper section of the statute.

Mayor Hallman stated that he wanted to make clear that the issue that he sees is not whether an item was being approved by the same agencies on multiple boards, but that the local authority remains to develop that locally preferred alternative by going through the city's council, and then through the MAG process. Chair Neely stated that she agrees with Mayor Hallman. Mr. Anderson explained that is exactly how MAG sees the process also. Mr. Anderson referenced the recent Mesa project. Mr. Smith suggested clarifying this in the MOU. Chair Neely asked if that would satisfy Mayor Hallman's concerns. Mayor Hallman stated that he believes that it should be clarified in the MOU and the statute. He stated that the concern would be that the statute governs over the MOU and if it is not corrected in the statute, it does not solve the problem. Mr. Smith stated that the changes will be made both in the MOU and statute. Chair Neely stated that she thought we would be further along with the MOU than we are today. She also suggested leaving the existing legislation out there, subject to having some bills changed. She noted that she is not comfortable choosing any one option without consulting with her staff. Chair Neely suggested scheduling a meeting to have a continued open dialogue on SB1416 and the MOU. Mayor Hallman stated that he agrees. He also mentioned that his staff has been working diligently with MAG staff and other parties. Mr. Smith suggested pulling together the respective agencies in a drafting session to get this done by the end of this week. He also noted that if the schedule of the Senate holds, this may require an amendment on Monday. Chair Neely stated that if that does not happen, then we go to Option #5 and let the auditors determine the outcome. She noted that she hopes that we can get this done so relying on the auditors does not happen.

Mayor Hallman stated he is not as concerned about having to fix the legislation as he was in the past. He stated that based on additional information received at the federal level. He explained

that his concern was more about making sure the process is clear and organized so it is efficient and effective.

Chair Neely asked staff if the other agencies are supportive of this process and do we believe that we have an MOU that the other boards will recommend approval. Mr. Smith stated that he believes that everyone is on board with the MOU. RPTA and VMR indicated they are on board. Mayor Hallman stated that he will have to look to his staff to make sure that the issue regarding local control is addressed in the MOU because he has not seen it. Mr. Smith stated that the locally preferred alternative language is not currently in the MOU, but will make sure that it is in the revised language. Mayor Smith asked about the impact of not getting bill language. Mr. Smith stated that at some point, someone will look at state statute and want to fix it to coordinate with what the MOU says. Mr. Anderson stated that the MOU represents an understanding among all the parties in terms of how we conduct business. He also explained that typically the auditors do not go back to state law. The auditors want to know what the paper trail is, how the decision processes are made and how well documented those processes are. Mr. Anderson stated that consistency relative to the plan goals and objective are important in terms of the process. He stated that his opinion is that whatever statutory changes are made are the right ones, and changes should be well thought out. He noted that there may be other things that come out of the performance audit that involve transit or other elements of Prop 400 that may also need statutory change.

Mayor Lane stated that one of the terms used regarding Option #4 was “structurally sound.” He asked for further clarification. Mr. Smith stated that from a drafting perspective, the attorney from El Mirage has it figured out. He noted that RPTA’s concern is how much of their planning responsibility will be taken away. He stated that this option suggests deleting planning language out of the RPTA section of the statues and moving it to the MAG section of the law. This, however, causes some concern about what in statute would be left at RPTA, where there needs to be operational planning. Mr. Smith explained that operation planning and system level planning is the primary distinction. Mr. Smith stated that we need to work with RPTA and make sure that the operation planning the other agencies need to do is reflective in state statute. Mr. Smith stated that he believes that this can be done. Mr. Anderson noted that we need to be cognizant of the other transit planning agencies and how the state statute is structured. Mayor Hallman stated that he has greater comfort knowing we worked with other models, such as the Sacramento MOU. He stated that he agrees that we should get the MOU worked out before working on the state statute to avoid any unintended consequences.

Mayor Lopez-Rogers wanted to clarify the status and the goal of these documents. She stated that one question to address is are we working toward a regional transit authority, and what that means to each of the member agencies. Chair Neely stated that when this process was started, it was all about not having multiple transit organizations doing planning. She stated that the goal was to put the planning at MAG, where it should be, and not to create a regional transit authority. Mr. Smith stated that the MOU is a compromise. He noted that this is not a total consolidation of planning and that all planning is not coming to MAG.

Chair Neely commented on how she is disappointed in how this process has dragged along and hopes that we can now get board approval from the other agencies. Mayor Hallman stated that he

is still on board to regionalize the planning and operations. He noted that the issue he has been concerned about and continues to raise is that the local authorities must maintain their local control. Chair Neely agreed with Mayor Hallman. She noted that she attended the RPTA meeting and the dialog was not supportive of what was discussed in these meetings. Chair Neely noted that this is the first step to seeing regionalism in the valley. Mayor Lopez-Rogers clarified that she agrees and thinks we are all working toward the same thing, just differently.

Mr. Smith summarized what he heard today from the Committee. He stated that we will send out a notice of a telephone conference call for sometime on Friday. He also noted that we will work in the next day and a half with the other agencies to put together a consensus draft of the MOU and the legislation. If we reach consensus, we will hold the Executive Committee meeting on Friday. If consensus is not reached, we will cancel the meeting. Chair Neely requested an opportunity for the agencies to sign the agreement. Mr. Smith state that we could do that at the March meeting.

5. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Service Manager, reported on the MAG Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that members received a revised agenda item 5D with the listing of proposed new projects for MAG for FY2011. She explained that the project list includes projects for the environmental, communications and information service divisions that have all been on the list prior to this year. She stated that the transportation projects also include projects that have been performed in past years, as well as new studies for sustainable transportation, phase II project work for framework studies, and a major investment study for the Southeast corridor. Ms. Kimbrough stated that if the Committee has any specific questions on a certain project, staff is here to address those questions.

Chair Neely asked if there were any questions. Mr. Smith stated that we are moving toward a May adoption of the budget. He noted that there is not a need for final decisions today on projects. He explained that MAG staff reviewed some of the bigger projects with member agency staff at the intergovernmental meeting, and we expect feedback in the next couple months. Eric Anderson reviewed some of the larger studies in the UPWP. Mr. Anderson stated that one of the larger projects proposed for next fiscal year is a comprehensive freight study. He noted that there is a lot of activity and interest in economic development, and interest in freight opportunities in the valley to stimulate the economy. Mr. Anderson stated that this is a \$500,000 freight framework study. The last freight study MAG did was four or five years ago where we quantified the freight flows in and out of the region. He explained that the proposed study would take it to the next level.

Mr. Anderson continued to review the studies. He noted that there are two Phase II projects currently underway, the Central Phoenix Transportation Framework Study and the Phase II Inner Loop Traffic Operations Model. Mr. Anderson stated that we have two land use oriented studies along the rail corridors. One along the BNFS corridor on Grand Avenue, and one along the Union Pacific (UP) West corridor in the southwest valley. These studies include the land use component and strategies to improve the land use planning around potential transit and commuter rail stations in the future. Mr. Anderson noted that land use, commuter rail and transit are extremely important

and this would be a precursor to getting into the FTA process to identify funding for commuter rail in the future.

Mayor Hallman asked about the West Phoenix I-10 West corridor in the commuter rail system study. He noted that it was ranked, in the commuter rail system study, the same as the Chandler industrial lead and the Tempe industrial lead, but neither the Chandler or Tempe corridors is getting any funding or further study consideration. Mayor Hallman asked staff to explain why the projects were ranked this way and how. Mr. Anderson explained that both corridors were studied and a detailed development plan was done for each corridor. He noted that a year and one half ago, we were deferring any MAG work on the southeast valley commuter rail corridor, because that is where ADOT was conducting their studies. He stated that ADOT is just now getting their Tucson/Phoenix inner city rail alternative analysis underway. Mr. Anderson stated that MAG can look at adding an east valley component. He explained that MAG had done a lot more corridor specific work in the two west valley corridors. Mayor Hallman stated that is why MAG took over what ADOT was doing because MAG had a more expedited process. He stated that it is important that the other two leads continue in the process. Mayor Hallman commented that in the end, all of the studies will comprise a regional commuter rail system for the valley. Mr. Anderson stated that the Southeast Corridor Major Investment Study is another project this is to look at the modal alternatives to serve the I-10 areas. He noted that all the modes were never studied at one time and it is certainly time to do that. Mr. Anderson suggested adding a land use component to the Southeast Corridor Major Investment Study. Mayor Hallman asked how that would be as inclusive and focused on the commuter rail piece. Mr. Anderson stated that the Phase II Central Phoenix Framework Study is a more comprehensive look at a bigger area, everything within the 101 Loop system. He explained that it is a broader perspective then the more focus study in the southeast valley. Mayor Hallman stated that adding the land use piece to the Southeast Corridor Major Investment Study seems to be the sensible thing to do. Chair Neely stated that the committee will hear this agenda item a few more time before final adoption. She stated that we should keep this moving and take a look at Mayor Hallman's comments.

Mayor Schoaf stated that he understands that El Mirage, in their latest general plan amendment, shows Grand Avenue being two lanes in each direction, as oppose to what Grand Avenue is now. He asked how the General Plan Amendment in El Mirage ties into the Grand Avenue Sustainable Transportation and Land Use Integration Study. Mr. Anderson stated that there have been staff-to-staff discussion on this issue. He explained that Grand Avenue is under the control of ADOT under the state highway system and is a major regional corridor where the region has spent a significant amount of dollars. Mr. Anderson explained that we are trying to maximize throughput on this corridor, not limit it. He noted that El Mirage wants to create some density and some livability space in that area. Mr. Anderson stated that in his opinion, making major changes in the state highway system, like El Mirage is proposing on Grand Avenue, in the general plan, is beyond the scope of that jurisdiction. Mayor Schoaf asked how MAG integrates into the studies changes in a general plans that are not likely to every happen. Mr. Anderson stated that the general plan changes and amendments have to be approved by the voters. He explained that if approved by voters, the change is reflected back into the socioeconomic and land use data basis here at MAG, which we use to generate future projections of housing, population and employment. Mr. Anderson continue to explain that if you have a general plan element that might not be realistic, it still would need to be supported by the market place. Mayor Schoaf stated that he would be

supportive of the Grand Avenue Corridor Study if the El Mirage general plan element regarding Grand Avenue is not likely to be implemented. Mayor Smith stated that it is important that we know what Grand Avenue's future is to continue with our studies. Mr. Anderson stated that in all our long range plans on the transportation side, we continue to envision Grand Avenue as a major thoroughfare.

Chair Neely suggested that maybe the study should reflect the impact of Grand Avenue not being in the study versus studying livability. Mr. Anderson stated that study can be done fairly quickly taking Grand Avenue from a major arterial to a local street and look at the impact. Chair Neely summarized that the Committee is questioning the value of the study based on the El Mirage general plan. She suggested that staff take this concern back to the local jurisdiction to justify the rationale. In addition, she asked staff to study the impact of changing Grand Avenue from a major arterial road to a local road and what that impact would have on the regional system. Mayor Cavanaugh asked if the general plans are still reviewed by the Attorney General. Fredda Bisman replied that she did not believe so, but would confirm. Mayor Cavanaugh stated that regardless of who reviews the general plans, if the changes impact state statute, then they will have a very short life. Mr. Smith indicated that all general plans and amendments come through MAG as one of the statutory provisions. Mr. Smith stated that staff will review the El Mirage general plan regarding this issue.

6. Update on the Sun Corridor

Mr. Smith stated that on December 17, 2010, the Sun Corridor Joint Planning Resolution was signed by MAG, PAG and CAAG. He noted since that time, there have been several meeting with the CANAMEX Corridor Commission and individuals representing the Yuma Port Authority. He noted that one of the discussions was regarding the UP track potentially coming through Yuma. There have been some discussions by UP that they will divert the tracks away from Yuma and into California. Mr. Smith stated that the other discussion was the track from Punta Colonet is going to stay in Mexico and then come up through either New Mexico or Texas. He also noted that there was a meeting with AECOM consulting firm and their foundation has committed to using foundation funding of \$300,000 to study three places, Dubai, Sun Corridor and a place in China. Mr Smith continued to explain that the CANAMEX Commission is finishing up their study and the Yuma Port Authority is talking about a study, and MAG has the \$500,000 freight study that Mr. Anderson mentioned in his report. Mr. Smith stated that the next step is to get together all the technicians that are working on all these studies and meet somewhere in Casa Grande to make the best out of all these studies and not duplicate any work. He noted that if it looks like we are all coming together on a focus of something that might work, we would call a meeting of the elected officials to get them on board and any comments.

Mr. Smith stated that if Punta Colonet does not happen, our freight study says that there is a tremendous amount of freight already coming through Arizona and we should be trying to get one or two percent of that into some type of an inland port. Chair Neely directed MAG staff to keep moving on this. She noted that we cannot underestimate economic development. Chair Neely asked if there were any questions. Mayor Smith asked if Guaymas ever was mentioned. Mr. Smith replied that it has been mentioned through discussions with the Arizona Mexico Commission. He noted that our freight study is far-reaching enough to look at everything. Mr. Smith also noted that

MAG staff has looked at travel time from Asia through Guaymas, through Punta Colonet, through LA Long Beach, and through Prince Rupert, and it looks like Punta Colonet has the advantage. He also stated that all of these ports have a role to play.

Chair Neely asked if there were any other questions. She noted that there were no other questions and state that the Committee looks forward to another report soon.

7. 2010 Desert Peaks Awards Update

Kelly Taft, Communications Manager, provided an update on the Desert Peaks Awards. Ms. Taft stated that MAG is currently accepting nominations and the deadline for entry is Friday, March 12, 2010. She noted that nomination packets were not sent out this year in an effort to save costs, but all materials are posted on the MAG website. She also stated that there are copies of the nominations packets at the table if any member would like to take one.

Ms. Taft commented that an important element of this event will be judging the nominations. As in the past years, we are requesting assistance from our Regional Council member in providing suggestions of qualified individuals to serve as potential judges on this important panel. Ms. Taft stated that this was announced at past Regional Council meetings and was followed up with a formal letter of request. Ms. Taft stated that MAG works hard each year to develop a balanced slate of judges. The panel typically includes about 5 to 7 members. She explained that the judging panels have consisted of members representing the state legislature, businesses, universities, and local governments, as well as former Desert Peaks Award winners. Ms. Taft commented that the experience and backgrounds of those serving on this prestigious panel is critical to ensuring that selections are based on a true understanding of issues and the concept of regionalism. She explained that these recommendations are due to staff by next week, February 24, 2010.

Ms. Taft stated that the Desert Peaks Awards program will be held on June 30, 2010 this year, following the annual MAG Regional Council meeting. She noted that there is no fee for submitting nominations and the event is free to attend. Ms. Taft explained that we are once again hoping to significantly defray the cost of hosting the event through sponsorships. Last year we secured about \$18,500 in sponsorships. She explained that we have sent out a sponsorship request letter to more than 100 agencies and businesses, and we will be following up with personal phone calls soon. Staff has also been exploring some potential venues and costs. Ms. Taft introduced Sarah Daily, Office Services Manager, to provide some additional information regarding this effort.

Sarah Daily explained that in 2008, the Desert Peaks Awards event was held at the Arizona Biltmore. The Arizona Biltmore offered many conveniences, such as location and a beautiful space. She noted the evaluation feedback suggested that the room was very warm and the food portions were very small. Ms. Daily further explained that this year, MAG staff has analyzed six potential local venues, including the Arizona Biltmore, which can accommodate up to 300 people and are available on June 30, 2010 for the awards ceremony. She stated that the set-up would be similar to the previous Desert Peaks event in that we would have an appetizer buffet set-up and hosted bar with drink ticket available for each attendee.

Ms. Daily noted some of the key points of each venue. The Wyndham, Hyatt Regency, and Sheraton are centrally located and they have prepared pretty reasonable proposals. However, all of these locations will charge parking fees for each vehicle entering their parking garage. She stated that this fee will range from \$5 to \$12 depending on the location.

Ms. Daily continued with the Crowne Plaza Phoenix Airport facility, which is conveniently located off one of the light rail stops. If this venue is selected, they have offered us a 10 percent discount on food and beverage and a gift certificate for a weekend stay to give as a raffle prize. She then stated that the Pointe Hilton Tapatio Cliffs and the Arizona Biltmore are the most expensive, which means that you are paying for the added comforts and conveniences you get with a high end resort. Ms. Daily concluded her report and asked if there were any questions or advise on moving forward in selecting a venue for the 2010 Desert Peaks Awards.

Councilmember Neely stated that the cost associated with this event is very important. She noted that it is important to show the community that we are spending money wisely. She also noted that it is important to have the light rail access. Mayor Hallman agreed with Councilmember Neely. He added that the Desert Peaks event is a great regional event. Mayor Hallman stated that he believes that this event should continue to be a reception function to help keep costs in line. Mr. Smith confirmed that these prices are reflective of a reception. Councilmember Neely stated that staff should move forward with the planning process and keep in mind that we need to be cognizant of the economic times.

8. Request for Future Agenda Items

Chair Neely asked if there were any requests for future agenda items. There were none.

Mr. Smith introduced Patty Comacho, the new Senior Policy Planner, and welcomed back Denise McClafferty, Management Analyst III.

9. Adjournment

Mayor Hallman moved to adjourn the Executive Committee meeting. Councilmember Neely seconded the motion and it carried unanimously. There being no further business, the Executive Committee adjourned at 1:17 p.m.

Chair

Secretary

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
SPECIAL TELEPHONE CONFERENCE CALL MEETING

February 19, 2010

MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Chair
Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair
Mayor Hugh Hallman, Tempe, Treasurer

Mayor Marie Lopez Rogers, Avondale
Mayor James M. Cavanaugh, Goodyear
Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Peggy Neely at 2:00 p.m. Chair Neely requested a roll call of the members. Dennis Smith, MAG Executive Director, stated that the following members were in attendance via telephone conference call: Mayor Lopez-Rogers; Councilmember Neely, Mayor Smith, Mayor Schoaf, Mayor Cavanaugh, Mayor Lane and Mayor Hallman.

2. Call to the Audience

Chair Neely noted that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards and stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Neely noted that no public comment cards had been received.

3. Status of the Transit Planning Agreement and Discussion of Potential Legislation

Mr. Smith stated that at the February 16, 2010 Executive Committee meeting, the Committee discussed the RPTA Legislation and Transit Planning Agreement (MOU). He noted that staff was directed to convene a meeting of the affected parties to finalize the details of the MOU and to determine if a consensus could be reached on modifications to SB 1416. Mr. Smith stated that at the Executive Committee meeting, it was determined that the Transit Planning Agreement and legislation would be modified to include the role of the local governments in approving the Locally Preferred Alternatives. The affected parties met for several hours on February 17, 2010 and reached consensus on the MOU and draft legislation. Mr. Smith stated that the RPTA unanimously approved the MOU and the Senate bill re-write.

Mr. Smith stated that MAG staff had a meeting with Senator Nelson yesterday to discuss SB1416. He noted that the Senator may have a vehicle bill that we can put this legislation onto. Mr. Smith noted that the other regional agency would need to take this item to their board on March 3rd. He explained that we are looking for a recommendation to the MAG Regional Council today. The final adoption by MAG would not be until the March meetings. Mr. Smith added that this information would then go to the Federal Transit Administration (FTA).

Mayor Hallman stated that he appreciates all the work that has been done so far. He noted that he still had some concerns. Mayor Hallman stated that the main item that needs addressed is the distinction between system level planning and corridor planning. Mayor Hallman pointed out a section in the bill, 48-5121(6) "Select appropriate public transportation technology including high occupancy vehicle lanes and related facilities." Mayor Hallman stated that is a corridor level planning and not a system level planning item and does not belong at the MPO. He explained that he still strongly supports the direction we are heading and the merger of RPTA and VMR. Mayor Hallman further explained that he believes that it is critically important to retain the distinction between the MPO authority and the local authority. He recommended that we take this item out of the legislation. Mr. Anderson responded that this item is very ambiguous and he does not see why we cannot strike that from the legislation.

Mayor Hallman continued on the second piece of the legislation that he would like to address. He noted that under section 48-5106 (A) the changed reference that refers to the "changes to the budget that have a significant impact on the performance of the regional transporting plan..." Mayor Hallman believes that it is important to tie this back to the MPO level authority, which is based on the major amendment language in Prop 400. Mayor Hallman explained how he wanted to tie this language back to the state statute in 28-6353 (E), which is the major amendment language. He then asked MAG if they had any recommendations. Mr. Anderson stated the MPO must act on the major amendment as defined in Arizona State Statutes, but there is another provision in Title 28 dealing with material changes that have to come back to MAG also. He expressed the concern that when RPTA goes through the changes of the life cycle program, none of the changes have been tested as to their impact on the RTP. Mayor Hallman suggested using the same language as in section 28-6353 (B) and using the phrase "materially impact." Mr. Anderson agreed.

Mayor Hallman expressed his concern on one last item, which was in the MOU. He stated that on page 6 paragraph 3 and 4, the use of the phrase "Regional sustainability issues" he is comfortable with, but it goes on and puts a comma after the word MAG; "Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives should be managed by METRO and RPTA." Mayor Hallman explained that the second half of that sentence gets real close to what appears to be land use planning, which is outside the MPO authority. He noted that the same wording appears in #4. John Farry from Valley Metro Rail addressed this question. He noted the reason this language was put into the MOU specific to METRO and RPTA was related to the development of AA and the Federal requirements related to land use and transit oriented development (TOD) efforts that are then incorporated into the application that is submitted to the FTA for FFGA or small starts approval. He stated that this is to help coordinate with our member cities. Mayor Hallman suggested that instead of the word "managed" we use "coordinate." Mr. Farry agreed with that change. Mayor Smith asked if that

gets us there. Mayor Hallman stated that he is not sure. Mayor Smith stated that he understands Mayor Hallman's concerns being more related to application process that should flow from the local level. Mr. Farry stated that the intent of the language was to make sure that we adequately flush out those issue as part of the application process with the FTA related to the capital improvement projects. Mayor Smith suggested that we reference as it relates to these items that is the process that applies. Mr. Smith suggested the term "coordinated through the local jurisdictions."

Mr. Anderson suggested the following language: "Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiative, in connection with the Federal application process, should be coordinated by METRO and RPTA in conjunction with local jurisdictions." Mr. Anderson stated that we would mirror this change in #4 using TOD initiatives. Mayor Hallman agrees with this recommendations.

Mayor Hallman moved to approve the proposed statutory bill 1416 and the proposed MOU among MAG, RPTA, METRO and others as amended. Mayor Smith seconded the motion and it carried unanimously.

Chair Neely asked if RPTA was on board with these changes. Brian Jungwirth stated that RPTA agrees with the recommended changes to SB1416 and the MOU.

Mr. Smith suggested a roll call on the vote. Chair Neely agreed. Mr. Smith began the roll call; Mayor Hallman - yes; Mayor Schoaf - yes; Councilmember Neely - yes; Mayor Lopez-Rogers - yes; Mayor Smith - yes; Mayor Lane - yes; and Mayor Cavanaugh - yes.

Mr. Smith noted that this will be sent out to the Regional Council for information for the Wednesday night meeting.

9. Adjournment

Mayor Hallman moved to adjourn the Executive Committee meeting. Councilmember Neely seconded the motion and it carried unanimously. There being no further business, the Executive Committee adjourned at 1:17 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

On-Call Consulting Services for Transportation Software Development and Support

SUMMARY:

The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009 includes On-call Consulting Services for Transportation Software Development and Support at a cost not to exceed \$700,000. The purpose of the project is to ensure that MAG can proceed with support and scheduled improvements of the MAG regional travel forecasting models and related data sets. The project will play an important role in timely implementation of required modeling updates and execution of the travel forecasting requests for MAG member agencies. It will also provide substantial contribution in improvement of data accessibility and data visualization of complex transportation data sets for MAG member agencies and general public. MAG issued a Request for Qualifications to create an on-call consulting list for the project with two areas of expertise: (A) Transportation Modeling Software and Transportation Forecasting Models; and (B) Transportation Data Management Software.

MAG received statements of qualifications (SOQs) from Arcadis U.S. Inc., Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., CivTech Inc., Hatch Mott MacDonald, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, OZ Engineering LLC, PB Americas, Inc., Telvent Farradyne Inc., Terra Genesis Inc., URS Corporation, and Wilbur Smith Associates Inc. A multi-agency evaluation team reviewed the SOQs and recommended to MAG that the following firms be included on a MAG on-call consulting list for Transportation Software Development and Support:

Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.

Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: creation of the on-call consulting list will enable MAG to proceed with the required model improvements and updates in order to ensure proper support for the regional planning projects and improve data accessibility for MAG member agencies and general public.

CONS: Delaying the above work element could compromise timely model updates required for ongoing and future highway and transit projects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The on-call contracts and associated task orders will result in updated transportation forecasts, will improve accessibility of MAG transportation data and efficiency in execution of data management tasks for MAG and its member agencies.

POLICY: Timely execution of the modeling software will ensure that MAG, its member agencies and general public have timely access to the traffic data required for planning decisions.

ACTION NEEDED:

Approval of the list of on-call consultants for area of Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed \$700,000.

PRIOR COMMITTEE ACTIONS:

On March 10, 2010, the MAG Management Committee recommend approval of the list of on-call consultants for area of Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models): Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.; and Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc., for the MAG Transportation Software Development and Support, for a total amount not to exceed \$700,000.

MEMBERS ATTENDING

- | | |
|--|--|
| Mark Pentz, Chandler, Chair | Mark Gaillard for John Fischbach, Goodyear |
| Carl Swenson, Peoria, Vice Chair | Bill Hernandez, Guadalupe |
| # George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Rogene Hill for Charlie McClendon,
Avondale | Christopher Brady, Mesa |
| David Johnson for Stephen Cleveland,
Buckeye | Jim Bacon, Paradise Valley |
| * Gary Neiss, Carefree | Thomas Remes for David Cavazos, Phoenix |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Dave Richert, Scottsdale |
| Rick Davis, Fountain Hills | Randy Oliver, Surprise |
| Rick Buss, Gila Bend | Jeff Kulaga for Charlie Meyer, Tempe |
| * David White, Gila River Indian Community | # Chris Hagen for Reyes Medrano, Tolleson |
| Tami Ryall for Collin DeWitt, Gilbert | # Gary Edwards, Wickenburg |
| Brent Stoddard for Ed Beasley, Glendale | # Lloyce Robinson, Youngtown |
| | * John Halikowski, ADOT |
| | David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

MAG Transportation Software Development and Support Statement of Qualifications (SOQ) Evaluation Team: On February 19, 2010, a multi-agency evaluation team reviewed the Statement of Qualifications (SOQs) and recommended to MAG approval of the list of on-call consultants:

Area of Expertise A (Transportation Modeling Software and Transportation Forecasting Models):
Arizona State University, Bernardin Lochmueller & Associates Inc., Caliper Corporation, Cambridge Systematics Inc., HDR Inc., Kimley-Horn & Associates, Inc., PB Americas, Inc., URS Corporation, and Wilbur Smith Associates Inc.

Area of Expertise B (Transportation Data Management Software): Arcadis U.S. Inc., Arizona State University, Caliper Corporation, HDR Inc., Kimley-Horn & Associates, Inc., Midwestern Software Solutions, PB Americas, Inc., and Terra Genesis Inc.

SOQ EVALUATION TEAM

Aichong Sun, PAG (attended via teleconference)	Keith Killough, ADOT*
Anne MacCracken, Valley Metro	Madhuri Uddaraju, City of Phoenix
Anubhav Bagley, MAG	Mannar Tamirisa, City of Peoria
Abhishek Dayal, Valley Metro	Marta Dent, Maricopa County
Jim Mathien, Valley Metro*	Sarath Joshua, MAG

*Submitted evaluation, did not attend the evaluation meeting

CONTACT PERSON:

Vladimir Livshits, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Include the Southeast Corridor Major Investment Study

SUMMARY:

The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10/Maricopa Freeway between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is an environmental clearance that would allow the reconstruction of the Interstate 10/SR-143/48th Street traffic interchange, connection improvements to the US-60/Superstition Freeway and the Interstate 17/Black Canyon Freeway traffic interchanges, construction of an additional high occupancy vehicle (HOV) lane between Interstate 17 and US-60, and implementation of a local-express lane system to provide additional capacity along Interstate 10 that could accommodate more than 400,000 vehicles per day. ADOT is in the process of wrapping up this EIS and proposes obtaining a Record of Decision, the final action in the EIS process, in early 2011.

Presently, the Regional Freeway and Highway Program of the MAG Regional Transportation Plan provides approximately \$450 million for an initial phase of the project between 32nd Street and SR-202L/Santan-South Mountain Freeways. The remaining section of the project, from 32nd Street to SR-51/SR-202L/Red Mountain Freeway, is estimated to cost \$500 million and is presently identified for implementation in the fifth phase of the Regional Transportation Plan.

During the course of the EIS, questions have been raised by MAG member agencies about the investment being made in this corridor and the need for alternative transportation options (in addition to widening Interstate 10 and improving the system traffic interchanges) to accommodate the growing travel demand between the East Valley and Central Phoenix. MAG proposes conducting the Southeast Corridor Major Investment Study for these purposes. The work program for this Study will contain the following tasks:

- Review of all transportation investments proposed for the Southeast Corridor, including those proposed along other parallel facilities, such as SR-101L/Price Freeway and SR-202L/Red Mountain Freeway.
- Study of the travel demand shed between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand in addition to freeway widening scenarios.
- Consultation with project stakeholders on the project's findings and recommendations.
- Development of a preferred investment strategy for the Southeast Corridor.

An aggressive schedule is recommended for completing this study in advance of the targeted completion date for the Interstate 10 EIS project. To accomplish this schedule, an amendment of the FY 2010 MAG Unified Planning Work Program and Annual Budget for \$300,000 for consultant planning and engineering services is requested.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: As presently proposed, an investment of approximately \$1 billion is proposed for the Southeast Corridor to accommodate future travel demand, primarily in facilitating widening of Interstate 10. The outcome of this study will evaluate the suitability of this investment measured against the ability to incorporate alternative transportation strategies in the corridor. In light of current economic conditions, this study's results may provide the region with options to consider in making the appropriate investments for the Southeast Corridor.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The outcome and subsequent actions taken by the Regional Council based upon the findings of this study could affect the timing of the Interstate 10 EIS and ultimately the timing of improvements in the Southeast Corridor. However, this process could result in a plan for the Southeast Corridor that provides the best value for accommodating increasing travel demand between the East Valley and Central Phoenix.

POLICY: The Southeast Corridor Major Investment Study will provide guidance to MAG, ADOT, and other affected jurisdictions and agencies with a comprehensive approach for accommodating the travel demand between the East Valley and Central Phoenix.

ACTION NEEDED:

Approval of the amendment to the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study.

PRIOR COMMITTEE ACTIONS:

On March 10, 2010, the MAG Management Committee recommend amending the FY 2010 Unified Planning Work Program and Annual Budget for \$300,000 to provide for the Southeast Corridor Major Investment Study.

MEMBERS ATTENDING

- | | |
|---|--|
| Mark Pentz, Chandler, Chair | Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation |
| Carl Swenson, Peoria, Vice Chair | Rick Davis, Fountain Hills |
| # George Hoffman, Apache Junction | Rick Buss, Gila Bend |
| Rogene Hill for Charlie McClendon,
Avondale | * David White, Gila River Indian Community |
| David Johnson for Stephen Cleveland,
Buckeye | Tami Ryall for Collin DeWitt, Gilbert |
| * Gary Neiss, Carefree | Brent Stoddard for Ed Beasley, Glendale |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Mark Gaillard for John Fischbach, Goodyear |
| Spencer Isom for B.J. Cornwall, El Mirage | Bill Hernandez, Guadalupe |
| | Darryl Crossman, Litchfield Park |
| | Christopher Brady, Mesa |

Jim Bacon, Paradise Valley	Jeff Kulaga for Charlie Meyer, Tempe
Thomas Remes for David Cavazos, Phoenix	# Chris Hagen for Reyes Medrano, Tolleson
John Kross, Queen Creek	# Gary Edwards, Wickenburg
* Bryan Meyers, Salt River Pima-Maricopa Indian Community	# Lloyce Robinson, Youngtown
Dave Richert, Scottsdale	* John Halikowski, ADOT
Randy Oliver, Surprise	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

Consultant Selection for the 2010 Phase I Inner Loop Traffic Operations Model Development

SUMMARY:

The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$500,000 to conduct Phase I of the 2010 Inner Loop Traffic Operations Model Development. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG.

This model is being developed to support the Central Phoenix Transportation Framework Study. It will encompass a study area bounded by Loop 101 on the north, east, and west, and the Gila River Indian Community on the south. This project represents a first step into simulation modeling for MAG and will include a period of research and design to focus this new program with meaningful results to assist not only the Central Phoenix Transportation Framework Study, but other transportation planning efforts beyond the scope of that particular study.

The Request for Proposals was advertised on December 10, 2009. Eight proposals were received from Telvent, Fehr & Peers, PBS& J, Inc., Burgess and Niple, Jacobs, Wilbur Smith Associates, Cambridge Systematics, and Caliper Corporation. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents and, on February 23, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct phase I of the project in an amount not to exceed \$500,000.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: In contrast the MAG Travel Demand Model where the mass movements of traffic are modeled to yield forecasts, traffic operations model focus upon the individual trip taker and the efficiency of those movements on the regional network. When completed, the Inner Loop Traffic Operations Model will provide MAG and its member agencies with the ability to simulate traffic operations during peak periods and thereby test varying scenarios that represent improvements to the regional transportation network.

CONS: Delaying the above work element could delay other projects occurring in the area. An example would be the Central Phoenix Transportation Framework Study and the City of Phoenix General Plan Update. Both studies will rely upon results generated by this traffic operations model.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in the long-range framework planning process.

POLICY: None at this time. From a policy perspective, this study’s recommendations provide guidance and coordinated multimodal transportation vision to the central Phoenix metropolitan area.

ACTION NEEDED:

Approval of Caliper Corporation to be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed \$500,000.

PRIOR COMMITTEE ACTIONS:

On March 10, 2010, the MAG Management Committee recommended that Caliper Corporation be selected to conduct 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed \$500,000.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Tami Ryall for Collin DeWitt, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear

- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Thomas Remes for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Lloyce Robinson, Youngtown
- * John Halikowski, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

On February 22, 2010, the proposal evaluation team recommended to MAG the selection of Caliper Corporation to conduct the 2010 Phase I of the Inner Loop Traffic Operations Model for an amount not to exceed \$500,000.

- Ray Dovalina, City of Phoenix Street Transportation Department
- Madhuli Uddanju, City of Phoenix Street Transportation Department
- Dave Meinhart, City of Scottsdale
- Keith Killough, Arizona Department of Transportation
- Purab Adabala, City of Glendale

Vladimir Livshits, Maricopa Association of Governments
Sarath Joshua, Maricopa Association of Governments
Leo Luo, Maricopa Association of Governments
Haidong Zhu, Maricopa Association of Governments
Tim Strow, Maricopa Association of Governments
Bob Hazlett, Maricopa Association of Governments

CONTACT PERSON:

Bob Hazlett, Senior Transportation Engineer, MAG 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

Development of the Fiscal Year 2011 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the draft fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The MAG Regional Council Executive Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 19, 2010 and February 16, 2010. The Regional Council and the Management Committee reviewed the development of the Work Program and Annual Budget at its meetings in January and February 2010. The estimated dues and assessments were presented at these meetings. Because of the uncertainty of economic conditions, the MAG Dues and Assessments were reduced by fifty percent in FY 2010. Staff is proposing to continue with the overall reduction to the FY 2011 draft Dues and Assessments of fifty percent with changes for individual members due to population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2011 were first presented to the MAG Regional Council Executive Committee at the February 16, 2010, meeting. Revisions to the proposed projects for FY 2011 are described below and these project updates are reflected in the MAG "Programs In Brief":

- The Regional Community Network (RCN) Operations project was added to the list of new projects at the beginning of March. This project will the ongoing implementation and maintenance and network management of the RCN. This project allows the network to continue to carry traffic camera transmissions between participating member Traffic Management Centers and support videoconferencing without interruption.
- The Southeast Corridor Major Investment Study was advanced to the current fiscal year in order to coordinate this with the I-10 Environmental Impact Statement Study currently underway by ADOT. This project was for \$300,000.
- Following a discussion of two projects at the February 16, 2010, Executive Committee meeting, the Grand Avenue and I-10 West Sustainable Transportation and Land Use Integration Studies, each for \$300,000, were combined and the southeast region of the valley was included, to form an overall regional study of sustainable transportation and land use integration. This project has been added to the new projects for FY 2011 and is for \$750,000.

For many years, MAG has been working on resolving its office space and meeting space needs. MAG currently occupies a portion of the first floor and the second and third floors of the building. A portion of the fourth floor of this building is leased through June 30, 2010, and the company currently leasing an approximate 75 percent of the fourth floor has indicated that they will not be renewing their lease. MAG has been working with the City of Phoenix on the potential for expanding MAG office space by leasing this fourth floor space. This portion of the fourth floor of the building will be available beginning July 1, 2010 with the potential of the entire fourth floor becoming available during the fiscal year. The fourth floor would be used for staff offices, and the second floor would be reconfigured as meeting space. The estimated costs of this expansion and reconfiguration will be accounted for as both capital assets and tenant improvements for FY 2011.

MAG is requesting the following staff positions for FY 2011:

- Regional Community Network (RCN) Program Manager. This position would be hired for the last four months of FY 2011. This position is needed to manage the RCN Operations for the region.
- Senior Transportation Modeler. This position is needed to assist with the growing transportation modeling needs.
- Transportation Engineer II. This position will assist with the Highway Performance Monitoring System (HPMS) process.
- Planner II. This position is needed for work in Socioeconomic Research and Analysis to assist with significant increasing requests from member agencies and MAG staff. In addition, new needs, such as evaluating unpaved alleys or providing data for transportation and socioeconomic models have been developed and require additional time and effort.
- Application Developer. This position is need for the programming development of internal applications and databases. Currently the Database Administrator is performing this function in addition to maintaining corporate GIS infrastructure, maintaining existing databases and applications, and assisting other divisions the overall programming needs at MAG.
- Receptionist. This position is requested for the second floor meeting space for one-half of FY 2011 if MAG expands its office space.

The Intermodal Planning Group meeting is scheduled for April 29, 2010. This meeting includes a review and comments on the draft FY 2011 MAG budget by the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, ADOT and other related parties. The comments from this meeting are extremely helpful regarding the project work that MAG has underway in meeting the federal requirements. Information from this meeting will be presented to you in May.

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

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

- Draft of the FY 2011 "MAG Programs in Brief." The draft documents presents the newly proposed projects and proposed FTE.
- Draft FY 2011 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

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

The draft of the FY 2011 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall

program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2011 budget document, "MAG Programs in Brief." The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and input on the development of the fiscal year FY 2011 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

This item was on the March 10, 2010, Management Committee agenda.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair	Brent Stoddard for Ed Beasley, Glendale
Carl Swenson, Peoria, Vice Chair	Mark Gaillard for John Fischbach,
# George Hoffman, Apache Junction	Goodyear
Rogene Hill for Charlie McClendon,	
Avondale	
David Johnson for Stephen Cleveland,	Bill Hernandez, Guadalupe
Buckeye	Darryl Crossman, Litchfield Park
* Gary Neiss, Carefree	Christopher Brady, Mesa
Wayne Anderson for Usama Abujbarah,	Jim Bacon, Paradise Valley
Cave Creek	Thomas Remes for David Cavazos,
Spencer Isom for B.J. Cornwall, El Mirage	Phoenix
Alfonso Rodriguez for Phil Dorchester,	John Kross, Queen Creek
Fort McDowell Yavapai Nation	* Bryan Meyers, Salt River Pima-Maricopa
Rick Davis, Fountain Hills	Indian Community
Rick Buss, Gila Bend	Dave Richert, Scottsdale
* David White, Gila River Indian Community	Randy Oliver, Surprise
Tami Ryall for Collin DeWitt, Gilbert	Jeff Kulaga for Charlie Meyer, Tempe

- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Lloyce Robinson, Youngtown

- * John Halikowski, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

This item was on the February 24, 2010, Regional Council agenda.

MEMBERS ATTENDING

- Councilwoman Peggy Neely, Phoenix, Chair
- Mayor Thomas Schoaf, Litchfield Park, Vice Chair
- # Councilwoman Robin Barker, Apache Junction
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- # Mayor Boyd Dunn, Chandler
- Mayor Michele Kern, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- # Mayor Jay Schlum, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor John Lewis, Gilbert
- * Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear

- Councilwoman Gloria Cota for Mayor Yolanda Solarez, Guadalupe
- * Supervisor Mary Rose Wilcox, Maricopa Co.
- Mayor Scott Smith, Mesa
- * Mayor Vernon Parker, Paradise Valley
- Vice Mayor Ron Aames for Mayor Bob Barrett, Peoria
- # Mayor Arthur Sanders, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- # Mayor Jim Lane, Scottsdale
- Councilwoman Sharon Wolcott, Surprise
- # Mayor Hugh Hallman, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor Kelly Blunt, Wickenburg
- # Mayor Michael LeVault, Youngtown
- * Felipe Zubia, State Transportation Board
- * Victor Flores, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

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

This item was on the February 16, 2010, Executive Committee agenda.

MEMBERS ATTENDING

- Councilwoman Peggy Neely, Chair
- # Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair
- # Mayor Hugh Hallman, Tempe, Treasurer
- Mayor Marie Lopez Rogers, Avondale

- Mayor James M. Cavanaugh, Goodyear
- Mayor Scott Smith, Mesa
- # Mayor Jim Lane, Scottsdale* Not present

- # Participated by video or telephone conference call

This item was on the February 10, 2010, Management Committee agenda.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye

- Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills

Mark Pentz, Chandler, Chair
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe

Sonny Culbreth for Darryl Crossman,
Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Fink for John Halikowski, ADOT
Kenny Harris for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

CONTACT PERSON:

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

DRAFT – February 19, 2010

AGREEMENT BETWEEN AND AMONG THE MARICOPA ASSOCIATION OF GOVERNMENTS, THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY, VALLEY METRO RAIL , THE CITY OF PHOENIX AND THE TRANSIT OPERATORS IN THE MAG REGION REPRESENTED ON THE REGIONAL COUNCIL REGARDING TRANSIT PLANNING, PROGRAMMING AND FUND ALLOCATION.

Regarding the coordination of ongoing transit planning for programming federal funds that support the ongoing and future deployment of transit services affecting the Phoenix-Mesa Urbanized Area and the Avondale Urbanized Area, hereinafter referred to as the Urbanized Area (UZA).

This AGREEMENT is between and among the MARICOPA ASSOCIATION OF GOVERNMENTS (MAG), THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA), VALLEY METRO RAIL (METRO), the CITY OF PHOENIX, and other transit operators that are represented on the MAG Regional Council.

This AGREEMENT replaces the Resolution on Metropolitan Transportation Planning and Programming approved by the MAG Regional Council on May, 23, 2007.

WITNESS THAT:

WHEREAS, the RPTA, METRO, the CITY OF PHOENIX, transit operators, and other local government agencies in the MAG region are eligible to apply for and receive Federal Transit Administration (FTA) and/or Federal Highway Administration (FHWA) transit funding for capital, operating, and planning assistance for the delivery of public transportation; and

WHEREAS, MAG is the Metropolitan Planning Organization (MPO) for the UZA, directed by a duly comprised Regional Council of elected officials with a committee structure that represents all of the transit operators in the region to advise the MAG Regional Council on transportation planning and policy questions; and

WHEREAS, this AGREEMENT describes the planning and programming relationship among those agencies; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas, which are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems to serve the mobility of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, MAG, the RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies rely upon a cooperative relationship to foster regional transit planning which feeds directly into state and national planning;

NOW, THEREFORE, in consideration of the mutual benefits to the transit operators and jurisdictions hereto, and in consideration of the covenants and conditions herein contained, the transit operators and jurisdictions agree as follows:

Purpose. The purpose of this AGREEMENT is to set forth the basic structure for cooperative planning and decision making regarding transit planning and programming between MAG, RPTA, METRO, the CITY OF PHOENIX and other participating local government agencies.

Representation on MAG Transit Committee. All MAG member agencies are invited to serve as voting members of the MAG Transit Committee. The Arizona Department of Transportation (ADOT), RPTA and METRO are also invited to serve as voting members of the MAG Transit Committee. The MAG Transit Committee serves as the primary MAG committee to coordinate regional transit planning and programming of federal transit related funds.

Regional Transit Coordination. MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in ensuring the provision of coordinated, regionwide transit services. Items to be considered should include fares, transfer and pass policies, transit information, marketing, schedules, service coordination, data needed to meet periodic reporting requirements, and other activities as required.

Regional Transportation Plan. MAG agrees to prepare, adopt and maintain, as required, a Regional Transportation Plan (RTP). MAG, RPTA, METRO and the CITY OF PHOENIX agree to work cooperatively with each other and with the other transit operators and local government agencies in the refinement of the RTP through the conduct of and participation in multimodal transportation studies.

Transportation Improvement Program (TIP) Development Process. The MAG TIP development process shall serve as the focal point for making an annual determination regarding the distribution of federal funds available for allocation by MAG within the UZA. The transit operators and local government agencies agree that it is desirable to ensure that a stable funding stream is available for all operators that allows the operators to carry out coordinated services throughout the UZA.

MAG develops its annual program of projects in consultation with interested transit operators and local government agencies. Following direct consultation among the transit operators and jurisdictions to this AGREEMENT, MAG distributes notices of intent to develop or amend the TIP, publishes the proposed program of projects to be adopted, and carries out a public involvement and review process for TIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324. The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 U.S.C. Section 5307, covering review and approval of FTA grant applications for TIP projects. RPTA, METRO, other transit operators, and MAG member agencies seeking TIP programming and subsequent grant approvals, will provide MAG with sufficient project detail to convey understanding of the projects by all interested agencies and persons, meet FTA grant application requirements, and provide a clear linkage to TIP project descriptions. MAG will advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation process.

The CITY OF PHOENIX, as the Designated Recipient, implements the Annual Grant for the FTA. As part of this process, the CITY OF PHOENIX balances the FTA portion of the transportation annual appropriations and provides, to MAG, revisions to the TIP to reconcile the grant and the first year of the TIP. Following reconciliation, MAG works cooperatively with the CITY OF PHOENIX to determine if the TIP is in agreement with the Annual Grant. If agreement is reached, MAG concurs with the reconciliation and informs the FTA of its determination.

The MAG Transit Committee meets to draft a program of projects for the TIP. This program of projects is forwarded to the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee and the Regional Council to be considered for inclusion into the MAG TIP. Following the enactment of an annual federal budget and publication of funding apportionments and discretionary awards in the Federal Register, the CITY OF PHOENIX informs MAG of the amounts of the formula and other designated federal funds coming to the UZA. MAG then consults with the transit operators and local government agencies working through the MAG Transit Committee to finalize the recommended programming of those funds into the TIP, making adjustments as necessary to the draft program of projects completed earlier.

As part of the TIP process, projects are programmed in the TIP on behalf of all transit providers receiving federal funds. MAG, working through the MAG Transit Committee, will develop a recommended prioritized list of projects for the allocation of federal funds, which would include all FTA 5307 funds apportioned to the UZA plus additional federal funds that may be available for distribution from FTA and FHWA. The MAG Transit Committee will identify priority projects and endeavor to program the use of said funds based on factors that are cooperatively developed by the MAG Transit Committee with final approval by the MAG Regional Council.

Grant Application for Transit Funding. The CITY OF PHOENIX is the Designated Recipient for federal formula funds allocated under the Federal Transit Act, as amended, in the UZA. The MAG Transit Committee will develop projects to be submitted to the CITY OF PHOENIX. The CITY OF PHOENIX will prepare applications to the FTA and FHWA for federal transit funding. Draft applications will be submitted to MAG using an agreed upon method, in advance of the FTA or FHWA submittal to confirm accuracy and consistency with TIP programming requirements and with the MAG RTP, as required by federal guidelines. All transit operators and jurisdictions agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA or FHWA requirements.

Progress Reporting. MAG is responsible for tracking the overall progress of all projects in the TIP, is required to produce an annual list of projects for which federal funds have been obligated in the preceding year, and ensures that it is made available for public review.

Transit operators and local government agencies receiving federal transit funding will assist MAG's and the CITY OF PHOENIX's efforts to track the overall progress of transit projects in the TIP. At a minimum, milestone/progress reports submitted to FTA and reviewed by MAG shall contain all of the information required in FTA Circular 5010, as amended from time to time, for grant administration of procedures. If project specific questions are raised by FTA or MAG that cannot be answered through review of the Transportation Electronic Award and Management (TEAM) documentation, the affected transit operator

or jurisdiction will, upon request, provide MAG or the CITY OF PHOENIX, as applicable, additional information. Examples of information that may be periodically requested include the following:

1. A classification of the projects by the individual categories, as identified in the TIP.
2. A documentation of the stage of project implementation.
3. An explanation for any project delays if the project is behind schedule.
4. The reasons for any cost overruns if the project is over budget.
5. A status on the amount of federal funding obligated, received, and used to support projects.
6. Any identified needs for a TIP amendment.
7. Project savings to be reverted, if any, at project completion.

TIP Amendments. Each transit operator and local government agency receiving transit funding is responsible for notifying MAG if there is the need to amend the TIP. Amendments may require three to four months to process for approval. MAG typically processes TIP amendments on a quarterly basis. A formal request for changes in project cost, scope, or schedule must be made to be incorporated in an amendment. Certain minor adjustments and administrative and project budget modifications can be made outside the formal amendment process, but must be requested in writing.

As part of the quarterly progress report, or more frequent reporting if required, each transit operator or local government agency receiving transit funding will notify MAG regarding the reasons an amendment to the TIP is needed. TIP amendments may be needed to address issues such as funding shortfalls, delays in project implementation and/or new projects that need to be included in the TIP. Subrecipients of FTA funding shall regularly update the CITY of PHOENIX on project status, and the CITY of PHOENIX shall periodically provide a grant status review to the MAG Transit Committee.

Public Comment. The federal regulations for metropolitan planning under SAFETEA-LU are incorporated within the MAG adopted public involvement process. Federal law requires that the MPO work cooperatively with the state department of transportation and the regional transit operators to provide citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, representative users of public transit, and other interested transit operators and jurisdictions a reasonable opportunity to comment on proposed transportation plans and programs. All MAG public involvement efforts are consistent with Title VI of the Civil Rights Act and the Executive Order on Environmental Justice.

Public Involvement Process. MAG's adopted public involvement process is divided into four phases:

1. Early phase
2. Mid phase
3. Final phase
4. Continuous Involvement

During each of these phases, MAG will work closely with ADOT, RPTA, METRO, and the CITY OF PHOENIX. Responses to public comment in the Mid Phase and Final Phase Public Input Opportunity Reports are coordinated with the above listed agencies. The public hearing for the TIP and RTP includes

representation from the above listed agencies. These groups may also co-host public involvement events, including public hearings and meetings and information booths at special events throughout the region.

Air Quality. In nonattainment areas for air quality standards, the MPO is responsible for determining conformity of the TIP and RTP with the State Implementation Plan to achieve air quality standards. The goal is to ensure that transportation plans, programs, and projects do not cause or contribute to violations of the air quality standards.

Conformity consultation in the MAG region is to be done in accordance with 40 CFR 93.105 and Arizona Administrative Code R18-2-1405. Under these requirements, MAG consults with local governments and appropriate State and federal agencies on the TIP, the RTP, conformity analysis, and the MAG Unified Planning Work Program and Annual Budget. For local government consultation, the MAG Management Committee is the primary contact. This includes RPTA, the CITY OF PHOENIX and other local government agencies that provide transit service.

Human Services Coordination Plan. The MAG Unified Planning Work Program and Annual Budget includes the Human Services Coordination Transportation Plan as required by SAFETEA-LU regulations. This plan is drafted cooperatively by MAG with the CITY OF PHOENIX and other stakeholders. This activity results in the identification of coordination strategies to make human services transportation more efficient and seamless, particularly as it pertains to the FTA Job Access Reverse Commute (JARC, section 5316), New Freedom (section 5317), and Elderly and Persons with Disabilities (section 5310) projects. The CITY OF PHOENIX develops and facilitates the application process for JARC and New Freedom funding. This process requires that applicants demonstrate they are utilizing the coordination strategies identified in the Human Services Coordination Transportation Plan. The plan is updated by MAG in partnership with the CITY OF PHOENIX and other stakeholders as needed.

MAG Unified Planning Work Program and Annual Budget. The MAG Unified Planning Work Program (UPWP) and Annual Budget is developed in a collaborative process with federal, state and local agencies and input is sought from the public on key issues facing the MAG region. Planning for the UPWP is a continuous process. In developing the UPWP, MAG meets with RPTA, METRO, the CITY OF PHOENIX and ADOT to ensure coordination of projects. Portions of the UPWP are brought incrementally to the MAG Regional Council Executive Committee, serving as the MAG Finance Committee, and to the MAG Management Committee and MAG Regional Council. Budget presentations are made from January through May each year.

In the spring of each year, the draft budget is provided to local, state and federal agencies for review in anticipation of the Intermodal Planning Group (IPG) meeting where questions and comments are heard and, if necessary, adjustments are made regarding state and federal agency comments. At the IPG meeting, MAG, RPTA, METRO, the CITY OF PHOENIX and ADOT participate in the presentations and the meeting. The final budget is presented to the MAG Regional Council in the month of May and, upon approval, is sent in the month of June to ADOT and the FHWA.

Review and Refinement of Transit Planning and Programming Roles and Responsibilities. During FY 2010, a staff Working Group with representatives from MAG, the CITY OF PHOENIX, RPTA, and

METRO undertook an examination of the regional transit programming and planning roles performed by the four agencies. This examination was undertaken to achieve the following objectives:

1. Provide better integration of all modes of travel in the Regional Transportation Plan (RTP).
2. Continue development of a transit program that reflects regional priorities identified in the RTP.
3. Ensure that MAG is meeting its responsibilities under federal and state law to develop an integrated long range transportation plan; develop and administer the Transportation Improvement Program; develop and execute the annual Unified Planning Work Program; and provide administrative oversight of the utilization of Proposition 400 funds.
4. Clarify roles and responsibilities among the four agencies to reduce duplication and to ensure a more efficient and integrated planning process.

The Working Group reached consensus on several issues. Four of the Working Group recommendations further clarify the coordination of ongoing transit planning, as outlined below:

1. MAG is responsible for transit system planning activities for the region, including the transit component of the Regional Transportation Plan, transit corridor studies (prior to the identification of project funding), transit system studies and subregional studies. In some instances, MAG may determine to have a transit operator conduct a specific subregional or corridor study.
2. For projects that require a federal Alternatives Analysis (AA) process, MAG, in cooperation with the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the AA. The Locally Preferred Alternative (LPA) resulting from the AA will be reviewed and approved through the MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected jurisdiction(s); 2) informational review and acceptance by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council. To ensure continuity in the planning process, RPTA and METRO will provide periodic updates to the MAG Transit Committee on federal Alternatives Analysis projects.

Draft Design Concept Reports (DCR) and other major project scoping documents will be reviewed and approved for concurrence through the MAG committee process, in addition to any other agency approvals. MAG will join the operating agency and affected jurisdictions as a member of the Project Management Team for project planning studies, and MAG will provide oversight and quality control over the use of the MAG Travel Demand Model.

3. Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).
4. Regional Transit Oriented Development planning issues should be coordinated at MAG, and project/facility specific Transit Oriented Development initiatives, in connection with the federal application process, should be coordinated by METRO and RPTA in conjunction with the local jurisdiction(s).

Amendments to the Agreement. This AGREEMENT may be amended at any time by the mutual agreement of the parties hereto.

Agreement Termination. Participation in the AGREEMENT may be terminated by any of the parties hereto provided that the terminating party provides notice to each of the other parties at least ninety (90) days prior to the date of termination. Termination by any one party does not relieve any other party to this AGREEMENT of its responsibilities under this AGREEMENT.

Agreement Authorization.

MARICOPA ASSOCIATION OF
GOVERNMENTS

REGIONAL PUBLIC TRANSPORTATION
AUTHORITY

Dennis Smith
Executive Director

David A. Boggs
Executive Director

Date

Date

VALLEY METRO RAIL

CITY OF PHOENIX

Stephen Banta
Chief Executive Officer

Debbie Cotton
Public Transit Director

Date

Date

1 Be it enacted by the Legislature of the State of Arizona:

2 Section 1. Section 48-5103, Arizona Revised Statutes, is amended to read:

3 48-5103. Public transportation fund

4 A. A public transportation fund is established for the authority. The fund consists of:

5 1. Monies appropriated by each municipality that is a member of the authority or the
6 county, if it elected to enter into the authority. Each member municipality and member county
7 shall appropriate monies to the public transportation fund in an amount determined by the
8 board.

9 2. Monies appropriated by a county that has not elected to enter into the authority in
10 an amount determined by the county board of supervisors.

11 3. Transportation excise tax revenues that are allocated to the fund pursuant to
12 section 42-6104 or 42-6105. The board shall separately account for monies from
13 transportation excise tax revenues allocated pursuant to section 42-6105, subsection E,
14 paragraph 3 for:

- 15 (a) A light rail public transit system.
- 16 (b) Capital costs for other public transportation.
- 17 (c) Operation and maintenance costs for other public transportation.
- 18 4. Monies distributed under title 28, chapter 17, article 1.
- 19 5. Grants, gifts or donations from public or private sources.
- 20 6. Monies granted by the federal government or appropriated by the legislature.
- 21 7. Fares or other revenues collected in operating a public transportation system.
- 22 8. Local transportation assistance monies that are distributed to each member under

23 section 28-8102 and as provided in section 48-5104.

24 9. Local transportation assistance monies that are distributed to a member pursuant to
25 section 28-8102 and that must be used for public transportation.

26 10. Local transportation assistance monies that are distributed pursuant to section 28-
27 8103, subsection A, paragraph 1.

28 B. On behalf of the authority ~~REGIONAL PLANNING AGENCY~~, the fiscal agent shall
29 administer monies paid into the public transportation fund. Monies in the fund may be spent
30 pursuant to or to implement the PUBLIC TRANSPORTATION ELEMENT OF THE regional ~~public~~
31 transportation ~~system~~ plan DEVELOPED AND APPROVED BY THE REGIONAL PLANNING
32 AGENCY, including reimbursement for utility relocation costs as prescribed in section 48-5107,
33 adopted pursuant to section 48-5121 and for projects identified in the regional transportation
34 plan adopted by the regional planning agency pursuant to section 28-6308.

35 C. Monies in the fund shall not be spent to promote or advocate a position, alternative
36 or outcome of an election, to influence public opinion or to pay or contract for consultants or
37 advisors to influence public opinion with respect to an election regarding taxes or other
38 sources of revenue for the fund or regarding the regional ~~public~~ transportation ~~system~~ plan.

39 Sec. 2. Section 48-5106, Arizona Revised Statutes, is amended to read:

40 48-5106. Budget process

41 A. The board shall adopt a budget process, IN COOPERATION WITH THE REGIONAL
42 PLANNING AGENCY, that ensures that the estimated cost of the regional public transportation
43 system, including corridors, corridor segments and bus purchase and operating costs, does not
44 exceed the total amount of revenues estimated to be available for the regional public
45 transportation system. ~~CHANGES TO THE BUDGET THAT HAVE A SIGNIFICANT~~ **MATERIALLY**
46 IMPACT ON THE PERFORMANCE OF THE REGIONAL TRANSPORTATION PLAN, OR THAT ADD

1 OR DELETE CURRENT OR PLANNED REGIONAL SERVICE IN A CORRIDOR, SHALL BE
2 APPROVED BY THE REGIONAL PLANNING AGENCY.

3 B. THIS SECTION DOES NOT APPLY TO THE OPERATING BUDGET OF THE AUTHORITY.

4 Sec. 3. Section 48-5121, Arizona Revised Statutes, is amended to read:

5 48-5121. ~~Regional~~ Public transportation ELEMENT OF THE REGIONAL
6 TRANSPORTATION ~~system~~ plan

7 A. In counties with a population of one million two hundred thousand persons or more,
8 the ~~board~~ REGIONAL PLANNING AGENCY shall develop a , IN COOPERATION WITH STATE AND
9 LOCAL PUBLIC TRANSPORTATION AUTHORITIES AND OPERATORS, THE ~~regional~~ public
10 transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORTATION plan that is coordinated
11 with the regional transportation plan adopted pursuant to section 28-6308.

12 B. Among other things, the ~~regional~~ public transportation ~~system~~ ELEMENT OF THE
13 REGIONAL TRANSPORTATION plan shall:

- 14 1. Define and identify regional public transportation corridors.
- 15 2. Define the public transportation problems, goals and needs for each corridor.
- 16 ~~3. Define land-use goals.~~
- 17 ~~4.~~ 3. Determine environmental, economic, energy and social policies to guide public
18 transportation investment decisions.
- 19 ~~5.~~ 4. Order the priority of regional public transportation corridors for development.
- 20 ~~6.~~ 5. Determine the mix of alternative public transportation modes appropriate for
21 development in light of the public transportation goals and needs for each corridor.
- 22 ~~7. Select appropriate public transportation technology including high occupancy vehicle lanes
23 and related facilities.~~
- 24 ~~8. Determine the capacity for exclusive public transportation technology.~~
- 25 ~~9.~~ 6. Determine operating performance criteria and costs for public transportation systems.
- 26 ~~10. Locate routes and access points to the public transportation systems.~~
- 27 ~~11. Determine the ridership of public transportation systems.~~

28 C. The ~~regional~~ public transportation ~~system~~ ELEMENT OF THE REGIONAL
29 TRANSPORTATION plan shall include, in addition to the appropriate items prescribed in
30 subsection B of this section, the following items presented on an individual fiscal year basis:

31 1. The capital and operating costs of the planned ~~regional~~ public transportation
32 ELEMENT.

33 2. The revenue needed by source, according to section 48-5103, to fund the PUBLIC
34 TRANSPORTATION ELEMENT OF THE regional ~~public~~ transportation ~~system~~ plan.

35 D. If the plan includes a rail component and if the ~~board~~ REGIONAL PLANNING
36 AGENCY RAIL OPERATOR adopts estimates of capital and maintenance and operation costs of
37 the rail system, each member municipality in which the rail system is constructed shall pay to
38 the public transportation fund amounts by which the actual capital, maintenance and operation
39 costs exceed the estimated costs by more than fifteen per cent, computed in constant dollars.
40 The excess costs shall be allocated among the affected member municipalities according to the
41 proportion of the rail system facilities that are located in each municipality. The affected
42 member municipalities shall:

43 1. Pay the monies from their respective general funds to the public transportation fund
44 in the fiscal year following the fiscal year in which the excess costs were incurred.

45 2. Not pay to the public transportation fund under this subsection monies that it
46 received from any source pursuant to title 28.

1 3. Not reduce its support of transportation projects funded by any source pursuant to
2 title 28 in order to make payments under this subsection.

3 E. The board may RECOMMEND MODIFICATIONS TO ~~modify the regional~~
4 public transportation ~~system~~ ELEMENT OF THE REGIONAL TRANSPORTATION plan to
5 reflect changes in population density or technological advances in the approved
6 public transportation modes. A majority of the members of the board voting at a
7 public hearing called for that purpose must approve THE RECOMMENDED
8 MODIFICATIONS ~~a modification to the plan~~.

9 Sec. 4. Section 48-5122, Arizona Revised Statutes, is amended to read:

10 48-5122 Board powers and duties

11 The board shall:

12 1. IMPLEMENT THE REGIONAL PUBLIC TRANSPORTATION ELEMENT OF THE
13 TRANSPORTATION PLAN FUNDED BY THE PUBLIC TRANSPORTATION FUND.

14 ~~1- 2. Determine the exclusive public transportation systems to be acquired and~~
15 ~~constructed, the means to finance the systems and whether to operate the PUBLIC~~
16 ~~TRANSPORTATION systems or to let contracts for their operation.~~

17 ~~2- 3. Adopt an annual budget and fix the compensation of its employees.~~

18 ~~3- 4. Adopt an administrative code by ordinance that:~~

19 (a) Prescribes the powers and duties of the employees of the authority that are not
20 inconsistent with this chapter.

21 (b) Prescribes the method of appointing board employees.

22 (c) Prescribes methods, procedures and systems of operating and managing the
23 board.

24 (d) May provide for, among other things, appointing a general manager and organizing
25 the employees of the board into units for administration, design and construction, planning
26 and operation, property acquisition and community relations and other units as the board
27 deems necessary.

28 ~~4- 5. Cause a postaudit of the financial transactions and records of the board to be~~
29 ~~made at least annually by a certified public accountant.~~

30 ~~5- 6. Adopt all ordinances and make all rules proper or necessary to:~~

31 (a) Regulate the use, operation and maintenance of its property and facilities,
32 including its public transportation systems and related transportation facilities and services
33 operating in its area of jurisdiction.

34 (b) Carry into effect the powers granted to the board.

35 ~~6- 7. Appoint advisory commissions as it deems necessary.~~

36 ~~7- 8. Do all things necessary to carry out the purposes of this chapter.~~

37 Sec. 5. Section 48-5141, Arizona Revised Statutes, is amended to read:

38 48-5141. Regional bus system

39 ~~A. The board shall establish and operate a regional bus system. The monies distributed~~
40 ~~under section 28-6305, subsection B shall be spent for incremental increases in a regional bus~~
41 ~~system and for community funded transportation services including dial a ride programs and~~
42 ~~special needs transportation services and shall not be used to supplant any existing sources of~~
43 ~~monies currently being used in operating an existing bus system. The monies shall only be~~
44 ~~spent for community funded transportation services including dial a ride programs and special~~
45 ~~needs transportation services and to establish and operate a regional bus system, including~~

- 1 ~~extending existing bus routes into regional routes, adding new regional routes, increasing the~~
- 2 ~~service on existing regional routes and capital expenditures.~~
- 3 ~~B.~~ The board may contract with a public agency or with a person on the terms and conditions
- 4 the board finds in its best interest to operate a regional bus system.

March 16, 2010

TO: Members of the MAG Regional Council Executive Committee

FROM: Dennis Smith, Executive Director

SUBJECT: DISCUSSION REGARDING METROPOLITAN PLANNING AREA BOUNDARY

On November 3-5, 2009, the MAG federal certification review was held. At the meeting, the federal officials inquired about the status of previous Corrective Actions and/or Recommended Improvements that were part of the May 4-5, 2004 MAG Federal Certification Review. One of the recommended improvements was that "as the urbanized area continues to grow outside the boundaries of Maricopa County, the boundaries of the Metropolitan Planning Organization (MPO) should grow with it. We strongly encourage MAG to work with the neighboring jurisdictions outside Maricopa County to make their transition to the MPO as seamless as possible." To begin addressing this recommendation, staff has prepared three concepts for review for expanding the metropolitan planning area boundary.

Background: Federal planning requirements (§450.312) indicate that the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan (Attachment 1). The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget. These boundaries are noted in Attachment 2.

In federal law, transportation and air quality are closely linked. In some cases, the nonattainment area boundaries in Maricopa County overlap into Pinal County. Area C and other proposed air quality boundaries are located in Pinal County. These boundaries are noted in Attachment 3. Nonattainment area boundaries are important due to the possibility of motor vehicle emission budgets being set that may impact transportation projects.

In addition to boundaries described in federal law, MAG has extensive relationships with Pinal County for population and transportation. The population densities for the two county area for 2005 and 2030 are included in Attachment 4. In transportation, MAG has already expanded the transportation modeling network to capture the traffic coming from Pinal County into Maricopa County. This boundary is expected to be further expanded (Attachment 5). Transportation volume between Maricopa and Pinal County is displayed in a volume-to-capacity map. The transportation modeling network and volume

and commuting relationship between the counties are displayed in Attachment 6. The existing and proposed transportation framework for the two counties is displayed in Attachment 7.

Concepts: To address federal planning guidance regarding MPA boundaries, staff has developed concepts for review by the Executive Committee.

Option # 1, Pinal County Future Urbanized Area. – This option expands the metropolitan planning area boundary to encompass that area expected to be urbanized in the next 20 years. Currently this area is primarily within the unincorporated area of Pinal County. If this option is chosen, Pinal County could be considered to be eligible to be a member of MAG to represent the unincorporated Pinal County area expected to be urbanized in the next 20 years (Attachment 8).

Option # 2, City of Maricopa Adjoining Maricopa County and City of Goodyear. – This option expands the metropolitan planning area boundary to include the City of Maricopa planning area. If this option is chosen, the City of Maricopa could be considered eligible to be a member of MAG to represent the City of Maricopa planning area. The City of Maricopa has previously indicated interest in joining MAG (Attachment 9).

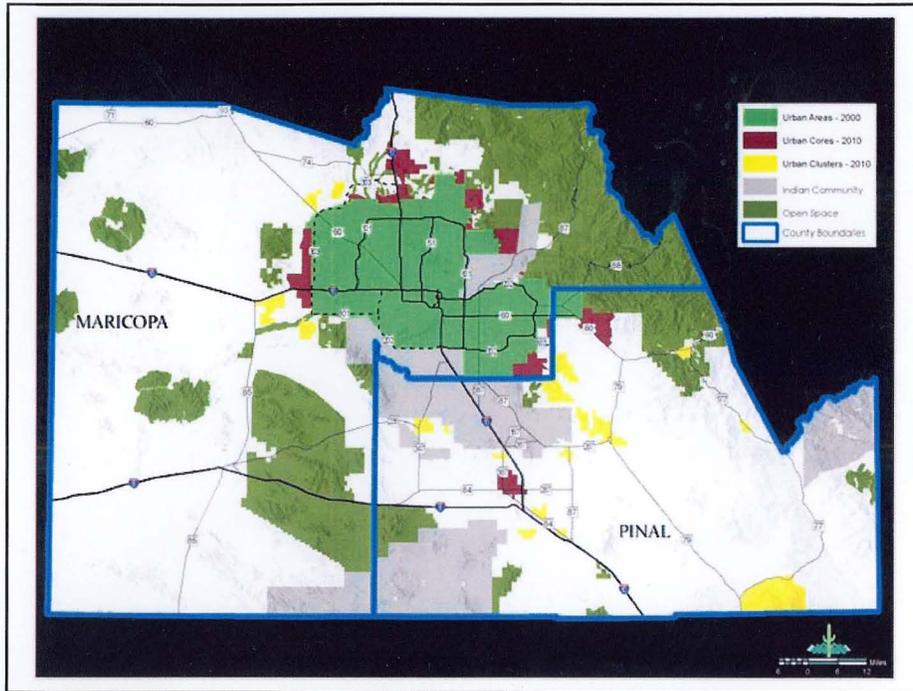
Option # 3 – General Representation of the CAAG Planning Area in Pinal County. – This option establishes a more formal planning relationship with the Central Arizona Association of Governments (CAAG). CAAG would be eligible to appoint a city/town representative to be a member of MAG to represent the CAAG planning area in Pinal County (Attachment 10).

Staff is seeking input and guidance on how to proceed in addressing the federal guidance regarding metropolitan planning area boundaries. If guidance is received, staff is recommending discussions be held with representatives from the affected agencies. If agreement is reached, a future by-laws amendment could be prepared to accomplish expanding the MAG membership.

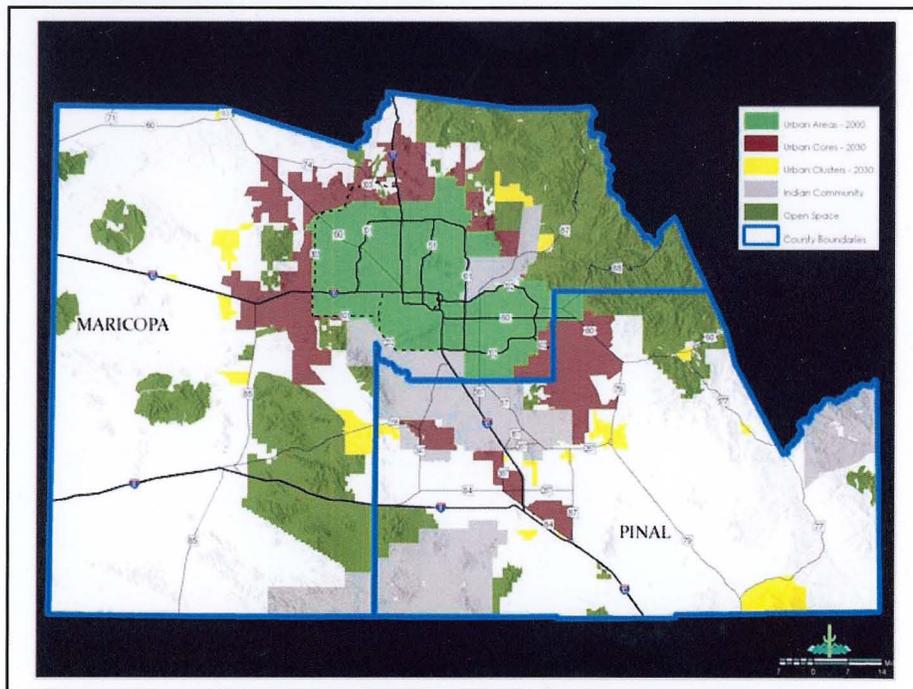
If you have any questions regarding these concepts, please contact me at the MAG Office.

Agenda Item #7

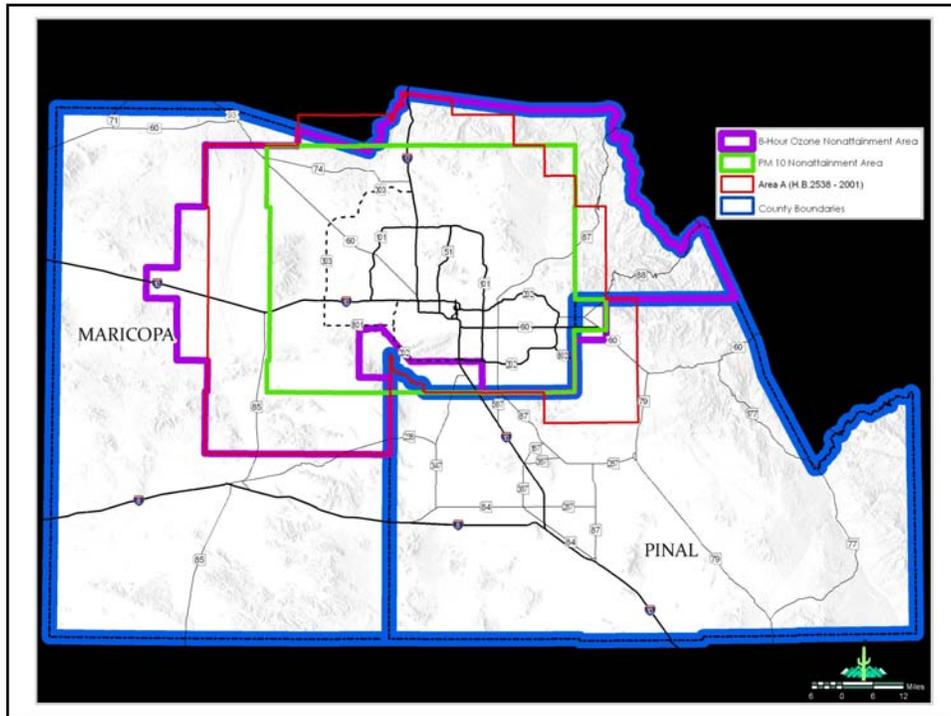
Urbanized Areas, 2010 (Potential)



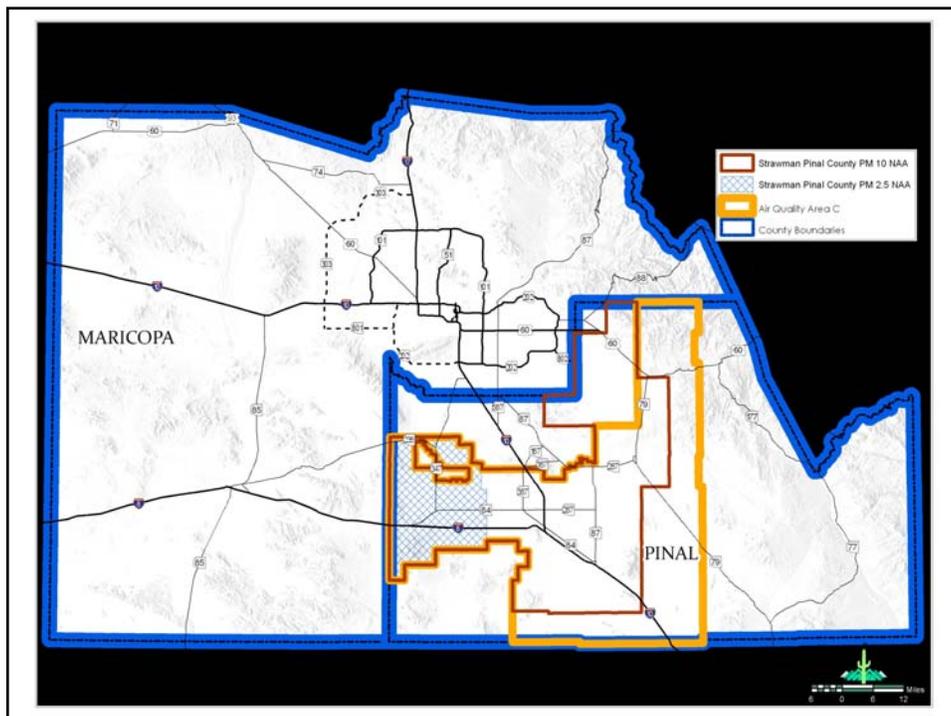
Urbanized Areas, 2030 (Potential)



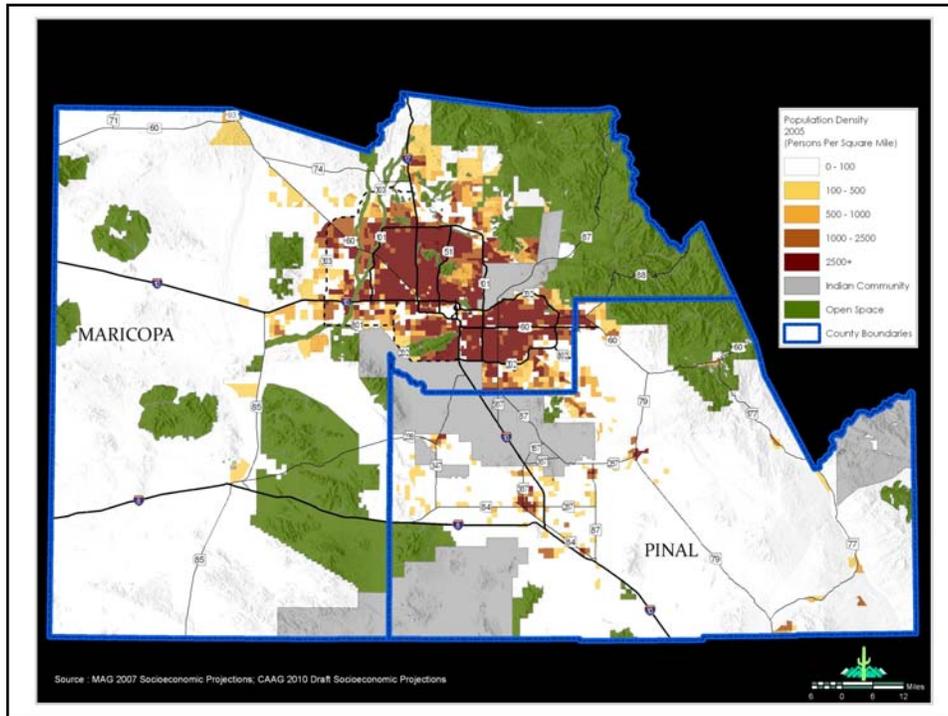
Nonattainment Areas that Overlap with Pinal County



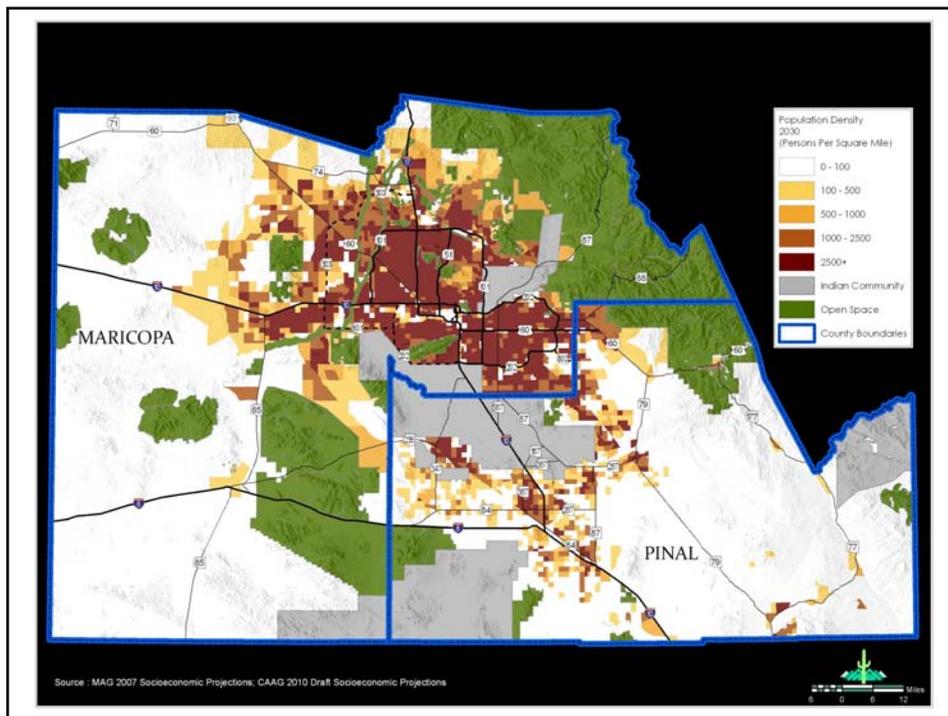
Air Quality Boundaries in Pinal County



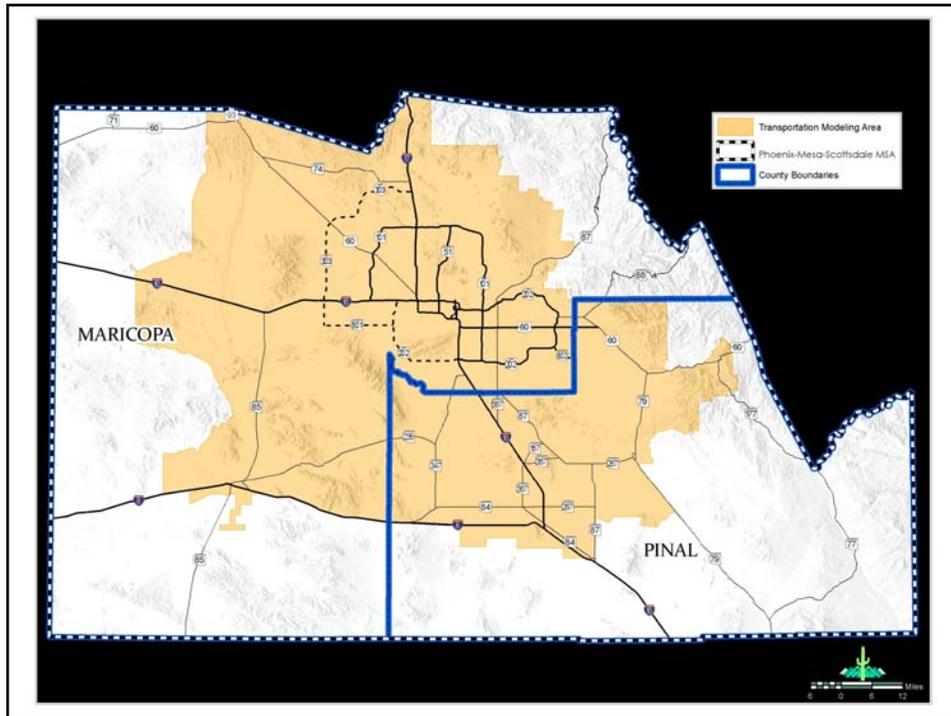
Population Density, 2005



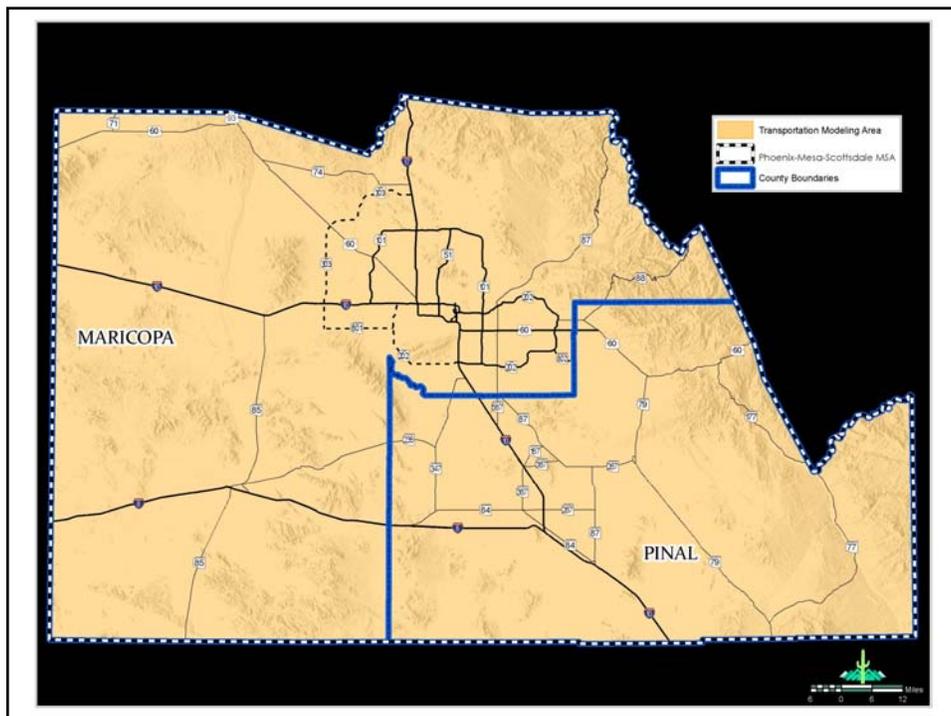
Population Density, 2030



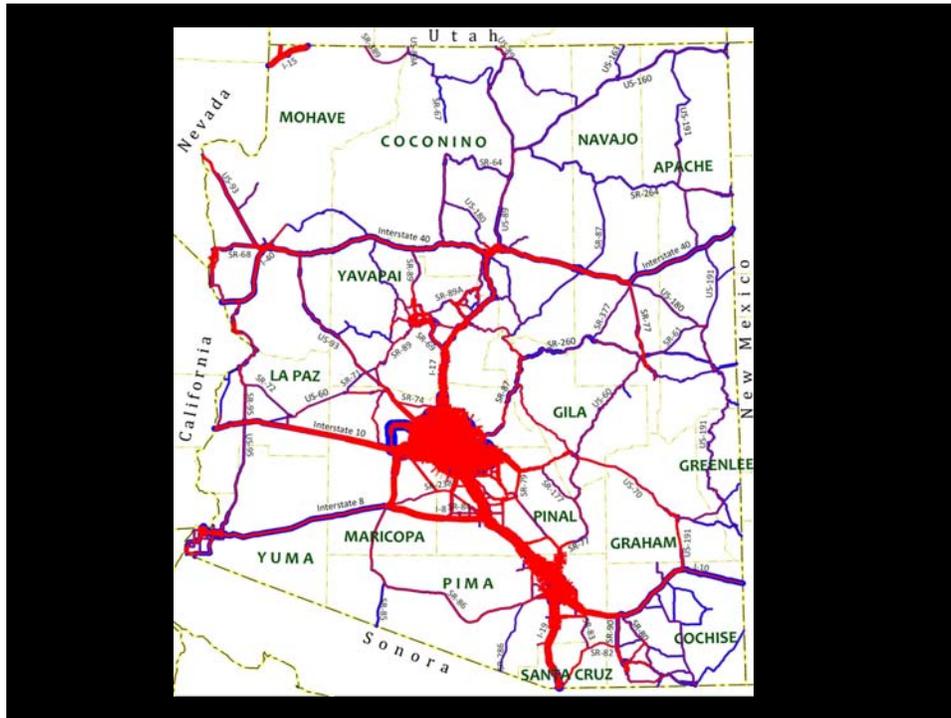
Current Transportation Modeling Area



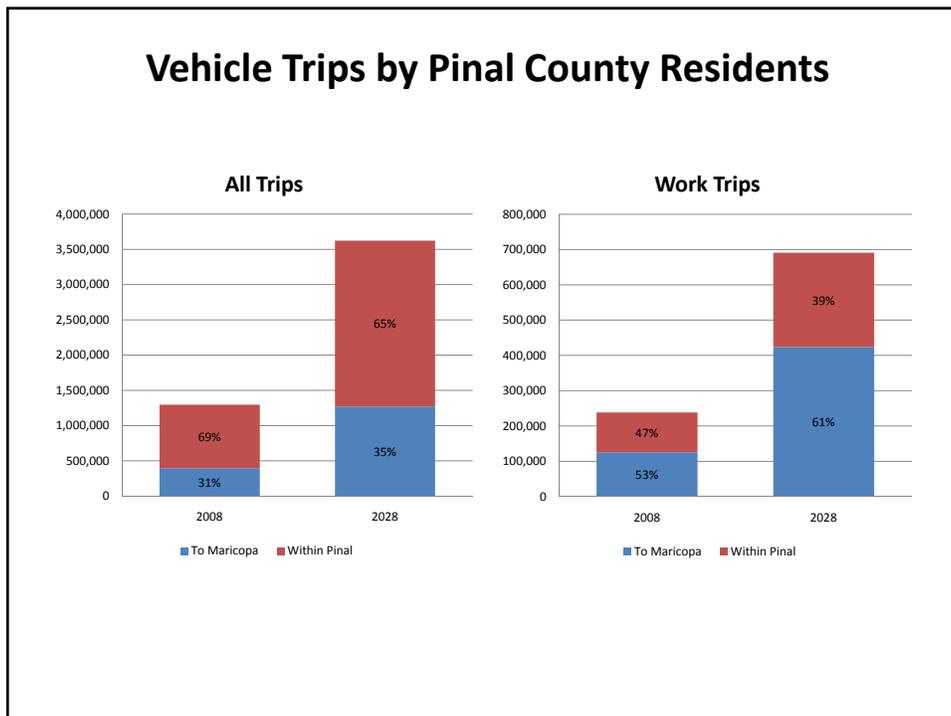
Expanded Transportation Modeling Area



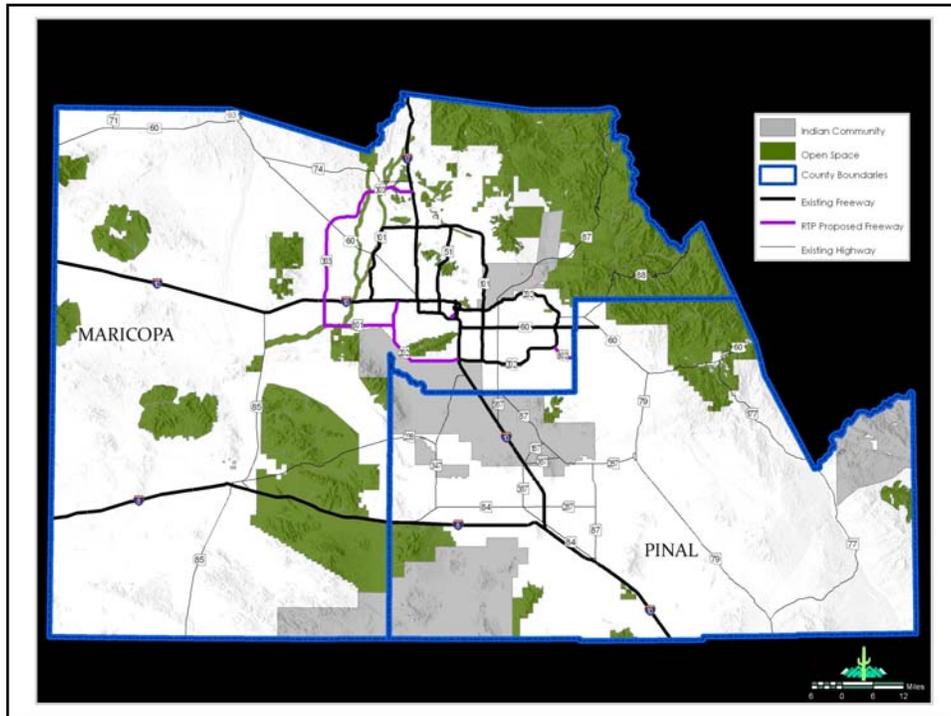
Transportation Volumes, 2050



Commuting Patterns of Pinal County Residents



Existing Transportation Framework



Proposed Transportation Framework

