MARICOPA ASSOCIATION of GOVERNMENTS

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January 17, 2006

TO: Members of the MAG Regional Council

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, January 25, 2006
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.
MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage under the Compass Bank Building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. 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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

MAG REGIONAL COUNCIL
TENTATIVE AGENDA
January 25, 2006

	COUNCIL ACTION REQUESTED
1. Call to Order	
2. Pledge of Allegiance	
3. Call to the Audience An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5. Approval of Consent Agenda Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the December 14, 2005 Meeting Minutes	5A. Review and approval of the December 14, 2005 meeting minutes.

TRANSPORTATION ITEMS

*5B. MAG Vehicle Occupancy Study Consultant Selection

The FY 2006 MAG Unified Planning Work Program and Annual Budget includes $170,000 to conduct the MAG Vehicle Occupancy Study. The auto occupancy data resulting from the study will be used to calibrate the mode choice model in order to produce accurate high occupancy vehicle estimates. A request for proposals was advertised and one response was received. A multi agency evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of United Civil Group Corp. to conduct the project for an amount not to exceed $170,000. The MAG Management Committee recommended approval of the selection. Please refer to the enclosed material.

5B. Approval of selecting United Civil Group Corp. to conduct the MAG Vehicle Occupancy Study for an amount not to exceed $170,000.

*5C. 2006 MAG Freeway Level of Service Study Consultant Study

The FY 2006 MAG Unified Planning Work Program and Annual Budget includes $120,000 to conduct the 2006 MAG Freeway Level of Service (LOS) Study. By using aerial survey technology, this study will update information on freeway traffic conditions and evaluate freeway LOS in the MAG urbanized area. The information from this study will be used to help identify freeway bottlenecks and to help prioritize improvement projects. A request for proposals was advertised and one response was received. A multi-agency proposal evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of Skycomp, Inc. to conduct the project for an amount not to exceed $120,000. The MAG Management Committee recommended approval of the selection. Please refer to the enclosed material.

5C. Approval of selecting Skycomp, Inc. to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed $120,000.

*5D. Recommendation of Projects for MAG Federal Funding in FY 2011 of the Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

5D. Approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment.

The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for MAG Federal Funds expected to be available for FY 2011 have been received and ranked by modal technical advisory committees. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects). The MAG Transportation Review Committee and the MAG Management Committee recommended approval. This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5E. Commuter Rail Update Study – Formation of Stakeholder Group

In 2003, MAG completed the High Capacity Transit Study that examined commuter rail, bus rapid transit, light rail, and express bus service for the region. The 2003 Regional Transportation Plan included a $5 million allocation over the 20-year period of the sales tax for commuter rail implementation work. Since that time, fuel costs have risen substantially which has raised the interest in commuter rail in the region. In addition, a number of changes to the rail operations have been made or are being planned since the 2003 High Capacity Transit Study. MAG is proposing that a stakeholder group be formed to provide input on a scope of work for a consultant study to update the commuter rail portion of the previous study. The proposed study would be coordinated with a parallel study being proposed by ADOT that will inventory and

5E. Approval that MAG form a commuter rail stakeholders group to assist in the preparation of a draft scope of work for a commuter rail study.

evaluate the rail infrastructure across the state with a particular emphasis on freight operations. The rail inventory information for the MAG region from the ADOT study would be used as input into the MAG Commuter Rail Study. The MAG Management Committee recommended approval of forming a commuter rail stakeholders group. This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

*5F. Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

Since the approval of the ALCP Policies and Procedures in June 2005, the development of the project agreement and other aspects of the ALCP implementation process has proceeded. During this time, a number of minor changes to the Policies and Procedures were suggested to clarify and refine them to improve the administration of the ALCP. The proposed changes have been discussed with MAG member agencies during the development of the other elements of the ALCP. The MAG Transportation Review Committee and the Management Committee recommended approval of the changes. This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5F. Approval of the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

*5G. Approval of the Prioritization of the Rubberized Asphalt Plan

One element of the voter approved Regional Transportation Plan is $75 million for freeway noise mitigation. The Transportation Policy Committee (TPC) Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with ADOT, developed recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). This item is on the January 18, 2006 Transportation Policy Committee agenda. An

5G. Approval of the remaining rubberized asphalt plan.

update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5H. Appointment to the MAG Transportation Policy Committee

At the April 24, 2002 Regional Council meeting, the composition of the Transportation Policy Committee (TPC) was approved. The composition provides for one member of the State Transportation Board (STB) from District 1, to serve as a member of the TPC. This position has been filled by Rusty Gant who has recently completed his six-year term on the State Transportation Board. His position on the State Transportation Board will be completed upon the confirmation by the Senate of the new Transportation Board member. ADOT has requested that State Transportation Board Member Joe Lane be appointed to the TPC.

5H. Appointment of State Transportation Board Member Joe Lane as a member of the MAG Transportation Policy Committee.

GENERAL ITEMS

*5I. MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the expansion of the Sundance Wastewater Treatment Plant. The plant is identified in the current MAG 208 Plan for a capacity of 3.6 million gallons per day (mgd). The expansion would increase ultimate capacity to 8.9 mgd. Reclaimed water from the expanded facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Buckeye Irrigation District Canal. The cities of Glendale and Goodyear and unincorporated Maricopa County are within three miles of the project, and all have indicated that they do not object to the facility expansion. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

5I. Approval of the MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant.

*5J. Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program. Since approval, it has become necessary to amend the budget to allow for equipment upgrades at the El Mirage, Glendale, Mesa, and Tempe Police Departments and for call reporting equipment at the MAG 9-1-1 Office. These equipment costs are currently paid by the 9-1-1 state excise tax. The MAG PSAP Managers, the MAG Oversight Team, and the MAG Management Committee recommended approval of the Amendment. Please refer to the enclosed material.

5J. Approval of the Amendment to the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program to include upgrades to the computerized telephone 9-1-1 systems at the El Mirage Police Department for $118,300, the Glendale Police Department for $441,000, the Mesa Police Department for $804,000, and the Tempe Police Department for $441,000, and a Positron MIS tool for the MAG 9-1-1 Office for $45,000.

*5K. Approval of the Report on the Need for Increased Domestic Violence Shelter in the MAG Region

The MAG Regional Domestic Violence Council, through the Victim Services Subcommittee, has produced a report on the unduplicated need for shelter beds to serve current domestic violence victims in the MAG Region. The Council determined that 325 more beds are needed by researching data from local service providers and conducting a statistically reliable study in all nine domestic violence shelters in the MAG Region. This effort was undertaken in partnership with Arizona State University's Partnership for Community Development. The MAG Management Committee recommended acceptance of the report. Please refer to the enclosed material.

5K. Acceptance of the Report on the Need for Domestic Violence Shelter in the MAG Region.

*5L. MAG Continuum of Care Regional Committee on Homelessness Guidelines

The MAG Continuum of Care Regional Committee on Homelessness has produced committee guidelines to add structure and formality to the Committee. Development of the guidelines began in 2002 by MAG staff and has

5L. Approval of the MAG Continuum of Care Regional Committee on Homelessness Guidelines.

recently been modified. The Committee reached consensus on the guidelines at the November 17, 2005 meeting. The MAG Management Committee recommended approval of the guidelines. Please refer to the enclosed material.

*5M. Status Report on 2005 Census Survey

The data collection phase of the 2005 Census Survey is now complete and the local census office is closed. The Census Bureau is now in the data capture and processing phase. Results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. Please refer to the enclosed material.

5M. Information and discussion.

*5N. Ratification of the Annual Performance Review and Compensation of the MAG Executive Director

In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review, conducted by the Executive Committee. As part of the evaluation, in November, a questionnaire was sent to the members of the Regional Council to comment on the performance of the Executive Director. On January 9, 2006, the Executive Committee reviewed the comments from the Regional Council, discussed the performance of the Executive Director, and took action to increase the salary of the Executive Director. The action of the Executive Committee is being presented to the Regional Council for ratification. Please refer to the enclosed material.

5N. Ratify the action of the Executive Committee to increase the MAG Executive Director's salary.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Update on Construction Costs and Possible Impact on the ADOT Life Cycle Program

On January 6, 2006, MAG sponsored a Challenge of Construction Forum to gain insight into the causes and possible solutions to mitigate the recent large increases in construction costs. The Forum included representatives from experts familiar with recent cost trends for highways, schools, home building, and commercial construction. A summary of the Forum, including possible solutions to mitigate increases in construction costs, will be provided. In addition, the possible impacts of higher construction costs on the ADOT Life Cycle Program with emphasis on projects scheduled in Phase I of the Proposition 400 program will be discussed. Please refer to the enclosed material.

6. Information, discussion, and possible action.

7. ADOT Litter and Landscape Program

One element of the voter approved Regional Transportation Plan is $279 million for freeway maintenance. To ensure that the funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance tracked. It is proposed that ADOT is to expend the maintenance funding according to a schedule adopted by MAG. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds. Also, the MAG Annual Report will provide a progress report on the maintenance program. The TPC Freeway Maintenance/Noise Mitigation Subcommittee recommended approval of the ADOT Litter and Landscape Program. This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. Approval to authorize ADOT to expend the maintenance funding according to an annual schedule/work program adopted by MAG for each of the categories of litter education and control, landscape maintenance and restoration, and roadway sweeping. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds.

AIR QUALITY ITEM

8. Particulate Pollution Update

In recent weeks, this region has experienced high readings at two of the PM-10 monitor sites. Although these readings will need to be checked by Maricopa County air quality personnel, it appears that MAG will need to initiate the preparation of a Five Percent Plan for submission to EPA by December 31, 2007. It is important that the region attain the 24-hour PM-10 standard as quickly as possible. Every monitor in the nonattainment area must be clean in 2006, 2007 and 2008 in order for the region to attain the standard by 2008. A report will be provided on current efforts to meet the standard. In this regard, at the December MAG Regional Council meeting, staff was requested to forward the City of Peoria ordinance that assists in dust control. This ordinance has been forwarded to the MAG member agencies and a presentation will be made on the key elements of the ordinance. Please refer to the enclosed material.

8. Information and discussion.

GENERAL ITEMS

9. Homeless Planning Strategies

At the November Management Committee meeting, Maricopa County presented a request for $1 million to help support the Human Services Campus. Since the presentation, additional ideas have been discussed to establish a multi-source, permanent funding stream that is not dependent on state and local government funds, with which to build/purchase permanent housing options and supportive services. Potential sources include revenue generated from the sale of naming rights and utilization of vacant Maricopa County land parcels. Industrial Development Authorities will also be discussed as a financing tool. A representative from Maricopa County will provide an update on these possible strategies.

9. Information, discussion and possible action.

10. Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the develop of the Work Program and Budget. Please refer to the enclosed material.

10. Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

11. Comments from the Council

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

11. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

December 14, 2005
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
+Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction
Vice Mayor Betty Lynch for Mayor Ron Drake, Avondale
* Mayor Dusty Hull, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Mayor Wally Nichols, Fountain Hills
* Mayor Daniel Birchfield, Gila Bend
* Governor Richard Narcia, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
* Mayor James M. Cavanaugh, Goodyear
* Mayor Bernadette Jimenez, Guadalupe
Supervisor Don Stapley, Maricopa County
* Mayor Ron Clarke, Paradise Valley
* Mayor John Keegan, Peoria
* Mayor Phil Gordon, Phoenix
Mayor Wendy Feldman-Kerr, Queen Creek
* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
Mayor Joan Shafer, Surprise
Vice Mayor Mark Mitchell for Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
* Mayor Bryan Hackbarth, Youngtown
Rusty Gant, ADOT
Joe Lane, ADOT
F. Rockne Arnett, Citizens Transportation Oversight Committee

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

1. Call to Order

The meeting of the Regional Council was called to order by Regional Council Chair Keno Hawker at 5:08 p.m. Self introductions followed.

4. Executive Director's Report

This agenda item was taken out of order.

Dennis Smith reported that MAG was awarded the Distinguished Budget Presentation Award by the Government Finance Officers Association. He noted that the award is the highest form of recognition in governmental budgeting.

Mr. Smith stated that the Opening of the 2.7-mile section of the Loop 202/Santan Freeway from Arizona Avenue to Gilbert Road in Chandler is Saturday, December 17, 2005 from 9:00 a.m. to 12:00 noon

Mr. Smith introduced a new MAG employee, Nagesh Krishnarajanagar, Air Quality Engineer II. He comes to MAG from Lamar University where he worked as a Research Associate and on air quality modeling projects from Texas Commission on Environmental Quality. Mr. Krishnarajanagar holds Bachelor's and Master's degrees in chemical engineering from Bangalore University in India.

Mr. Smith announced the departure of Tom Remes to the City of Phoenix, where he will work in intergovernmental programs. Mr. Smith expressed that Mr. Remes had done a spectacular job at MAG and would be greatly missed. Chair Hawker thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Hawker stated that the RPTA has provided transit tickets for those who used transit to come to the meeting and garage parking validation was available from staff.

3. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Hawker recognized public comment from Dianne Barker, who told the Council she would be taking the #533 Express bus after her comment period to visit her mother. Ms. Barker said that the Express bus trips are lengthier than they used to be and she wondered if it was because more people were using the HOV lanes, whether legally or not. She commented that the PM-10 problem is hard to get around in a desert. Ms. Barker stated that everyone is a part of the solution and she offered a challenge to help with this problem by encouraging trip reduction. She noted a complaint she submitted to the feds in 1999 and said that MAG's TIP creates more congestion and pollution. Chair Hawker thanked Ms. Barker for her comments.

Chair Hawker recognized public comment from William Crowley, who passed out a bus route inventory list for route 61. Mr. Crowley stated that there are 280 stops along this route and only 20 are covered. There are four bus pullouts, three of which are mid-block. Mr. Crowley stated that 1,200 bus pullouts are included in Proposition 400. If they are all done properly, there could be one pullout at each intersection. Mr. Crowley asked if a bike tunnel could be put in where the bridge is being reconstructed at Central Avenue and the Grand Canal. Mr. Crowley stated that 60 percent of the county and most of

Queen Creek are not shown on the map. He expressed his appreciation for including his Nazi statement in the minutes, but the bigger problem is regimenting speech instead of taking care of the buses. Mr. Crowley stated that there are no bathrooms open at transit stations after 7:00p.m., even though there are rent-a-cops there 24 hours per day, seven days per week. Mr. Crowley sated that there is a 469 percent increase in transit facilities with covered parking. He requested that this money be put into benches and shelters at bus stops. He also noted that $260 million will be spent on facilities at light rail stops and will be done in two years, while bus stops that have been there for years still do not have a bench. Chair Hawker thanked Mr. Crowley for his comments.

Chair Hawker recognized public comment from Chuck Ullman, President of PORA, who said that when Proposition 400 was proposed, the West side was promised east/west roadways and that transportation would be available when it passed. Mr. Ullman stated that the voters in that area supported Proposition 400, but to date, nothing has been done. Mr. Ullman said that two studies are being proposed, but improvements would take place out to 2020 if passed. He said that the population is increasing tremendously in that area and Grand Avenue and Bell Road are impossible. Mr. Ullman asked that something please be done. Chair Hawker thanked Mr. Ullman for his comments.

5. Approval of Consent Agenda

Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered individually. He stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I were on the consent agenda. Chair Hawker stated that staff was available if the Council had any questions on consent agenda items.

Supervisor Stapley requested that agenda item #5F be heard. He moved to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5G, #5H, and #5I. Vice Chair Thomas seconded.

Before the vote was taken, Chair Hawker recognized public comment from Mr. Crowley, who said that his complaint was that all of the action items were on the consent agenda. He asked how is this meeting the process the feds intended for public input. For agenda item #5B and #6, Mr. Crowley stated that the logo did not include a bike rack on the bus and had been told the logo did not include this because it would look like the bus had collided with the bike. Mr. Crowley reiterated his comments that were on the summary transmittal. For agenda item #5C, he asked where the public input was. For agenda item #5D, Mr. Crowley stated that there was public input at TPC that was not reported in the summary transmittal. For agenda item #5E, Mr. Crowley said that MAG's plans are not in conformity. He said that today is the 12th exceedance for particulates, you are in sanctions and there is another advisory tomorrow. Mr. Crowley stated that he and Ms. Barker used transit today and asked if Regional Council members and staff did their part by carpooling. He said that the light rail needs to go to Metrocenter as was shown in the RTP documentation. Mr. Crowley stated that light rail also needs to continue to ASU West to facilitate higher education. Chair Hawker thanked Mr. Crowley for his comments.

Hearing no further comment, the vote on the motion to approve agenda items #5A, #5B, #5C, #5D, #5E, #5G, #5H, and #5I passed unanimously.

5A. Approval of the October 26, 2005 Meeting Minutes

The Regional Council, by consent, approved the October 26, 2005 meeting minutes.

5B. Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program (TIP) for Highway and Transit Projects

The Regional Council, by consent, approved a TIP Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA) Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in the attached tables. Since approval of the Transportation Improvement Program (TIP) in July 2005, MAG has been notified of two projects from Phoenix and one from Scottsdale that need to be added to the TIP. A TIP Amendment is necessary to carry out these additions. Furthermore, there are several other changes needed that can be accomplished by means of an Administrative Adjustment. These include: (1) several changes to the funding of Valley Metro transit projects; (2) the deferral of two projects in Tempe and one in Paradise Valley; (3) a change to the funding of an intersection project in Mesa; (4) a restructure of a project in Glendale to advance design a FY 2009 project to FY 2006; (5) and a change to the funding of an ADOT Santan freeway project. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. The TRC and the Management Committee recommended approval of the project changes described above.

5C. Requested Changes to Federal Functional Classification of Roads

The Regional Council, by consent, concurred with the changes in Federal Functional Classification as shown in the attached map and list. MAG member agencies recently submitted requests for upgrades to the functional classification of rural roadways in the region. In addition, the City of Scottsdale has requested a change to downgrade an urban road segment from urban collector to local street. The MAG Street Committee, the TRC, and the Management Committee recommended concurrence with these changes. Upon concurrence by the MAG Regional Council, these requested changes will be forwarded to ADOT for further action.

Maricopa County requests include classification as a Rural Minor Arterial: El Mirage Road Urbanized Area Boundary to Jomax Road; classification as a Rural Major Collector, Eagle Eye Road from Salome to Highway US-60; 431st Avenue from Courthouse Road to Salome Highway; Centennial Road from 523rd Ave Alignment to Salome Highway, 411th Avenue from Salome Highway to Interstate 10, 339th Avenue from Salome Highway to Indian School Road, Palo Verde Road from Old-US 80 to Interstate 10, Patterson Road from Old-US 80 to State Route 85, Elliot Road from Airport Road to Rainbow Valley Road, Riggs Road from 207th Ave to Cotton Lane Alignment, 207th Ave from Riggs Road to Germann Road, Germann Road from 207th Avenue to Tuthill Road, Tuthill Road from Germann Road to Elliot Road, Elliot Road from Tuthill Road to Cotton Lane Alignment, Estrella Parkway from Cotton Lane Alignment to Urban Area Boundary, 243rd Ave from Sun Valley Parkway to US-60, 211th Avenue from Cloud Road to State Route 74, 163rd Avenue from US-60 to Dove Valley Road, Jomax Road from 179th Ave Alignment to El Mirage Road Alignment, New River Road from Interstate 17 to Carefree

Highway; City of Scottsdale request as an Urban Local: Cactus Road from 96th St to Frank Lloyd Boulevard.

5D. Request by Gila Bend to Utilize the HURF Exchange Mechanism

The Regional Council, by consent, approved allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed. The FY 2006-2010 MAG TIP was approved by the Regional Council on July 27, 2005. The TIP contains a Gila Bend project to carry out pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street, also known as State Route 85. This project is currently funded with $188,600 in MAG Surface Transportation Program (STP) funds and a local match of $11,400. The Town would like to take the option to exchange the STP-MAG funds for State Highway User Revenue Funds (HURF) utilizing the HURF Swap mechanism. This would allow the Town to develop the project as a locally funded project and not as a federally funded project, which simplifies the process. ADOT could then utilize the STP funds wherever they feel is appropriate on another part of the State highway system. Generally, MAG member agencies are not eligible to utilize the HURF Swap option, but the funds concerned are a special subset of STP funds (known as "Outside Urban" funds, or State-Flex funds) and are therefore eligible for this exchange program. A TIP Administrative Adjustment is also requested to allow this project to proceed. The Street Committee, the TRC, and the Management Committee recommended approval.

5E. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes a new Safety funded project in Phoenix and a Transportation Enhancement funded project in Scottsdale for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. The amendment includes projects that are categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5G. MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. The City of Glendale is requesting that MAG amend the 208 Water Quality Management Plan to include the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. The project is within three miles of the City of Avondale, City of El Mirage, City of Litchfield Park, City of Peoria, City of Phoenix, Luke Air Force Base, and unincorporated Maricopa County. To date, six of the seven entities have indicated that they have no objections. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment.

5H. Proposed 2006 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2006 revisions to the MAG Standard Specifications and Details for Public Works Construction and these revisions are currently being reviewed by MAG Member Agency Public Works Directors and/or Engineers. It is anticipated that the annual update packet will be available for purchase in early January 2006. This item was on the agenda for information and discussion.

5I. Status Report on 2005 Census Survey

The 2005 Census Survey is now in progress. The results of this survey will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. At the October 26, 2005 Regional Council meeting, staff gave an update on the timeline of survey activities, return rates of the census questionnaire, a review of costs of the survey and funds expended to date, and the publicity campaign for the survey. Mail returns of the 2005 Census Survey questionnaires and telephone follow-up are now complete. Personal visits by census personnel are nearing completion. It is anticipated that field work will be completed by mid-December and the local census office will be closed by the end of the year. Results from the 2005 Census Survey will be received in Spring 2006. For its original estimate, the Census Bureau assumed that 50 percent of the responses to the questionnaires would be returned by mail, 25 percent of the responses would be telephone interviews and 25 percent of the responses would require personal visits. As of December 1, 2005, the Census Bureau's revised estimate shows 51 percent of the questionnaires were completed by mail, 6 percent were completed by telephone interview and 43 percent were completed by personal visit. These percents are estimates because of potential duplication between the three collection modes. The cost for the 2005 Census Survey and count of population in group quarters has been estimated at $7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The help and support of MAG member agencies, especially pertaining to creating address files for Census Bureau use, helped to keep cost increases down. Through numerous meetings with the Census Bureau to discuss measures to control costs, Census Bureau staff stated that they will complete the 2005 Census Survey within budget. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined in 2006. Aside from costs paid to the Census Bureau, there are other costs that have been incurred, such as the regionwide media campaign and the setup and maintenance of the local census office. This item was on the agenda for information and discussion.

5F. Update on Critical Issues with the Maricopa County Dust Control Program

This item was removed from the consent agenda.

Supervisor Stapley stated that Maricopa County is aware of the exceedances and air quality problems and has continued its efforts to address the enforcement of the Maricopa County Dust Control Rules. Supervisor Stapley stated that the County has been working diligently, creating the Air Quality Department and hiring qualified staff, which has been challenging. He said that 20 of the 30 field positions have been filled. Additionally, seven other inspectors have been cross-trained in Title V and

unpaved vacant lot inspections. Supervisor Stapley noted that violation settlements are setting records, so the process is beginning to work.

Supervisor Stapley said that he was asking for help from cities and towns and had four requests where they could provide assistance. He added that the efforts will be elevated publicly to the level of the West Nile Virus program and will require everyone working together to be successful. Supervisor Stapley advised that the County has taken a hard position and has been sued by industry groups for enacting more stringent rules. He added that they are currently working on resolving issues. Supervisor Stapley stated that in discussions with EPA and cities and towns, some things did not work well in the communications process and the County wants to improve this.

Supervisor Stapley said that cities and towns employ inspectors who do construction and road inspections. He stated that his first request was that cities and towns allow their staff to be cross-trained at no cost to them, by County Air Quality Department staff so they will be able to observe dust control violations and report them to the Air Quality Department. Supervisor Stapley stated that his second request was that cities and towns need to impose the most stringent rules and regulations on unpaved parking lots. Supervisor Stapley stated that his third request was that cities eliminate outdated street sweeping equipment and implement PM-10 efficient street sweepers. He commented that some older equipment might contribute more to the problem than helps it. Supervisor Stapley stated that his fourth request was to support legislation restricting trash burning on high pollution days. He added that currently, wood burning in fireplaces is restricted, but there is no restriction to burning trash. Supervisor Stapley stated that the County will be going to the Legislature to give them the authority to regulate this in the unincorporated parts of the County. He added that he would be sending a followup letter enumerating his four requests to Regional Council members.

Chair Hawker asked Lindy Bauer to provide a status update on exceedances, sanctions, time frames and jeopardy to projects. Ms. Bauer stated that the data at the air quality monitors is not looking good for attainment by the 2006 deadline. She said that there have been several exceedances during November and December and no more than three exceedances are allowed. Ms. Bauer noted that there have been nine exceedances at the 43rd Avenue monitor, eight at the Durango monitor, and two at the Buckeye monitor. Ms. Bauer stated that it is important to recognize that the County still has to quality assure the data and will do so in the first quarter of 2006. She advised that if the data shows the standard will not be attained, the region will have to prepare a five percent plan to show a five percent reduction in emissions until the standard is reached. Ms. Bauer stated that the EPA is getting ready to propose a new particulate standard. She reported that EPA advised MAG it would be wise to see what they proposed and the implications. Ms. Bauer stated that sanctions are not tied to failing the PM-10 standard, but the consequence is doing the five percent reduction plan. She said that she would report back on the EPA proposal.

Chair Hawker asked what the consequence would be if the five percent plan was drafted and attainment was still not reached. Ms. Bauer responded that if a five percent plan was prepared, and there are still high readings at the monitor, emissions would need to be reduced another five percent until the standard is attained. Ms. Bauer stated that this will be difficult to do and the goal would be to attain the standard as soon as possible. She commented on timing issues between the old standard and new standard because it can take years for the EPA to finalize a new standard. Ms. Bauer stated that if we submit a

five percent plan for PM-10 standards, it would be beneficial if the measures also address the new particulate standard. Under the best case scenario, if a five percent reduction plan was submitted, all the same measures for the new standard could be submitted if they showed attainment.

Chair Hawker asked what would be the benchmark. Ms. Bauer replied that the Clean Air Act indicates that the five percent reduction in emissions must come from the most recent emissions inventory. Chair Hawker commented that because the County has jurisdiction over air quality, could cities pass ordinances and have local enforcement or would they need to call the County? Ms. Bauer replied that more legal research might be needed to see, for example, if cities could enforce county regulations. She noted that the City of Peoria requires that contractors submit their earth moving permits and dust control plans to the city, which in turn incorporates them into their grading and drainage permits. Ms. Bauer said that Peoria inspectors call the County to report problems. Chair Hawker asked if staff could provide Peoria's city code to cities? Ms. Bauer replied that staff could do that quickly.

Mayor Manross asked which company was suing? Supervisor Stapley replied that it was Rock Products Association.

Vice Chair Thomas asked if inspectors were available beyond the 9:00 to 5:00 hours? Supervisor Stapley replied that he would find out a definitive answer, but he knew that inspectors are on-site when construction is heaviest. He added that the County is looking at staggering work hours.

6. Annual Report on the Implementation of Proposition 400

Roger Herzog stated that A.R.S. 28-6354 requires that MAG issue an annual report on the status of projects funded by the sales tax. He stated that the report also includes changes to the RTP and plan priorities, and project financing. Mr. Herzog noted that the RTP Partners group, composed of representatives from MAG. ADOT, RPTA, and Valley Metro Rail, has been meeting to coordinate the implementation of Proposition 400 and provide input to the Annual Report.

Mr. Herzog stated that the Annual Report will be updated for each fiscal year from FY 2006 through FY 2026. He said that the Annual Report represents a snapshot at a particular point in time and includes information through June 30, 2005. He noted that the remaining Proposition 300 projects, which MAG is required to report on, are also included in the Annual Report. Mr. Herzog indicated that a Public Hearing on the report was held November 14, 2005 and a transcript from the hearing was included in the agenda packet. Mr. Herzog stated that the initial funds from Proposition 400 do not start flowing until March 2006; therefore, this annual report is more background and reporting.

Mr. Herzog displayed a chart of the funding sources for FY 2006 to FY 2026, totaling $31.7 billion, and uses of the funds. He noted that the use of funds includes an allowance for inflation, debt service, and return of principal.

Mr. Herzog reviewed the Freeway/Highway Program. He said that ADOT produced a life cycle program for the freeway/highway portion of the Plan and hired three management/engineering consultants to guide the program over the next 20 years. Mr. Herzog stated that $279 million for litter pickup and landscape maintenance and $75 million for noise mitigation are included in Proposition 400 funding.

He stated that the TPC Freeway Maintenance/Noise Mitigation Subcommittee was formed to make recommendations on these two programs.

Mr. Herzog stated that ADOT has a number of preliminary engineering projects underway, which include design concept reports and environmental assessments for I-17, Loop 101 to the Carefree Highway; Loop 101, Princess Drive to Loop 202; and SR-51, Loop 101 to Shea Boulevard. He added that studies are also underway on Loop 303, the South Mountain Freeway corridor, and I-10.

Mr. Herzog indicated that the Proposition 300 Regional Freeway Program is almost complete, with segments remaining on the Santan and Red Mountain. He said that the Red Mountain Freeway completion is anticipated in mid-2008. Mr. Herzog displayed a chart that showed the funding sources and uses for the freeway/highway program from FY 2006 to FY 2026.

Mr. Herzog then addressed the Arterial Streets Program in the Annual Report. He stated that local jurisdictions will implement the projects in the program. Mr. Herzog stated that the Arterial Program Policies and Procedures were approved in June 2005 and the Arterial Life Cycle Program was adopted in October 2005. Mr. Herzog stated that individual project assessments are proceeding that will be used in the development of project agreements. Mr. Herzog noted that federal funding legislation was recently reauthorized and the program will be refined based on the amount that the region receives. Mr. Herzog stated that work continues on drafting the model project agreement. He displayed a chart of funding sources and uses for the Arterial Street Program for FY 2006 to FY 2026, totaling $3 billion, that shows the program is in balance.

Mr. Herzog then reviewed the Transit Program in the Annual Report. He said that the Valley Metro Board adopted the program's guiding principles, financial model, and the program policies. Mr. Herzog stated that staff are working on bus service planning, park and ride predesign, and LRT standards and system studies. He said that the Metrocenter LRT link is in the EIS process. Mr. Herzog noted that the LRT 20-mile minimum operating segment is expected to be completed in December 2008.He displayed a chart of funding sources and uses of the Transit Program for FY 2006 to FY 2026.

Mr. Herzog addressed the key findings of the report. He said that the report found that a strong coordination effort is being pursued by the agencies implementing Proposition 400, and the RTP Partners is an important element. He advised that the report found that the life cycle programming process has been initiated for all transportation modes, in keeping with state statute; the preliminary life cycle programs are consistent with the RTP and costs are in balance with projected revenues; and construction on the Proposition 300 Freeway Program will be completed by mid-2008 and costs are in balance with available revenues.

Mr. Herzog then reviewed future issues found by the report. He said that potential cost of future right-of-way will require careful monitoring and may warrant periodic program adjustments; material prices are facing an environment of global competition and limits on supply, affecting future construction costs and cost/revenue balance; the Federal New Starts Program for light rail may have a major effect on the schedule for implementing LRT route extensions; minimizing "scope creep," which is expansion of projects, will be a continuing challenge.

Chair Hawker thanked Mr. Herzog for his report. He asked the format of the five year audit. Mr. Herzog stated that the five year audit is being kept in mind when the annual reports are being drafted so that the information compiled will be useful for the five year audit. He said that the five year audit will be produced by an independent transportation consultant.

Supervisor Stapley extended his appreciation to Mr. Herzog for the yeoman's work on this complex report. He said that he did not want to reopen the Proposition 400 debate, but there has been discussion recently on bottlenecks on major freeways entering the region. Supervisor Stapley stated that Supervisor Max Wilson represents the West Valley and gave a passionate plea at the Board meeting for the County to work with MAG and ADOT to come up with a solution. He stated that he recently met with the Chair of the Appropriations Committee and found support. Supervisor Stapley stated that one idea for a solution was to reallocate the $118 million in HURF currently spent by the State on DPS, bond against it and accelerate improvements where bottlenecks are occurring. He said that some freeway improvements are priorities and some are 15-20 years out. Supervisor Stapley stated that we need to come back to the table and discuss this. He stated that planning the Challenge of Construction Forum was commendable and he would attend. Supervisor Stapley remarked that he felt a tragic mistake was made when the gas tax was not indexed in 1992. He added that he felt there is a lot of sentiment at the Legislature to move forward and figure out the bottleneck problem. Supervisor Stapley requested input on the $118 million in HURF, the VLT, and indexing. He stated that the State Legislature is moving quickly on the budget and now is not too soon. In addition, discussion needs to take place with the Transportation Chairs, the leadership of the House and Senate, and the Governor's office. Supervisor Stapley advised that the Board is very serious about this and wants to elevate the discussion.

Vice Chair Thomas stated that he agreed and supported the premise, especially when he has been hearing about additional funds in the budget. He added that he heard figures of up to $1 billion over the years have gone to DPS that could have gone to bonding the existing freeways. Vice Chair Thomas remarked that the pay as you go system has its detractions as well and we are seeing the fruits of that right now.

Mr. Gant stated that the State Transportation Board would welcome any support for returning the money that went to DPS. He said that the Board has not done successful lobbying, but the effort would be helped with Regional Council support. Mr. Gant stated that the Board is desperately searching for funding to improve the major freeways in and out of the Valley. He remarked that the Board would welcome support and being a part of the solution. Mr. Gant added that the Board will work with the cities, the County and MAG on this.

Mayor Manross asked Supervisor Stapley specific locations in the most dire need. Supervisor Stapley responded that all freeways are going to receive funding, but the question is using State bonding capacity. He said that I-10 west and south, and I-17 are in great need. Supervisor Stapley remarked that he did not want to reopen the Proposition 400 debate, but there might be ways to augment or accelerate them. He commented that US-60 will be widened, but only to Meridien. That is why this needs to be State money. Supervisor Stapley mentioned that he heard discussion about the County being tapped, but that is difficult legally. He said that the County has no general obligation debt and is moving forward on pay as you go for capital projects. Supervisor Stapley stated that the Board is open to any good ideas. He added that all are here for a finite period of time and do not want to look back politically with regret that not everything was done that could have been done.

Mayor Manross commented that there is a great need to find solutions. She asked Supervisor Stapley how using HURF for the outer loops would be reconciled to communities in the centers who feel they might not get return on their contributions. Supervisor Stapley responded that the freeway system is an interconnected system and impacts affect the entire system. He added that he did not have a good answer, which is why this needs debate.

Mr. Lane commented that in an election year like this, some of these issues are subject to problems at the Legislature. He expressed concern that when something is made a priority there will be a move to change the composition of the State Transportation Board. Mr. Lane stated that anytime the Board is politicized, there are problems, and the group with the most votes gets the next freeway. He stated that today, freeways are built on engineering principles. Mr. Lane stated that care needs to be taken when lobbying that this does not get politicized.

Mayor Shafer stated that the City of Surprise has been discussing this with their legislators. She said that two roads serve the City of Surprise with 96,000 residents, in addition to the residents in the two Sun Cities. Mayor Shafer said that they hoped to have buses, but they ended at Peoria. She stated that a lot of communities need help and returning the HURF funds needs to be conveyed to Legislators.

Mayor Scruggs commented that one of the top priorities at the League Conference was to restore the HURF funds for all cities and towns statewide. She stated that there needs to be more than just those at this table and she was uncertain if all in the State would support the Legislature as they take care of freeways in the Valley. Mayor Scruggs stated that the Challenge of Construction Forum will attempt to do what Supervisor Stapley and the Legislature want–to build the RTP as quickly as possible. She stated that in keeping with the adopted guidelines that projects will stay in order, all factors need to be considered. Mayor Scruggs stated that during the last two hours of the Forum will be discussion of things that can be done by the Legislature, cities and towns, and industry to help solve serious problems. She mentioned the ADOT presentation at the TPC meeting about projects coming in above bid. Mayor Scruggs commented that it is a bigger picture than money and it needs to address all cities in the State because it is everyone's money. She expressed her hope that all will attend the Forum because it will be an opportunity to examine the entire problem and look for solutions.

Supervisor Stapley expressed his agreement. He added that this is also the highest priority on the Legislative agenda, at the Supervisors Association and the Association of Counties. Supervisor Stapley stated that everyone can work on this together and perhaps address the HURF issue this year and the gas tax next year.

Chair Hawker stated that it would be appropriate to put HURF, the gas tax, and funding sources on as topic for discussion on a future agenda. It was decided to hear agenda item # 8 as the construction costs update dovetailed with this discussion.

Vice Chair Thomas said that he needed to leave the Regional Council meeting to attend a special meeting of Litchfield Park's City Council, so he would offer his comments on agenda item #7. He said that even more problems with the bottlenecks can be anticipated. Vice Chair Thomas stated that his source for that concern is from a MAG document that level of service for 2030 will have problems, despite spending $15.8 billion. He stated that there is on ongoing need to review and consider other avenues for the relief of bottlenecks. Vice Chair Thomas mentioned that this also ties into the air quality

problems somewhat, but is more of a level of service problem. He said that transportation continues to limit the ability to grow and develop. He referenced an *Arizona Republic* article that the Town of Buckeye will impact the region's ability to continue its pace of growth.

8. Presentation and Discussion on the Cost Estimation Process for Freeway Projects

This agenda item was taken out of order.

Eric Anderson gave an overview of highway construction costs. He said that supply and demand are affecting material costs. He said that transportation costs, material availability, increasing demand for materials from China and the Pacific rim countries, the Gulf Coast rebuilding, the 75 percent tariff on Mexican cement, railroad capacity, and energy are all factors in rising costs.

Mr. Anderson stated that there have been recent significant cost increases on cement, aggregate, steel, lumber, petroleum products, and PVC conduit, which is also in short supply. For example, the cost for cement was $100 per ton in August and $117 per ton in October. Steel rose from 55 cents per pound in 2003 to $1.03 per pound in 2005. Mr. Anderson stated that the cost of aggregate, which is used in concrete, increased 30 percent in the past year due to processing and hauling costs and reduced availability of sources. He commented that pits have been depleted and facilities are being moved farther out, therefore, the transportation costs are higher. Mr. Anderson noted that difficulties in obtaining governmental permits due to environmental concerns also added to the cost of aggregate. He added that PM-10 is a great concern for this region. Mr. Anderson stated that another significant factor is the price of diesel fuel, which increased 70 percent in the past year.

Mr. Anderson stated that even though there are thousands of people moving here there still is a shortage of skilled available labor. He said that some of it is due to the high level of construction in the state and Gulf Coast rebuilding. Mr. Anderson noted that rail and trucking are at capacity. In addition, railroads are tending to carry higher value products at the expense of high-weight, low-value commodities.

Mr. Anderson then addressed the impact of these factors on recent bids. He said that the State's estimate was $59.7 million for the US-60 widening from Gilbert to Power Road project. Two bids were received and the low bid was $73.7 million, which was 23 percent over the estimate. Mr. Anderson stated that the State's estimate was $52.4 million for the Red Mountain, University to Southern project. He said that only one bid was received in the amount of $68.4 million, which was 38 percent over the estimate. Mr. Anderson stated that the State's estimate for the I-17, Cactus Road traffic interchange project was $3.6 million. One bid was received in the amount of $5.9 million, which was 64 percent over the estimate. Mr. Anderson stated that the State's estimate for the Red Mountain, Power to University, was $144 million. Two bids were received and the newly revised estimate is $206 million, a 43 percent increase. Mr. Anderson noted that this summer, bids received were 20 to 45 percent higher than estimates.

Mr. Anderson advised that the strategies may vary depending if the situation is short term price spikes that will come back down, whether the higher prices will form a new plateau, or if prices will continue to climb. He said that commodity markets, unit prices, and cost impact on the program will continue to be monitored.

Mr. Anderson stated that a Task Force with ADOT and industry representatives are examining program delivery options, such as cost adjustment clauses, the size of projects, and possible adjustments to specifications. He said that a progress report will be given to the TPC in January 2006. Mr. Anderson stated that a Challenge of Construction Forum is being planned for January 6, 2006 at the Phoenix Airport Marriott. The Forum will examine ideas to assist the construction industry in delivering needed projects for all of Arizona. Stakeholders will be engaged in discussing their ideas on how to meet these challenges and to help provide direction on actions to be pursued. Mr. Anderson stated that we have a record Five Year plan in place with extensive financing behind it. He advised that a lot needs to be strategized in the next 60 to 90 days to deal with the issue. Mr. Anderson stated that one piece of good news is that revenue from the sales tax was up 17 percent in the July to September period, eight percent above the forecast. He advised that this would have to continue for many years to grow enough revenue to deal with the cost increases.

Mr. Smith stated that ADOT is looking at serious issues with the statewide program and does not have bonding ability. He advised that it is not wise to do additional bonding because we are already at a high level. Mr. Smith stated that statutorily, we have to keep the program in balance between revenue and costs. He commented that this is a thimble-full of information to use in making long-range decisions. Mr. Smith stated that we need to be proactive and get on the issue right now.

Mr. Anderson stated that in a recent national telephone conference call on the cost of construction materials, there was a lot of discussion of the moderation of the housing market because of interest rate increases. He commented that this could take some of the pressure off the commodity supply issue. Mr. Anderson stated that California, Arizona and other western states will be in a unique position regarding shortage issues, especially regarding aggregate cement. He said that the Forum will provide an opportunity to talk to local and national construction people to get a better idea of what is happening.

Chair Hawker thanked Mr. Anderson for his report and added that he hoped everyone would attend the Forum. No questions from the Council were noted.

7. Commuter Rail Update

Mr. Anderson gave an overview of commuter rail. He said that the High Capacity Transit (HCT) Study was completed in 2003, and as a result of the study, $5 million was placed in the Regional Transportation Plan to examine future implementation issues regarding commuter rail. Mr. Anderson advised that if further action on commuter rail is desired by member agencies, an update of commuter rail information could be considered as a consultant study in the FY 2007 MAG Unified Planning Work Program and Annual Budget.

Mr. Anderson stated that the commuter rail piece of the HCT study involved a comparison of commuter rail and light rail characteristics, a summary of commuter rail operations in other areas, an inventory and evaluation of rail infrastructure in the MAG region, ridership projections based on 2040 population and employment projections, cost estimates for commuter rail capital and operations by corridor. Mr. Anderson also included a report on the Trinity Railway Express in Dallas.

Mr. Anderson showed a table of comparison data for peer commuter rail systems in Los Angeles, San Diego, and San Jose. He stated that commuter rail and light rail are complementary to each other;

commuter rail is for longer trips and light rail is for shorter trips. Mr. Anderson noted that the average trip length for commuter rail was 25 miles and stations are usually about two to ten miles apart. He said that the light rail commutes average about five miles with stations located one mile or less apart.

Mr. Anderson showed a map of rail service in the MAG region, which is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). He stated that the BNSF line from Phoenix to Wickenburg is a single track of about 53 miles in length with 55 at-grade street crossings. He noted that about five trains per day use the track, although this number might have increased since the study was done. Mr. Anderson noted that the right-of-way is 100 feet wide, making the installation of another track possible. The track does not have an existing train signal system, which would probably be necessary for commuter rail service. Mr. Anderson stated that the corridor has a maximum speed of 49 miles per hour, although for most of the track in the more populated areas the speeds are closer to 15 to 25 miles per hour. Mr. Anderson noted that freight traffic has a priority use for the track.

Mr. Anderson then spoke about the BNSF yard facilities. He said that BNSF has a maintenance and switch yard facility near 19th Avenue and McDowell Road. Another facility, at 51st Avenue along Grand Avenue, is used to load and unload truck trailers onto the rail line, which could be an impediment to commuter rail operations. Mr. Anderson stated that the BNSF operating facilities are at capacity and BNSF has plans to move most of its operations farther out on the Grand Avenue corridor.

Mr. Anderson noted that upgrades or changes in the BNSF corridor that would be desirable for implementing commuter rail include installing a train signal control system, laying a second track, lengthening sidings, and reducing main track switching activity by moving BNSF operations. He added that the right-of-way is suitable for accommodating another track.

Mr. Anderson stated that the UP track is about 75 miles long and includes 109 mainline grade crossings. It is a single-track configuration with sidings to allow trains to pass at certain points. Mr. Anderson said that the mainline is signalized and has a speed limit that varies from 15 to 60 miles per hour, depending on the location. The right-of-way is generally 100 feet wide. He said that when the HCT study was done, the UP operated about six trains per day.

Mr. Anderson stated that the principal UP operating yard is located in downtown Phoenix, bounded by 7th Street and 16th Street. He stated that changes in the UP corridor that would be desirable for implementing commuter rail include upgrading rails and replacing ties, replacing the signal systems, and good coordination with freight traffic.

Mr. Anderson stated that there are operational issues common to both companies that would need to be addressed, including the ownership model, liability and risk management, freight/passenger capacity conflicts, grade crossings, noise impacts, station impacts, capital needs, operating and maintenance costs, and governance structure. Mr. Anderson added that the Corporation Commission is looking at safety concerns for grade crossings in the urban area.

Mr. Anderson stated that ridership projections were produced based in the interim population and employment projections. Phase 1 was based on 2020 projections with three inbound and three outbound peak hour daily trains. Phase 3 was based on the 2040 population and employment forecasts with full commuter service.

Mr. Anderson then addressed cost estimates for commuter rail capital and operations by corridor. He stated that Phase 1 upgrade capital costs for BNSF are estimated at more than $300 million, with slightly less for UP. Mr. Anderson reviewed the projected operating costs by corridor.

Mr. Anderson spoke about the Dallas Area Rapid Transit (DART), which operates fixed route bus service, as well as light rail transit (LRT) and commuter rail. He displayed a chart of the operating subsidy per passenger for the various transit services provided by DART. Mr. Anderson noted that commuter rail requires an operations subsidy. He added that commuter rail as a profit making enterprise has not happened anywhere in the US.

Mr. Anderson stated that the commuter rail study update could include a review of peer commuter rail systems, an inventory by ADOT of rail infrastructure and operations, including freight, which was not included in the HCT study, updated ridership projections, capital and operating costs, and implementation steps over the next decade or so. Mr. Anderson stated that a group of stakeholders could be formed to assist in the development of the scope of work. The proposed study could be started in July 2007.

Chair Hawker asked about useful information that could be obtained from an update and whether it could be implemented. Mr. Anderson responded the purpose of the study would be to provide good data and the latest cost numbers. He said that there have been significant changes in railroad operations since the study was completed in 2003 and some significant infrastructure investments are being planned by the railroad companies. Mr. Anderson stated that if funds were found through another source, federal for example, we would know the amount needed for implementation. He commented that there are different ways to fund the ongoing subsidy, including a tax. Mr. Anderson stated that it is premature to name a strategy to implement commuter rail. This study is just to ensure we have the current data and good targets on both the capital and operating sides.

9. Presentation and Discussion of the Status of Freeway Projects by Corridor

Mr. Anderson reported on the implementation of Phase 1 of RTP by ADOT. He displayed a map of widenings and improvements to the existing corridors of Grand Avenue, SR-85, I-10, Loop 202 and US-60. Mr. Anderson reviewed the HOV lane projects on SR-51, Loop 101 and Loop 202 and HOV and general purpose lanes on I-17, I-10, and US-60. He then showed the new freeway corridors and right-of-way for Loop 303 and Loop 202 (South Mountain). Mr. Anderson explained the ongoing and upcoming studies on corridors.

Mr. Anderson moved on to more detail on the South Mountain project. He said that the Environmental Impact Statement was initiated in 2001, and completion is expected in 2007. Mr. Anderson noted that three connections with I-10 being considered: the MAG-adopted connection at 55th Avenue, one at 71st Avenue, and one at Loop 101. He advised that at this time, Pecos Road is the only alignment being considered because the Gila Indian Community has not indicated it will allow the freeway onto its land. Mr. Anderson displayed a map that showed the three options for a connection to I-10. He noted a number of public meetings on the alignment that have been held by ADOT. Mr. Anderson added that a preliminary recommendation from ADOT and FHWA is anticipated in February or March 2006. Mr. Anderson advised that an alignment change from the MAG-adopted connection would require a major amendment to the RTP. Mr. Anderson showed a map of rubberized asphalt projects. He said that the

cost has increased significantly because of the rise in price of liquid asphalt and we might want to delay some segments. Chair Hawker thanked Mr. Anderson for his report. No questions from the Council were noted.

10. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Council were noted.

Mayor Manross stated that the Loop 101 photo speed enforcement pilot program will start up in January. She explained that the project extends eight miles between Pima/90th Street and Scottsdale Road. Mayor Manross noted that initially, warnings will be issued, followed later by citations. She said that to increase awareness, she would be sending a letter to members on the project. Additional information is available on the City of Scottsdale website.

Mayor Scruggs announced that the City of Glendale's Parks and Recreation Department was awarded the Good Sports Community of the Year by *Sports Illustrated* magazine for its youth program. Mayor Scruggs noted that only eight of these awards were given nationally this year.

Chair Hawker read and presented a Resolution of Appreciation to Rusty Gant for his service to the MAG organization since 1992. Chair Hawker thanked Mr. Gant for his contributions, which made the region a better place to live. Mr. Gant commented that there have been many changes since he became a Regional Council member in 1992. He said there are many issues that will require the dedication of the people in this room. Mr. Gant stated that it has been a privilege and pleasure to serve on the Regional Council.

Supervisor Stapley announced that the National Association of Homebuilders awarded County Planner Joy Rich with its highest national award for planning.

There being no further business, the Regional Council meeting adjourned at 6:50 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
MAG Vehicle Occupancy Study Consultant Selection

SUMMARY:
The FY 2006 MAG Unified Planning Work Program and Annual Budget includes $170,000 to conduct the MAG Vehicle Occupancy Study. The study will determine the number of people who are sharing rides in High Occupancy Vehicle (HOV) lanes, the number of single occupant vehicles in the HOV lanes, the auto occupancy in the general purpose lanes, and the number of vehicles by classification. The auto occupancy data will be used to calibrate the mode choice model in order to produce accurate high occupancy vehicle estimates. The vehicle classification data collected will be used to calibrate the MAG truck travel model. Understanding truck travel has many important uses in the regional planning process. These uses include air quality modeling, pavement design, and noise studies. Also, the data from this study will be used in a following study to check the accuracy of detectors on the MAG Freeway System.

The request for proposals was advertised in September 2005. One proposal was received from United Civil Group Corporation. United Civil Group met the requirements outlined in the request for proposals. On November 3, 2005, a multi jurisdictional evaluation team consisting of MAG member agencies and MAG staff interviewed the firm. Their recommendation to MAG was to select United Civil Group to conduct the study in an amount not to exceed $170,000.

PUBLIC INPUT:
No public input has been received.

PROS & CONS:
PROS: The information gathered from this study will be used to document the use of the existing HOV lanes, plan for new HOV lanes and refine the MAG travel demand model to better forecast travel on HOV lanes. Also, the vehicle classification data will be used to refine the truck travel model to better forecast truck travel.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: This study will enable MAG to better understand HOV behavior and truck travel which will help refine the MAG travel demand model.

POLICY: This study will help to make better decisions with respect to HOV lanes on the MAG Freeway Management System as well as truck travel in the region.

ACTION NEEDED:
Approval of selecting United Civil Group Corp. to conduct the MAG Vehicle Occupancy Study for an amount not to exceed $170,000.

PRIOR COMMITTEE ACTIONS:
Management Committee: On January 11, 2006, the Management Committee recommended selecting United Civil Group Corp. to conduct the MAG Vehicle Occupancy Study for an amount not to exceed $170,000.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 November 3, 2005, the proposal evaluation team interviewed the firm and recommended to MAG the selection of United Civil Group to conduct the study in an amount not to exceed $170,000.

PROPOSAL EVALUATION TEAM

Frank McCullagh, Arizona Department of Transportation
Allan Grover, City of Glendale
Dave Wolfson, Maricopa County Department of Transportation
Patrick Pittenger, City of Mesa
Ron Amaya, City of Peoria
Ali Makarchi, City of Phoenix
Dave Meinhart, City of Scottsdale
Stuart Boggs, Valley Metro/RPTA
Mark Schlappi, Maricopa Association of Governments

CONTACT PERSON:
Ratna Korepella, MAG (602) 254-6300

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
2006 MAG Freeway Level of Service Study Consultant Selection

SUMMARY:
The FY 2006 MAG Unified Planning Work Program and Annual Budget includes $120,000 to conduct the 2006 MAG Freeway Level of Service (LOS) study. The work plan provides a complete overview of peak-period traffic conditions on the whole freeway system of Phoenix metro area. It also will compare current congestion with congestion observed in 2001. By using aerial survey technology, this study will update information on freeway traffic conditions and evaluate freeway LOS in the MAG urbanized area. The data derived from the aerial survey include freeway traffic density/LOS, ramp queues, etc. Information from this study will be used to help identify freeway bottlenecks, to help prioritize improvement projects, and to calibrate the MAG travel demand model.

One proposal, from Skycomp, Inc., was received in response to the request for proposals (RFP) advertised in October 2005. A multi-agency proposal evaluation team consisting of MAG and member agency staff reviewed the proposal document. On December 13, 2005, the evaluation team interviewed the firm and recommended to MAG the selection of Skycomp to conduct the study in an amount not to exceed $120,000.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: This study will enable MAG to fully grasp current freeway congestion, and it will help decision-makers to conceive and prioritize freeway projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: This study will obtain information of spatio-temporal traffic conditions (LOS) on all freeways during peak periods. The study will help to identify causes of bottlenecks and impacts of ramps. This study will further enable MAG to observe the traffic characteristics at locations with the absence of any surveillance device. This data will also be used to calibrate the MAG travel forecast model for estimating congestion in the future.

POLICY: Obtaining peak hour LOS data on freeways will help with freeway operations/management, transportation planning, and programming decisions.

ACTION NEEDED:
Approval of selecting Skycomp, Inc. to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed $120,000.

PRIOR COMMITTEE ACTIONS:
Management Committee: On January 11, 2006, the Management Committee recommended selecting Skycomp, Inc. to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed $120,000.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 December 13, 2005, the multi-jurisdictional proposal evaluation team interviewed the firm and recommended to MAG that Skycomp, Inc. be selected to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed $120,000.

PROPOSAL EVALUATION TEAM

Frank McCullagh, Arizona Department of Transportation
Greg Davis, City of Glendale
Dave Wolfson, Maricopa County Department of Transportation
Patrick Pittenger, City of Mesa
David Moody, City of Peoria
Donald J. Herp, City of Phoenix
John Lynch, City of Scottsdale
Mark Schlappi, Maricopa Association of Governments

CONTACT PERSON:
Wang Zhang, MAG (602) 254-6300

Agenda Item #5D

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Recommendation of Projects for MAG Federal Funding in FY 2011 of the Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

SUMMARY:
The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for the MAG Federal funds expected to be available for FY 2011 have been received, ranked by modal technical advisory committees (TACs) and those rankings were reviewed by the Transportation Review Committee (TRC) on December 8, 2005. The attached table contains the most recently recommended projects from the Air Quality, Bicycle, Pedestrian and ITS modes. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects).

PUBLIC INPUT:
The results of the early phase public input meetings for the Regional Transportation Plan and TIP are presented in the FY 2006 Early Phase Input Opportunity Report. An opportunity for input will also occur at the mid-phase meetings in March/April 2006 and at the final phase meetings to be conducted upon completion of the air quality conformity analysis. Continuous opportunities for public input are also available. There were no direct comments on this item from members of the public at the TRC meeting on December 8, 2005 or at the Management Committee meeting on January 11, 2006. An opportunity for public comment will be provided at the January 18, 2006 TPC meeting.

PROS & CONS:
PROS: Approval of the funding for these projects will enable their inclusion in the TIP and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited and the availability of contingency projects will be less. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Project selection has been addressed by members of MAG technical advisory committees. Congestion Management System and Air Quality Emission Reduction scores were considered and the program is fiscally balanced.

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

ACTION NEEDED:
Approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment.

PRIOR COMMITTEE ACTIONS:
This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On January 11, 2006, the Management Committee recommended approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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.

Transportation Review Committee: On December 8, 2005, the TRC unanimously recommended approval of the projects submitted for consideration for MAG Federal Funds in FY 2011 in the Draft FY 2007-2011 MAG TIP, as shown in the attached tables.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairman
ADOT: Dan Lance
Avondale: David Fitzhugh
* Chandler: Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
* Litchfield Park: Mike Cartsonis
Mesa: Jeff Martin
* Paradise Valley: Robert M. Cicarelli
* Peoria: David Moody
Phoenix: Don Herp for Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott, RPTA
* Street Committee: Larry Shobe, Tempe
* ITS Committee: Alan Sanderson, Mesa
* Pedestrian Working Group: Eric Iwersen, Tempe
* Telecommunications Advisory Group:

* Those members neither present nor represented by proxy.

Air Quality Technical Advisory Committee (AQTAC): On October 6, 2005, the AQTAC unanimously recommended approval of the projects submitted for consideration for MAG Federal Funds in FY 2011 in the Draft FY 2007-2011 MAG TIP, as shown in the attached table.

MEMBERS ATTENDING

Stephen Cleveland, City of Goodyear, Chair
Avondale: Michael Powell
Buckeye: Cathy Charney for Carroll Reynolds
Chandler: Jim Weiss
* El Mirage: Lucky Roberts
Gilbert: Greg Svelund for Tami Ryall
Glendale: Doug Kukino
Mesa: Scott Bouchie
Phoenix: Joe Gibbs for Gaye Knight
Scottsdale: Larry Person
* Surprise: Jim Nichols
Tempe: Oddvar Tveit
* Citizen Representative: Walter Bouchard
* American Lung Association of Arizona: Bill Pfeifer
Salt River Project: Sunil Varma
Southwest Gas Corporation: Brian O'Donnell
* Arizona Public Service Company: Jim Mikula
* Western States Petroleum Association: Gina Grey
Valley Metro: Betsy Turner for Randi Alcott
* Arizona Motor Transport Association: Dave Berry
* Maricopa County Farm Bureau: Jeannette Fish
* Arizona Rock Products Association: Rusty Bowers
* Greater Phoenix Chamber of Commerce: Michelle Rill
* Associated General Contractors: Amanda McGennis
* Homebuilders Association of Central Arizona: Connie Wilhelm-Garcia
* American Institute of Architects - Central Arizona: Stephen J. Andros
* Valley Forward: Peter Allard
* University of Arizona - Cooperative Extension: Patrick Clay
Arizona Department of Transportation: Beverly Chenausky
Arizona Department of Environmental Quality: Peter Hyde
* Environmental Protection Agency: Wienke Tax
Maricopa County Air Quality Department: Jo Crumbaker
* Arizona Department of Weights and Measures: Duane Yantorno
Federal Highway Administration: Ed Stillings
Arizona State University: Hank Dabibi for Judi Nelson
Salt River Pima-Maricopa Indian Community: Allison Bree Desmond for B. Bobby Ramirez

* Members neither present nor represented by proxy.
# Participated via telephone conference call.

Combined Pedestrian Working Group and Regional Bicycle Task Force: On October 25, 2005, at a combined meeting of the Pedestrian Working Group and Regional Bicycle Task Force, the combined committee unanimously recommended CMAQ funding for six bicycle projects and eight pedestrian projects as shown in the attached tables.

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Bicycle Task Force and Acting Chair, Pedestrian Working Group
Bruce Meyers, ADOA Gen. Services
Michael Sanders, ADOT
Peggy Rubach, Maricopa County
Mitch Foy, Mesa
Karen Flores, Peoria
* Katherine Coles, Phoenix

* Michael Eagan, ASLA, Arizona Chapter
Anna Bertanzetti, Avondale
Michael Normand, Chandler
Bill Lazenby, Coalition of Arizona Bicyclists
Steve Hancock, Glendale
Farhad Tavassoli, Goodyear
* Michael Cartsonis, Litchfield Park
Briiana Leon, Phoenix
Randi Alcott, RPTA
* Dawn Coomer, Scottsdale
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Randy Overmeyer for Lee Lambert, Surprise
Mark Smith, El Mirage

* Those members neither present nor represented by proxy.

Intelligent Transportation Systems (ITS) Committee: On October 12, 2005, the ITS committee unanimously recommended CMAQ funding for thirteen projects as shown in the attached tables.

MEMBERS ATTENDING

Alan Sanderson, Mesa, Chairman
Jimmie Dixon for Debbie Burdette, Glendale
Mike Mah, Chandler
Bruce Ward, Gilbert
Faisal Saleem for Nicolaas Swart, Maricopa County
Ron Doubek, City of Phoenix
Bob Ciotti, RPTA
Mike Lockhart, DPS
Bob Maki for Nick Mascia, Surprise
* Carrol Reynolds, Town of Buckeye
Bruce Dressel, Scottsdale
Jim Decker, Tempe
Debra Barker for Tim Wolfe, ADOT
Ron Amaya, Peoria
Scott Nodes, Goodyear
Mary Kihl, ASU
* Alan Hansen, FHWA
* Dennis Murphy, Phoenix Aviation
* Michael Smith, City of Avondale
* BJ Cornwall, City of El Mirage
* Mark Young for Michael Shine, Queen Creek

* Those members neither present nor represented by proxy.

CONTACT PERSON:
Paul Ward, (602) 254-6300

REPORT: FY 2011 MAG Fed Project Recommendations

RECOMMENDATIONS FOR MAG FEDERAL FUNDS IN FY 2011 OF THE DRAFT FY 2007-2011 MAG TIP

TABLE : TRC - 07-11 TIP MAG FED FUNDS 010306

MODE: *AQ or TDM*

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
MAGFED 07-05	Regionwide	Pave dirt roads program	CMAQ	862	$221,131	$3,658,362	$3,879,493
MAGFED 07-06	Regionwide	Purchase PM-10 certified street sweepers	CMAQ	1,825	$54,401	$900,000	$954,401
MAGFED 07-01	Regionwide	MAG/Valley Metro telework outreach and ozone education program	CMAQ	2,195	$0	$330,000	$330,000
MAGFED 07-07	Regionwide	Travel reduction program	CMAQ	4,732	$0	$910,000	$910,000
MAGFED 07-02	Regionwide	Regional rideshare program	CMAQ	5,447	$0	$721,000	$721,000
MAGFED 07-03	Regionwide	Capitol rideshare program	CMAQ	92,272	$0	$135,000	$135,000

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$275,532	*$6,654,362*	*$6,929,894*

TOTALS FOR ALL REQUESTS BY MODE: *AQ or TDM*

LOCAL:	FEDERAL:	TOTAL:
$275,532	*$6,654,362*	*$6,929,894*

MODE: *Bicycle*

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
MMAFED 07-01R	Forrest Rd: McDowell Mountain Rd to Rio Verde Dr	Add paved dirt shoulder and bike lane on both sides	CMAQ	20,315	$464,751	$400,000	$864,751
MAGFED 07-04S	Regionwide	Bicycle safety education program	CMAQ	22,665	$8,500	$20,000	$28,500
GDYFED 07-01	Estrella Pkwy: Gila River Bridge to Yuma Rd	Design and construct on-road bike lane	CMAQ	38,323	$33,855	$78,994	$112,849
PEOFED 07-01R	New River Trail at Peoria and Olive Aves	Acquire right of way, design and construct roadway crossings	CMAQ	374,280	$820,000	$700,000	$1,520,000
GLNFED 07-01R	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	CMAQ	379,342	$1,619,000	$1,000,000	$2,619,000
PHXFED 07-01R	24th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	CMAQ	2,529,452	$2,719,000	$1,700,000	$4,419,000

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$5,665,106	***$3,898,994***	***$9,564,100***

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
CHNFED 07-01	Citywide	Update bicycle plan	CMAQ		$45,000	$105,000	$150,000
SCTFED 07-04	Various locations	Purchase and install upgraded bicycle racks	CMAQ		$45,000	$105,000	$150,000
SCTFED 07-01	Arizona Canal: 64th St to Goldwater Blvd	Design and construct multi-use path	CMAQ	200,642	$487,306	$591,919	$1,079,225
GDYFED 07-02	Old Litchfield Industrial Lead Railroad: Yuma Rd to McDowell Rd	Design and convert an unused rail corridor into a multi-use path	CMAQ	300,754	$249,000	$581,000	$830,000

MODE: *Bicycle*

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SCTFED 07-03	CAP Canal: Via Linda to Sweetwater Ave	Design and construct multi-use path	CMAQ	361,402	$1,503,238	$1,213,238	$2,716,476
PHXFED 07-02	Rio Salado Pathway: 28th St to Tempe Drain	Construct multi-use path, including landscape, irrigation and rest facilities	CMAQ	775,905	$757,000	$1,764,000	$2,521,000
SCTFED 07-02	Crosscut Canal: Thomas Rd to Indian School Rd	Design and construct multi-use path	CMAQ	943,533	$624,074	$779,506	$1,403,580
MESFED 07-01	Pueblo St (alignment): Crismon Rd to half mile east (Parkwood Ranch Subdivision)	Design and construct multi-use pathway	CMAQ	954,256	$268,111	$625,593	$893,704

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$3,978,729	***$5,765,256***	***$9,743,985***

TOTALS FOR ALL REQUESTS BY MODE: *Bicycle*

LOCAL:	FEDERAL:	TOTAL:
$9,643,835	***$9,664,250***	***$19,308,085***

MODE: *ITS*

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
TMPFED 07-03R	Various locations	Install fibre optic connection between ADOT FMS backbone and signal cabinets at 22 interchanges	CMAQ	13,926	$54,400	$100,294	$154,694
TMPFED 07-04	Various locations	Install wireless communications and CCTV monitoring at 26 intersections	CMAQ	13,926	$93,600	$218,400	$312,000
SCTFED 07-05R	Scottsdale and Hayden Rds: Shea Blvd to McDowell Rd	Install detection equipment, variable message signs and software	CMAQ	15,068	$177,500	$102,500	$280,000
GDYFED 07-03R	Citywide	Implement traffic signal system, including installation of ITS backbone and communications equipment	CMAQ	94,753	$700,000	$700,000	$1,400,000
QNCFED 07-01R	Townwide	Design and construct/implement ITS hardware and software	CMAQ	113,624	$300,000	$490,000	$790,000
SURFED 07-01R	Peoria Ave: Litchfield Rd to Jackrabbit Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	CMAQ	131,754	$1,000,000	$700,000	$1,700,000
PHXFED 07-03R	Various locations	Construct regional ITS telecommunications expansion	CMAQ	193,176	$500,000	$700,000	$1,200,000
CHNFED 07-03	Arizona Ave: Pecos Rd to Riggs Rd	Install fibre optic cable for interconnecting traffic signals (4 out of 5 miles)	CMAQ	271,626	$147,450	$344,050	$491,500
MMAFED 07-03R	5 Different Locations	Upgrade traffic signals, including CCTV facilities	CMAQ	335,180	$150,000	$100,000	$250,000
MESFED 07-03R	Various locations	Install fibre optic communications and upgrade traffic signal controllers	CMAQ	476,087	$500,000	$700,000	$1,200,000
PEOFED 07-02R	Various locations	Design and construct extension to fibre optic backbone and install CCTV cameras	CMAQ	642,281	$500,000	$700,000	$1,200,000
MMAFED 07-02R	Bell Rd: Loop 303 (Estrella Pkwy) to 75th Ave	Construct Dynamic Message Signs and fibre optic conduit and cable	CMAQ	915,765	$234,000	$382,200	$616,200
GLNFED 07-02R	Various Glendale Sports Facilities	Purchase and Install Dynamic Message Signs	CMAQ	1,391,027	$794,311	$156,018	$950,329

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$5,151,261	***$5,393,462***	***$10,544,723***

MODE: *ITS*

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
QNCFED 07-02	Townwide	Design and construct/implement ITS hardware and software	CMAQ		$155,100	$361,900	$517,000
QNCFED 07-03	Townwide	Design and construct/implement ITS hardware and software	CMAQ		$155,100	$361,900	$517,000
SCTFED 07-06	Area bounded by Shea Blvd, Carefree Hwy, 56th St and 136th St	Install TPZ cameras	CMAQ	15,728	$338,000	$338,000	$676,000
CHNFED 07-07	Various Loop 202 (Santan Fwy) interchanges	Install CCTV cameras	CMAQ	100,243	$39,780	$92,820	$132,600
CHNFED 07-05	Ray Blvd: 54th St to Loop 101 (Price Fwy)	Install fibre optic cable for interconnecting traffic signals	CMAQ	169,341	$127,560	$297,640	$425,200
CHNFED 07-04	Chandler Blvd: McQueen Rd to Gilbert Rd	Install fibre optic cable backbone for interconnecting traffic signals	CMAQ	198,478	$65,400	$152,600	$218,000
CHNFED 07-06	Arizona Ave, within City of Chandler	Pilot program to study, design and operate a transit signal priority system	CMAQ	345,692	$324,930	$758,170	$1,083,100

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$1,205,870	***$2,363,030***	***$3,568,900***

TOTALS FOR ALL REQUESTS BY MODE: *ITS*

LOCAL:	FEDERAL:	TOTAL:
$6,357,131	***$7,756,492***	***$14,113,623***

MODE: *Pedestrian*

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SURFED 07-02	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	CMAQ	153,559	$500,000	$1,000,000	$1,500,000
CHNFED 07-02	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	CMAQ	324,231	$117,000	$271,000	$388,000
SCTFED 07-07R	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Enhance sidewalks and add bicycle lanes	CMAQ	493,577	$3,106,743	$600,000	$3,706,743
GLBFED 07-01	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	CMAQ	528,946	$180,000	$420,000	$600,000
AVNFED 07-01	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	CMAQ	745,084	$64,500	$150,500	$215,000
MESFED 07-02	Lewis St (alignment): Library to Centennial Center	Design and construct Town Center pathway extension	CMAQ	831,152	$115,568	$269,658	$385,226
TMPFED 07-05R	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	CMAQ	1,408,224	$5,425,080	$1,100,000	$6,525,080
FTHFED 07-01R	Fountain Hills Blvd: Shea Blvd to Crystal Point Dr	Design and construct new sidewalk	CMAQ	2,311,736	$1,058,000	$300,000	$1,358,000

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	FEDERAL:	TOTAL:
$10,566,891	***$4,111,158***	***$14,678,049***

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
TMPFED 07-06	University Dr: SPRR to Rural Rd	Improve bicycle and pedestrian facilities	CMAQ	554,193	$882,801	$2,059,870	$2,942,671
SCTFED 07-08	Thomas Rd: 64th St to Granite Reef Rd	Enhance sidewalks and add bicycle lanes	CMAQ	588,705	$2,992,638	$2,556,581	$5,549,219

MODE: *Pedestrian*

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SCTFED 07-09	Various locations	Upgrade traffic signals to add pedestrian countdowns and improve access to signals	CMAQ	994,266	$235,110	$408,590	$643,700

TOTALS FOR Recommended / NOT Recommended:

LOCAL: ***$4,110,549*** **FEDERAL:** ***$5,025,041*** **TOTAL:** ***$9,135,590***

TOTALS FOR ALL REQUESTS BY MODE: *Pedestrian*

LOCAL: ***$14,677,440*** **FEDERAL:** ***$9,136,199*** **TOTAL:** ***$23,813,639***

Agenda Item #5F

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Approval of the Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

SUMMARY:
Since the approval of the ALCP Policies and Procedures in June 2005, the involved jurisdictions and MAG staff have been working together on key components to the ALCP: the Project Overview, Project Agreement and Project Reimbursement Requests. The approved June 29, 2005 ALCP Policies and Procedures do not incorporate these components and their requirements. The updated ALCP Policies and Procedures do reflect the intentions of these documents and also incorporates clarification on federal funding, inflation rate information, an updated appendix, and minor technical improvements.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than $1.5 billion of investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG members to ensure that the program is implemented in an efficient and effective manner.

PUBLIC INPUT:
There has been no public input. An opportunity for public comment will be provided at the January 18, 2006 Transportation Policy Committee meeting.

PROS & CONS:
PROS: Once the changes to the ALCP Policies and Procedures are approved, involved jurisdictions and MAG will be able to move forward with Project Agreements and prepare for upcoming project reimbursement requests.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: MAG will be able to continue implementation of the ALCP regarding Project Overviews, Project Agreements and the reimbursement process.

POLICY: A.R.S. 28-6352 (B) required that MAG performs life cycle management for the arterial street component of the RTP.

ACTION NEEDED:
Recommend approval of the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the January 18, 2006 Transportation Policiy Committee agenda. An update will be provided on action taken by the Committee.

On January 11, 2006, the Management recommended approval of the changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 December 8, 2005, the Transportation Review Committee recommended approval of the changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson
ADOT: Dan Lance
Avondale: David Fitzhugh
*Chandler: Patrice Kraus
*El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
*Gilbert: Tami Ryall
Glendale: Terry Johnson
*Goodyear: Cato Esquivel
*Guadalupe: Jim Ricker
*Litchfield Park: Mike Cartsonis
Mesa: Jeff Martin
*Paradise Valley: Robert M. Cicarelli
*Peoria: David Moody
Phoenix: Don Herp for Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
*Wickenburg: Shane Dille
Valley Metro Rail: John Farry

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

CONTACT PERSON:
Eileen O'Connell, MAG, 602-254-6300.

Proposed changes to the previously approved June 29, 2005 ALCP Policies and Procedures

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
Table of Contents – switched Section 330 & 340	CHANGED: Switched 330 & 340	
Table of Contents – Section 340	CHANGED: Project Reimbursement Requests	OLD: Invoicing for Reimbursement of Project Costs
Table of Contents – Section IV	CHANGED: Project Overview and Project Agreement	OLD: Project Agreement
Table of Contents – Section 410	NEW: Section 400 & 410	OLD: Section 400
Section 100.3.b	**CHANGED:** Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track project implementation, performance and successful completion of individual projects and the Program.	OLD: Provide the means within each project agreement to track project implementation, performance and successful completion of individual projects and the Program
Section 110.B.1	ADDED: and the ADOT Local Government Section	
Section 110.B.2	CHANGED: The projects receiving federal funding will adhere to both the federal and the ALCP requirements.	OLD: Where conflicts occur between federal and ALCP requirements, the federal requirements will typically apply except for: a. Legal agreements and related areas. b. Risk management, liability and insurance and related areas. c. Limits on regional funding. d. Match requirements, which are established in Section 310 for all projects. e. Reporting (Annual, Certification and Other) requirements. f. Audit requirements. g. Joint requirements for projects receiving both federal and regional funds. h. Other requirements and determination on a case-by-case basis with MAG staff.
Section 120.D.1	CHANGED: All Items United States Consumer Price Index (CPI), All Urban Consumers	OLD: All Goods United States Consumer Price Index (CPI).
Section 120.D.1.a	NEW: This information can be found on the US Department of Labor, Bureau of Labor Statistics website: http://data.bls.gov. The specific series used for calculating inflation is U.S. All items, 1982-84=100 – CUUR0000SA0.	
Section 120.D.2	NEW: The inflation rate is calculated using the month of March base year 2002 and March of the current year.	
Section 120.H.3.a	**CHANGED:** All participating agencies will provide information to	**OLD:** All participating agencies will provide information to meet

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.	the minimum requirements for the audit report.
Section 130.C.1	CHANGED: Approval of amendments to the ALCP Policies and Procedures.	OLD: Approval of amendments to the ALCP Policies and Procedures and associated documents including templates for Project Agreements.
Section 130.C.3	ADDED: and or that have a material change	
Section 200.D	DELETED: the entire section and moved it to Section 400 to go with the Project Overview description	OLD: The following information must be provided for each project: 1. Description of the scope of the project including any significant differences from the project as it is described in the RTP. 2. Alignments as appropriate for the project. 3. Major project elements between (logical) project termini for the selected alignment. 4. Cost estimates by project phase (design, right of way and construction) based on time and material-quantity estimates for use in the Project Agreement. 5. Recommendations for phasing of design, right of way acquisition and construction of the project. 6. Source of funding for the local match component and documentation that the funding is committed to the project. 7. If the project is part of a RTP project that has been divided into multiple segments, then the basis for the allocation to the segment must be documented. The sum of the regional funding for each segment must not exceed the regional budget for the original project budget as provided in the RTP.
Section 200.H	**CHANGED:** The Project Overview for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.	**OLD:** The Project Agreement for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.
Section 210.A.3	NEW: A Project Overview must be on file at MAG	
Section 210.B.3	ADDED: Project Overview	
Section 220.B.3.a	DELETED: and local match contributions	
Section 220.C	ADDED: if necessary	
Section 220.D.5	ADDED: fiscal "year"	OLD: fiscal ____
Section 220.D.9	CHANGED: Project Reimbursement Requests	OLD: invoices
Section 220.D.9	ADDED: Project Overview	
Section 300.A.3	DELETED: MOU	

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
Section 300.B.1	CHANGED: The Lead Agency and MAG will be signatories to the Project Agreement	OLD: The Lead Agency and other agencies/jurisdictions listed in the Project Agreement will be signatories to the Project Agreement.
Section 300.B.3	DELETED: This is clarified in the actual Project Agreement.	OLD: The Lead Agency will be responsible for assuming all risks associated with the projects except those that are assigned to agency(ies)/jurisdiction(s) and agreed as such in the Project Agreement. **a.** The Lead Agency, and the agency(ies)/jurisdiction(s) listed in the Project Agreement, will indemnify and hold harmless MAG for all aspects of project implementation and operation.
Section 300.D.a.i	NEW: i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees in a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA). a. This agreement will be used to explain the multi-jurisdictional roles, responsibilities and terms of the project, which will be referenced in the Project Agreement signed by the Lead Agency. b. A copy of this agreement must be provided to MAG, who must agree to the proposed Lead Agency designation.	OLD: i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees. a. This agreement can be a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
Section 310.B.2	ADDED: and Project Overview	
Section 320.B.2	ADDED: unless there are surplus program funds, Section 120.E.	
Section 320.C	ADDED: and the Project Overview	
Section 320.D and 320.D.2	CHANGED: Project Reimbursement Request	OLD: Invoice
Section 330.A.1	ADDED: Project Overview	
Section 330.D	**CHANGED:** The Project Overview will identify as appropriate the priorities for reimbursement for prior right of way acquisition and/or work if more than one agency is requesting such reimbursement for that project.	OLD: The Project Agreement will identify as appropriate the priorities for reimbursement for prior right of way acquisition and/or work if more than one agency is requesting such reimbursement for that project.
Section 330.E	CHANGED: CIP and TIP	OLD: ...Lead Agency Capital Improvement Program or in the MAG Transportation Improvement Program approved. . .
Section 340	CHANGED: A. A Project Reimbursement Request will contain a request for	OLD: A. All project invoices shall be submitted to MAG for

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	payment, an invoice and a progress report. 1. The request for payment, invoice and progress report forms will be provided by MAG. 2. For a current project, the Project Reimbursement Request will be submitted by the Lead Agency to MAG as needed, or by milestone completion (Section D.4.a-k), or unless otherwise agreed to in the Project Overview. a. The Lead Agency cannot submit a Project Reimbursement Request more than once per month. b. The progress report will reflect the work that is being invoiced for. 3. If a project is advanced, progress reports will be submitted and QA/QC meetings will be held based on the milestones of the project even though a full Project Reimbursement Request will not be submitted. i. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of project completion. 4. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment. a. Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the project or as part of the project, subject to other terms in this agreement. 5. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements. 6. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review. a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests. b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period. 7. An authorized representative of the Lead Agency will	authorization for payment. 1. As permitted in the Project Agreement, participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the project or as part of the project, subject to other terms in this agreement. 2. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements. 3. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review. a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests. b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period. 4. A duly authorized representative of the Lead Agency must sign all invoices and progress reports. 5. Matching contributions as required in the ALCP Policies and Procedures have been invoiced and/or received, and are not in arrears. 6. If a project is advanced, all invoices are due at the time of project completion. 7. Other stipulations as appropriate as determined by MAG in consultation with the Lead Agency. B. On MAG approval of invoice, it will be forwarded to ADOT for payment. 1. Checks will be distributed from ADOT. C. The signature of the duly authorized representative certifies that the invoice and progress reports are true and correct per the terms of the Project Agreement. 1. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that has signing authority and is designated in the Project

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	sign all three forms: request for payment, invoice and progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview. a. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that has signing authority and is designated in the Project Overview for that specific ALCP project. b. No electronic or scanned signature will be accepted 8. Matching contributions as required in the ALCP Policies and Procedures have been fully documented, invoiced and/or received, and are not in arrears. B. The request for payment will be approved and signed by the duly authorized representative from the Lead Agency, then it will be processed and approved at MAG and forwarded to ADOT for payment to Lead Agency. The request for payment form will include: 1. Project name, description and RTP ID 2. Estimated total project costs 3. Expenditures to date 4. Regional fund budget 5. Previous Regional fund payments 6. Amount of Regional fund requests 7. Remaining Regional funds 8. Status of project development/completion 9. Type of work for reimbursement request is for 10. Mailing address for payment 11. Signatures of authorized representatives from Lead Agency, MAG and ADOT C. The invoice will include: 1. Invoice # 2. Project name, description and RTP ID 3. Reimbursable items and related costs 4. Proper documentation of reimbursable items and reimbursable costs contained in invoice	Agreement for that specific ALCP project.

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	a. A copy of the invoice from the contractor is sufficient documentation for contracted work. b. An administrative breakdown chart including staff name, hours on project, hourly rate, and total costs is sufficient documentation for administrative work. D. The progress report of the Project Reimbursement Request will explain the status of the project, milestones and other necessary information. 1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice or milestone during the reporting period. 2. Advanced projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements. 3. For each progress report, the jurisdiction is to provide: a. Percent of work complete b. Work accomplished c. Estimate v. real cost analysis d. Work schedule analysis e. Grievance/complaints reports f. Procurement process update (when necessary) g. Documents produced 4. Milestones can be used to trigger a Project Reimbursement Request for a current project. Milestones must be used to trigger a progress report for an advanced project. The milestones are: a. Studies b. Preliminary Design - 60% c. Final Design - 100% d. Construction – 25% e. Construction – 60% f. Final Acceptance g. Project Closeout 5. Additionally to the progress report, there will be 3 Quality Assurance/Quality Control (QA/QC) meetings in the lifetime of a project. a. Each QA/QC meeting will have an agenda developed by MAG to 1)review and discuss a list of questions and measures pertaining to the	

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	project schedule, budget and deliverables 2)facilitate discussion and updates between MAG and jurisdictions in a team environment and plan for improvements. b. Each QA/QC meeting will consists of the project manager/other designee from the jurisdiction, a MAG representative and, if necessary and requested, other representatives from partner agencies and/or contractors. c. These meetings will generally come after the Final Design milestone, the Construction - 60% milestone, and the Final Acceptance milestone. E. On MAG approval of Project Reimbursement Request, it will be forwarded to ADOT for payment. 1. MAG will work with ADOT to expedite payment dependent on availability of funds. 2. Checks will be distributed from ADOT and sent to Lead Agency.	
Section 350.A.1 & 3	ADDED: Project Overview	
Section 400 TITLE	ADDED: Project Overview	
Section 400	NEW: A. Each ALCP Project will have a Project Overview submitted to MAG before the Project Agreement is signed. 1. For advanced projects, a Project Overview will be submitted when the project begins. B. The Project Overview can be updated throughout the project as long as it is not a material change. C. The Project Overview will provide at a minimum: 1. Lead Agency contacts and other agency(ies) jurisdiction(s) involved in the project. 2. Project scope, project alignment, project history, project considerations, ITS components, multi-modal issues, project development process including, as needed, environmental, utility and right of way clearances. 3. Map/photographs 4. Timeline 5. Management plan 6. Project data 7. Cost estimates	

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	8. Contingencies 9. Cost savings 10. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement 11. Project documents if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, project amendments, environmental overview 12. Funding sources D. A Project Overview template will be provided by MAG.	
Section 410.A	CHANGED: A Project Agreement between MAG and the designated Lead Agency will be required for every project before reimbursable expenditures may be paid.	OLD: A Project Agreement between MAG and the designated Lead Agency and other local agencies as appropriate, will be required for every project before reimbursable expenditures may be initiated.
Section 410.A.1	CHANGED: Project Reimbursement Requests	OLD: Invoice
Section 410.A.1.a	ADDED: If a project is advanced, a Project Agreement has to be in place before the completion of the project.	
Section 410.A.2.b	CHANGED **a.** A Project Agreement will not be executed for subdivided projects or projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.	OLD: a. A Project Agreement will not be executed for subdivided projects or projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP.
Section 410.B.2	CHANGED: Project Overview	OLD: Project Agreement
Section 410.C	CHANGED: B. The Project Agreement will be comprehensive. The Project Agreement will typically address at a minimum: 1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable. 2. Lead Agency and other agency(ies) jurisdiction(s) involved in the project. 3. Applicable Design Standards. 4. Responsibilities of the Parties. 5. Risk and indemnification. 6. Records and audit rights.. 7. Term and termination. 8. Non-Availability of Funds.	OLD: E. The Project Agreement will be comprehensive. The Project Agreement will typically address at a minimum: 1. Project scope, schedule and budget including regional, local match contributions and federal funding if applicable, and cost breakdowns. 2. Lead Agency and other agency(ies) jurisdiction(s) involved in the project. 3. Applicable Design Standards. 4. Environmental Overview. 5. Overall project development process including, as needed, environmental, utility and right of way clearances. 6. Review and approval requirements; and local

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	9. Conflict of Interest.	jurisdiction actions. 7. Annexation (as needed), accounting, financial and legal elements including milestones or trigger points. 8. Contingencies. 9. Risk and indemnification. 10. Audits. **11.** Completion.
Section 410.F	CHANGED: F. The Lead Agency and MAG will be signatories to the Project Agreement: 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. The respective Town/City Managers, County/Community Administrator/Supervisor or designee will be the signing authority for that jurisdiction. 2. To indicate roles and responsibilities in project implementation.	OLD: F. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement will be signatories to the Project Agreement: 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. 2. To indicate their roles and responsibilities in project implementation, if any, acting in effect as a subcontractor to the Lead Agency.
APPENDIX	DELETED: Cash Flow –not mentioned in the Policies & Procedures	
APPENDIX	DELETED: Contingency Fund –not mentioned in the Policies & Procedures	
APPENDIX	CHANGED: Material Change - …Overview	OLD: Agreement
APPENDIX	DELETED: middle sentence of Participating Agency	
APPENDIX	DELETED: last sentence in Project Agreement	
APPENDIX	DELETED: performance monitoring requirements, warranty periods in Project Completion	
APPENDIX	NEW: Project Overview	
APPENDIX	NEW: Project Reimbursement Request	
APPENDIX	DELETED: RTP Annual Report –not mentioned in the Policies & Procedures	

ARTERIAL LIFE CYCLE PROGRAM

POLICIES AND PROCEDURES

January 25, 2006

MARICOPA ASSOCIATION OF GOVERNMENTS

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BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated development of the Arterial Life Cycle Program (ALCP, or the "Program"), to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP, or the "Plan"). MAG is the designated Metropolitan Planning Organization (MPO) for the Maricopa region. MAG serves the role designated in ARS: 28-6308 as the "regional planning agency" for this region.

The Policies and Procedures were developed in coordination with the Transportation Review Committee in workshops held in 2004 and early 2005 and are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan (RTP) and Proposition 400. The Transportation Policy Committee reviewed and recommended the Policy and Procedures for approval on June 22, 2005. The Regional Council approved the Policies and Procedures on June 29, 2005.

The ALCP relies upon two main elements:

1. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify steps needed to implement specified policies.

2. Project Agreements (PA), which serve to define the roles and requirements for agencies participating in the implementation of each project.

I. PROGRAM MANAGEMENT AND ADMINISTRATION

Section 100: Program Objectives

A. The ALCP has five key objectives:

1. Effective and Efficient Implementation of the RTP: Facilitate the effective and efficient implementation of the arterial component of the RTP. In support of this objective, the Program should:
   a. Ensure projects are implemented in a manner consistent with the RTP including any updates or amendments.
   b. Include means to track project implementation against requirements established in the RTP and the ALCP.
   c. Be administratively simple.

2. Fiscal Integrity: Ensure the fiscal integrity of the regionally funded arterial component of the RTP. In support of this objective, the Program should:
   a. Establish comprehensive financial and reporting requirements for each project.
   b. Coordinate with the RTP and the other modal programs on key financial, accounting and reporting policies, procedures and practices.

3. Accountability: Provide the means to track and ensure effective and efficient project implementation. In support of this objective, the Program should:
   a. Employ comprehensive Project Agreements or other legal instruments that detail agency roles and responsibilities in the implementation of specific projects.
   b. Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track project implementation, performance and successful completion of individual projects and the Program.

4. Transparency: Provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each project. In support of this objective, the Program should:
   a. Include substantial public and stakeholder consultation as part of the implementation process for each project.
   b. Require that material changes to projects in the Program be subject to public and stakeholder consultation through the MAG Committee Process as well as any other consultation processes, including within the community or communities affected, as specified in the associated Project Agreements.

5. Compliance: Comply with all applicable federal, state and local requirements in the implementation of projects.

B. Consistency with the RTP generally means that an ALCP project meets project eligibility requirements as specified in Section 200 and the scope matches the project described in the RTP.

C. The Program must be flexible and allow adjustments as needed in support of meeting the general objectives.

Section 110: Applicability of Arterial Life Cycle Program Policies and Procedures

A. The requirements established in this document are limited to arterial street projects (including arterial intersections) as specified in the RTP that receive regional funds, including federal, state and regional (including half-cent) funds.

B. Projects receiving any federal funding in the ALCP must satisfy all federal requirements in addition to the requirements established in this document.
   1. Only select projects will have federal funding allocated to them. Those that do will be identified and the Lead Agency designated for that project will work with MAG and the ADOT Local Government Section to ensure conformity to federal and ALCP requirements.
   2. The projects receiving federal funding will adhere to both the federal and the ALCP requirements.

Section 120: Programming the Arterial Life Cycle

A. The RTP establishes regional funding limits as well as general scopes and priorities for all ALCP projects.

B. All ALCP projects must be programmed in the approved MAG Transportation Improvement Program (TIP) before they may be implemented or reimbursed.

C. Programming of projects funded by the ALCP must be consistent with the ALCP and the ALCP Policies and Procedures.
   1. Projects will initially be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.
      a. In order to support the development of Project Agreements that include a scope and schedule for each project, programming of each ALCP project shall include a separate scoping or design phase that precedes right of way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.
      b. Programming of subdivided projects will only be conducted following the completion of the process described in Section 220(C) for subdividing projects.
   2. Amendments to the TIP, RTP and/or Project Agreement for a project(s) must follow the policy set in Section 220.
   3. Federal funds will be allocated to projects, considering:
      a. A request from the Lead Agency.
      b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the size or schedule.

D. Inflation will occur throughout the ALCP. The original project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP will require that the project budgets be adjusted to account for the past year's inflation.
   1. The regional funding specified in the original RTP for a project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
      a. This information can be found on the US Department of Labor, Bureau of Labor Statistics website: http://data.bls.gov. The specific series used for calculating inflation is U.S. All items, 1982-84=100 – CUUR0000SA0.

2. The inflation rate is calculated using the month of March base year 2002 and March of the current year.

E. Use of surplus and/or deficit Program funds.
   1. If there are surplus Program funds, existing projects will be accelerated in priority order of the ALCP.
      a. For projects to be accelerated, the matching local funds must be committed.
      b. If there are surplus funds available upon full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional projects.
   2. If there is a deficit of Program funds to the ALCP, the ALCP projects will be delayed in priority order of the ALCP.

F. Moving ALCP Projects:
   1. A jurisdiction is allowed to advance design, acquire right of way and construct a project in the ALCP.
      a. The payment for the project will stay in the original year it is programmed in the ALCP based on the RTP.
         i. Reimbursement for a project will be the amount listed, plus inflation to the year it is programmed in the ALCP.
      b. The advancement of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
   2. Deferring a project
      a. To defer a project, the Lead Agency must submit a written request stating the reason(s); the new schedule to MAG and the request must be approved through the MAG Committee Process.
      b. The deferral of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
      c. If a project is deferred, other projects will be moved in priority order at that time, taking into account: project readiness, local match available and funding source preferences.
   3. Substituting Projects: If an original ALCP project has exhausted all means to develop an acceptable scope of work and/or the project is deemed not feasible given environment, public concerns, costs and other factors, a substitute project may be proposed for substitution in the same jurisdiction as the original project.
      a. The Lead Agency shall submit a written request, including the justification and the description of steps to overcome the issues related to deleting the original project from the ALCP and RTP.
      b. The substitution of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
      c. The Lead Agency may propose a substitute project that would use the regional funds that are allocated to the original project.
         i. The substitute project should relieve congestion and improve mobility in the same general area addressed by the original planned project, if possible.
      d. The deletion of the original project and the addition of the substitute project must be approved through the MAG Committee Process and be subject to any required consultation process.
      e. If approved, the RTP and TIP shall be amended, subject to any necessary air quality conformity analysis.

G. Working with ADOT

1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.
2. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.

H. Reporting
   1. At a minimum, the ALCP Certification Report will be issued annually. It will provide the status of the projects, project additions, project deletions, changes to the schedule of projects, Program and project financing and other necessary components. ARS: 28-6354.
   2. All participating agencies will provide available information to MAG for needed reports, such as: GIS based information, traffic counts, travel speeds and delay data.
   3. Audits – All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A.
      a. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

Section 130: MAG Committee Process

A. The MAG Committee Process is defined in Appendix A - Definitions

B. Final decisions regarding the ALCP rest with the MAG Regional Council with recommendations from the Transportation Review Committee (TRC), MAG Management Committee and the Transportation Policy Committee (TPC). Variations to the MAG Committee Process may be applied. These include, but are not limited to:
   1. Other committees, including MAG modal committees, MAG Street Committee, and the MAG ITS Committee, or bodies outside this process may consider and advise on the same item.
   2. Consultation with the Citizens Transportation Oversight Committee (CTOC) will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).

C. The MAG Committee Process will apply for:
   1. Approval of amendments to the ALCP Policies and Procedures.
   2. Adoption of the Arterial Life Cycle Program.
   3. Approval of amendments to ALCP projects in the TIP, RTP and/or that have a material change.

Section 140: Modifications to the Arterial Life Cycle Program Policies and Procedures

A. To make changes to the ALCP Policies and Procedures:
   1. MAG staff will suggest new provisions, additions and revisions to the ALCP Policies and Procedures when necessary.
   2. Member agencies may submit suggested changes to MAG and the chairperson of the Transportation Policy Committee.

II. PROJECT REQUIREMENTS

Section 200: Project Eligibility

A. To be funded or constructed under the Program, all projects must:
   1. Have a scope, budget (including amounts of regional funding and local match contributions) and schedule consistent with the project as included in the RTP, ALCP, as appropriate, the TIP and consistent with federal requirements where applicable.
   2. Be considered new in keeping with voter expectations, and as such:
      a. Cannot include costs for any pre-existing, programmed or planned element or improvement that is not part of the specific improvement project described or included in the RTP as of November 25, 2003 or later.
      b. Cannot have already begun design, acquired right of way or begun construction before the date specified in Section 340(A) or the date of the addition of the project to the RTP.

B. Facilities eligible for improvements under the ALCP include:
   1. Major arterials as defined in Appendix A for this document, which include:
      a. Roadway facilities on the regional arterial or mile arterial grid system.
      b. Roadway facilities that connect freeways, highways or other controlled access facilities.
      c. Other key arterial corridors.
   2. Intersections of eligible major arterials.

C. All projects must be designed to standards agreed to by the designated local jurisdictions and the Lead Agency established in the Project Agreement:
   1. The agreed standards, which may be higher than the standards in use in the local jurisdiction(s), will be specified or referenced in the Project Agreement.
   2. Standards for multiple jurisdictional projects should be consistent to the extent feasible.

D. Reimbursable items for regionally funded projects are limited to:
   1. Design, right of way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.
   2. Capacity improvement projects.
   3. Safety improvement projects.
   4. Projects or components thereof directly related to capacity and safety improvements, including:
      a. Intelligent Transportation Systems (ITS).
      b. Signals.
      c. Lighting.
      d. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit.
      e. Bicycle/pedestrian facilities where integral to the roadway, including wide sidewalks separated from curbs.
      f. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement.
      g. Drainage improvements for the project (with limitations), such as retention basins required for the project that would not normally be handled through County or other drainage funds,

within reasonable limits (and generally not exceeding typical practice for the local jurisdiction).

h. Landscaped medians and shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction).
i. Reconstruction projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible project elements.
j. Access management.
k. Rubberized asphalt and concrete paving.
l. Staff time directly attributable to project.
m. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards.

E. Notwithstanding findings or recommendations from the Design Concept Report or similar study, projects, project components or other costs that are not reimbursable from the ALCP include:
   1. Enhancement projects or enhancement components of projects.
      a. If a the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement requests an enhancement to a project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.
   2. Right of way that is not used by the ALCP project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
   3. Any project or project element that exceeds reasonable limits or typical practice for the local jurisdiction in which the project or projects are located.
   4. Administrative overhead costs by the Lead Agency and other agency (ies)/ jurisdiction(s) listed in the Project Agreement that are not attributed to the project.
   5. Other expenses, such as bad debts, as determined by MAG.

F. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.

G. Eligible local match contributions include:
   1. Locally funded expenditures on eligible projects or elements as listed above in this section.
   2. Third party contributions are taken at market value at the time of the donation, mutually agreed upon between the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement and MAG, and have supporting documentation.

H. The Project Overview for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.

I. MAG Committee Process has the final determination on the eligibility of any project or project component for reimbursement from the Program.

Section 210: Project Authorizations

A. All projects must receive authorization to proceed with an executed Project Agreement before reimbursements are made.
   1. The project must be included in the adopted local Capital Improvement Program.

2. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement.
   a. Design studies may be initiated under a MOU to determine project scope, costs and schedule, by a jurisdiction as needed for multijurisdiction projects.
   b. The MOU may address other considerations, such as roles and responsibilities for local jurisdictions in a multijurisdiction project, or early right of way acquisition, as needed in a preliminary manner prior to a full Project Agreement.
3. A Project Overview must be on file at MAG.

B. Prerequisites for project authorization and the development of a Project Agreement include:
   1. The scope, budget and schedule of the project as currently foreseen must match that specified in the RTP and/or TIP, otherwise the RTP and TIP must be amended.
   2. A Lead Agency for each project must be identified, agreed to by the local jurisdictions in which the project is located, and established in the Project Agreement.
   3. Adequate and secure funding from a local, regional and, if applicable, federal level must be identified in the Project Overview.

Section 220: Project Amendments

A. An amendment to the RTP and the TIP, if appropriate, will be needed if a scheduled project in the ALCP is: subdivided, merged with another project, advanced, deferred, exchanged, accelerated, newly funded, given reallocated money and/or altered causing a change in the scope or schedule of the project. ARS: 28-6353.
   1. Proposed amendments that in whole or in part negatively impact projects in the TIP, RTP and/or ALCP, may not be approved.
   2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.

B. The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
   1. If the new or revised project resulting from the amendment is also to be regionally funded, it will be subject to all of the requirements of the ALCP.
   2. If an amendment is approved by MAG, corresponding amendments are required to the Project Agreement established for the original project(s).
   3. The request for the RTP and/or TIP amendment must be provided as part of the agenda item for review and consideration throughout the MAG Committee Process.
      a. The request must explain why it is necessary to change the project scope, schedule or budget including regional funding as described in the Project Agreement.
      b. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
         i. Project length.
         ii. Through lane capacity.
         iii. Facility location or alignment.
         iv. All other key project features.
         v. Potential negative impacts to other RTP projects, including freeway/highway, arterial, public transportation or other mode projects.
         vi. Potential negative impacts to meeting all applicable federal, state, regional and local requirements, including but not limited to, any applicable requirements for air quality

conformity and any that may be imposed directly or indirectly following a performance audit.

vii. Funding changes identified from the original project allocation, the contingency allowance; the overall revised budget and other key aspects of the funding, reimbursement or reallocation.

C. For RTP projects that want to subdivide or merge contiguous or nearly contiguous projects, an amendment to the RTP, TIP and Project Agreement, if necessary, for the new projects must be agreed to and executed.
   1. A Design Concept Report or equivalent will be used to determine major project elements within each jurisdiction and to develop recommendations for budget allocations.
   2. The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed subdivisions, merge and/or any other associated changes.
      a. The resulting projects would together provide for the completion of the original project as specified in the RTP.

D. Projects may be advanced by the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the project and wait for reimbursement from the Program in the fiscal year the project or projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
   1. The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right of way acquisition, construction and related activities for ALCP projects.
   2. All parties listed in the Project Agreement must agree to the advancement.
   3. Impacts on neighboring jurisdictions must be considered.
   4. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
   5. The reimbursement for the advanced project will be in the original scheduled fiscal year.
   6. If Program revenues are lower or higher than expected, then the repayment schedule is subject to Program delays or Program advancements in the same manner as any other project in the ALCP.
   7. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.
   8. The amount of regional reimbursement for projects advanced as segments of a larger RTP project will be determined following the completion of the process for subdividing projects as specified in Section 220(C) as will be specified in the Project Agreement to be executed for the project.
   9. Upon completion of an advanced project, all Project Reimbursement Requests will be submitted to MAG and payments will follow the schedule established in the Project Agreement and Project Overview.

E. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, and/or MAG.
   1. If a project is deferred, other projects will be moved in priority order for that year, taking into account: availability of Program funds, project readiness, local match available and funding source preferences.

F. Projects can be exchanged in the ALCP.
   1. Exchanging projects requires the agreement of the respective Lead Agency, MAG and all other agencies/jurisdictions listed in the Project Agreement.
   2. Funding for all projects involved in a project exchange must be documented for the Program both before and after the proposed exchange in order to demonstrate that there would be no negative fiscal impact on the ALCP.

III. PROJECT DETAILS

Section 300: Lead Agencies

A. A Lead Agency must be identified for each ALCP project in the RTP.
   1. The Lead Agency is expected to be a MAG member agency.
   2. One Lead Agency per project will be accepted. If project is subdivided, please refer to Section 300(D) (b).
   3. The designation of a Lead Agency for each project will be accomplished through the signed Project Agreement with MAG.

B. The Lead Agency will be responsible for all aspects of project implementation, including, but not limited to, project management, risk management, design, right of way acquisition and construction.
   1. The Lead Agency and MAG will be signatories to the Project Agreement.
   2. The Lead Agency and the agency(ies)/jurisdiction(s) listed in the Project Agreement are expected to use generally accepted financial and project management policies, practices and procedures in the use of funds received from the ALCP and in the implementation of the ALCP project.

C. Projects in One Jurisdiction
   1. If a project falls entirely within one jurisdiction, that jurisdiction is expected to be the Lead Agency.
      a. If there is change in jurisdictions because of an annexation that affects a project, the Lead Agency designated at the time of project implementation will continue.
   2. An alternative agency may be specified as the Lead Agency if the local jurisdiction in which the project is located agrees.
      a. An agreement between the local jurisdiction and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees.
      b. A copy of that written agreement must be provided to MAG.

D. Projects in Multiple Jurisdictions
   1. In cases where the RTP project is located in more than one jurisdiction, the project may be implemented as either:
      a. One project with a single Lead Agency as agreed to by the agency(ies)/jurisdiction(s) listed in the Project Agreement.
         i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees in a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
            a. This agreement will be used to explain the multi-jurisdictional roles, responsibilities and terms of the project, which will be referenced in the Project Agreement signed by the Lead Agency.
            b. A copy of this agreement must be provided to MAG, who must agree to the proposed Lead Agency designation.
      b. The project may be subdivided and implemented as separate projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the amendment process specified in Section 220(C).

Section 310: ALCP Project Budgets

A. The regional funding for each ALCP project as specified in the RTP establishes the maximum amount payable from regional funds for that project.
   1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditioned upon the availability of funds appropriated or allocated for the payment of such obligation.
   2. The ALCP budget and timeline can change to account for surplus or deficit Program funds.

B. The budget for each ALCP project:
   1. The regional contribution is limited to the amount specified in the RTP for the project, or 70% of the actual project expenditures, whichever is less.
   2. Will be established in the Project Agreement and Project Overview.
   3. The Lead Agency is responsible for all of the project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs.

C. Credits for local match requirements are not transferable between projects.

Section 320: Eligible Costs for Reimbursement

A. Reimbursable expenditures are limited to ALCP projects meeting the requirements set forth in Section 200 (Project Eligibility).

B. No reimbursements will be made:
   1. Prior to the execution of a Project Agreement.
   2. Prior to the year in which the funds for that ALCP project are programmed or would normally be received following the schedule in the TIP and RTP, unless there are surplus program funds, Section 120.E.

C. Each ALCP project will have a reimbursement timeline specified in the Project Agreement and Project Overview.

D. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency will be responsible for:
   1. All project expenditures.
   2. Providing all Project Reimbursement Requests to MAG for reimbursement.

E. Reimbursements will be made for expenditures paid with tax or public revenue only, including development and impact fees collected by a jurisdiction.
   1. Reimbursements will not be made for project elements donated or funded via cash or cash equivalent donations, right of way donations, exactions and/or other third party or non-tax funding sources.
   2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through in-kind contributions including, but not limited to, the provision of a transportation improvement project such as a design or related study, right of way acquisition or donation or construction.

F. Project elements not eligible for reimbursement under subsection 320(A) and (B) may be eligible as credit toward matching costs if the requirements specified in Sections 330 (Eligible Prior Right of Way Acquisition and/or Work for Reimbursement) and 200 (Project Eligibility) are satisfied.

G. Reimbursements, including local match contributions, will generally be commensurate with progress unless otherwise agreed to in the Project Agreement, such as for specific lump sum right of way acquisitions and/or work.

H. Right of way or other capital assets acquired included as an eligible project cost, but not used in the ALCP project, must be disposed of at market rates and the funds returned to the ALCP for reallocation following the requirements contained in Section 330.

Section 330: Eligible Prior Right of Way Acquisition and/or Work for Reimbursement

A. Prior right of way acquisitions and/or work that is part of a designated ALCP project is eligible for reimbursement if:
   1. Specified in a Project Agreement and/or Project Overview.
   2. Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right of way acquisition.
   3. Completed construction and related activities after November 25, 2003.

B. Eligible prior right of way acquisition and/or work is limited to ALCP projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP projects accelerated or advanced from later phases.

C. Reimbursements for prior right of way acquisition and/or work will be payable only to the agency that paid for the right of way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP project.

D. The Project Overview will identify as appropriate the priorities for reimbursement for prior right of way acquisition and/or work if more than one agency is requesting such reimbursement for that project.

E. If prior right of way acquisition and/or work are not eligible for reimbursement, it may be credited toward the local match requirement if:
   1. The project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).
   2. The project or work is not otherwise excluded in whole or in part elsewhere in these requirements.

Section 340: Project Reimbursement Requests

A. A Project Reimbursement Request will contain a request for payment, an invoice and a progress report.
   1. The request for payment, invoice and progress report forms will be provided by MAG.
   2. For a current ALCP project, the Project Reimbursement Request will be submitted by the Lead Agency to MAG as needed, or by milestone completion (Section D.4.a-k), or unless otherwise agreed to in the Project Overview.

a. The Lead Agency cannot submit a Project Reimbursement Request more than once per month.
b. The progress report will reflect the work that is being invoiced for.

3. If an ALCP project is advanced, progress reports will be submitted and QA/QC meetings will be held based on the milestones of the project even though a full Project Reimbursement Request will not be submitted.
   i. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of project completion.
4. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
   a. Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the project or as part of the project, subject to other terms in this agreement.
5. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements.
6. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review.
   a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests.
   b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period.
7. An authorized representative of the Lead Agency will sign all three forms: request for payment, invoice and progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.
   a. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that has signing authority and is designated in the Project Overview for that specific ALCP project.
   b. No electronic or scanned signature will be accepted
8. Matching contributions as required in the ALCP Policies and Procedures have been fully documented, invoiced and/or received, and are not in arrears.

B. The request for payment will be approved and signed by the duly authorized representative from the Lead Agency, then it will be processed and approved at MAG and forwarded to ADOT for payment to Lead Agency. The request for payment form will include:
   1. Project name, description and RTP ID
   2. Estimated total project costs
   3. Expenditures to date
   4. Regional fund budget
   5. Previous Regional fund payments
   6. Amount of Regional fund requests
   7. Remaining Regional funds
   8. Status of project development/completion
   9. Type of work for reimbursement request is for
   10. Mailing address for payment
   11. Signatures of authorized representatives from Lead Agency, MAG and ADOT

C. The invoice will include:

1. Invoice #
2. Project name, description and RTP ID
3. Reimbursable items and related costs
4. Proper documentation of reimbursable items and reimbursable costs contained in invoice
   a. A copy of the invoice from the contractor is sufficient documentation for contracted work.
   b. An administrative breakdown chart including staff name, hours on project, hourly rate, and total costs is sufficient documentation for administrative work.

D. The progress report of the Project Reimbursement Request will explain the status of the project, milestones and other necessary information.
   1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice or milestone during the reporting period.
   2. Advanced projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.
   3. For each progress report, the jurisdiction is to provide:
      a. Percent of work complete
      b. Work accomplished
      c. Estimate v. real cost analysis
      d. Work schedule analysis
      e. Grievance/complaints reports
      f. Procurement process update (when necessary)
      g. Documents produced
   4. Milestones can be used to trigger a Project Reimbursement Request for a current project. Milestones must be used to trigger a progress report for an advanced project. The milestones are:
      a. Studies
      b. Preliminary Design - 60%
      c. Final Design - 100%
      d. Construction – 25%
      e. Construction – 60%
      f. Final Acceptance
      g. Project Closeout
   5. Additionally to the progress report, there will be 3 Quality Assurance/Quality Control (QA/QC) meetings in the lifetime of a project.
      a. Each QA/QC meeting will have an agenda developed by MAG to 1)review and discuss a list of questions and measures pertaining to the project schedule, budget and deliverables 2)facilitate discussion and updates between MAG and jurisdictions in a team environment and plan for improvements.
      b. Each QA/QC meeting will consists of the project manager/other designee from the jurisdiction, a MAG representative and, if necessary and requested, other representatives from partner agencies and/or contractors.
      c. These meetings will generally come after the Final Design milestone, the Construction - 60% milestone, and the Final Acceptance milestone.

E. On MAG approval of Project Reimbursement Request, it will be forwarded to ADOT for payment.
   1. MAG will work with ADOT to expedite payment dependent on availability of funds.
   2. Checks will be distributed from ADOT and sent to Lead Agency.

Section 350: Reallocation of Surplus Project Funds

A. Surplus project funds from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
   1. Construction has been completed and the work satisfies the original intent, the scope of the project as included in the Project Agreement and Project Overview and there are remaining regional funds that were allocated to the project,
   2. If applicable, right of way, or other capital assets acquired with ALCP funds not used in the ALCP project is disposed of at market rates and the funds returned to the ALCP, OR
   3. A high degree of certainty is obtained that construction for the original ALCP project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.

B. ALCP regional funds found by MAG to be surplus to an ALCP project, and for which certain criteria as established below are met, may be reallocated in that jurisdiction depending on the availability of Program funds.
   1. To another ALCP project or projects in the jurisdiction to address a budget shortfall, not to exceed 70% of the total cost of the project.
   2. To advance a portion or entire existing ALCP project or projects in the jurisdiction up to the amount of available surplus funds.
   3. If there are surplus regional funds upon full completion of the ALCP, then new projects for that jurisdiction may be funded.
   4. Subject to approval through the MAG Committee Process of the needed amendments to the RTP and, as needed, to the TIP.

C. An amendment to the RTP and/or TIP will be required to change the amount of regional funding, local match contributions, the project budget, the schedule for the ALCP project and for any reallocation of funds to other uses.

IV. PROJECT OVERVIEW AND PROJECT AGREEMENT

Section 400: Project Overview

A. Each ALCP Project will have a Project Overview submitted to MAG before the Project Agreement is signed.
   1. For advanced projects, a Project Overview will be submitted when the project begins.
B. The Project Overview can be updated throughout the project as long as it is not a material change.
C. The Project Overview will provide at a minimum:
   1. Lead Agency contacts and other agency(ies) jurisdiction(s) involved in the project.
   2. Project scope, project alignment, project history, project considerations, ITS components, multi-modal issues, project development process including, as needed, environmental, utility and right of way clearances.
   3. Map/photographs
   4. Timeline
   5. Management plan
   6. Project data
   7. Cost estimates
   8. Contingencies
   9. Cost savings
   10. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement
   11. Project documents if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, project amendments, environmental overview
   12. Funding sources
D. A Project Overview template will be provided by MAG.

Section 410: Project Agreement

A. A Project Agreement between MAG and the designated Lead Agency will be required for every project before reimbursable expenditures may be initiated.
   1. If a project is completed and eligible for reimbursement following the stipulations in Section 340, a Project Agreement has to be in place before Project Reimbursement Requests are submitted for reimbursement.
      a. If a project is advanced, a Project Agreement has to be in place before the completion of the project.
   2. The scope, regional funding and schedule specified in the Project Agreement must match that specified in the RTP for the project.
      a. Project subdivisions must be approved through the MAG Committee Process as described in Section 220(C) and the RTP and, as appropriate, the TIP amended showing those subdivided projects before Project Agreements can be executed for any of the subdivided projects.
         i. The Project Agreement can be in a developmental stage while the amendment is being approved through the MAG Committee Process.
      b. A Project Agreement will not be executed for subdivided projects or projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.

B. Each Project Agreement will be based on a standard agreement provided by MAG and customized for each project.
   1. Any material changes to the standard Project Agreement or template for a specific project must be identified in a clear and concise manner in the summary section of the Project Overview for that project.

C. The Project Agreement will be comprehensive. The Project Agreement will typically address at a minimum:
   1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable.
   2. Lead Agency and other agency(ies) jurisdiction(s) involved in the project.
   3. Applicable Design Standards.
   4. Responsibilities of the Parties.
   5. Risk and indemnification.
   6. Records and audit rights..
   7. Term and termination.
   8. Non-Availability of Funds.
   9. Conflict of Interest.

D. Upon approval of the Arterial Life Cycle Program, an update will be given to the MAG Committees regarding the status of projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.

E. RTP and/or TIP amendments will still be required to go through the MAG Committee Process for any changes involving material cost, scope or schedule changes to the project.

F. The Lead Agency and MAG will be signatories to the Project Agreement:
   1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. The respective Town/City Managers, County/Community Administrator/Supervisor or designee will be the signing authority for that jurisdiction.
   2. To indicate roles and responsibilities in project implementation.

APPENDIX A - GLOSSARY AND DEFINITIONS

Acceleration	Acceleration means that all of the remaining projects, including the reimbursements for advanced projects, in the Arterial Life Cycle Program are moved forward in priority order.
ADOT	Arizona Department of Transportation
Advancement	Advancement of a project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the project will remain in the year(s) in which the project was scheduled before the proposed advancement.
ALCP	Arterial Life Cycle Program, or the "Program"
ALCP Regional Funds	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
ARS	Arizona Revised Statutes
Certification Report	Periodic report produced, at least, annually for the ALCP providing an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report.
CIP	Capital Improvement Program
CTOC	Citizens Transportation Oversight Committee as referenced in ARS 28-6356
DCR	Design Concept Report, meeting the standards established for federal aid arterial projects. Key elements of the DCR for the ALCP include (but are not limited to) the development and provision of labor and material quantity based cost estimates for the entire ALCP project as specified in the RTP, categorized by project phase, segment and jurisdiction as appropriate; projected monthly cash flow requirements, for financial planning purposes; and appropriate contingency amounts for the completion of the project.
Enhancement	"means an addition that exceeds generally accepted engineering or design standards for the specific type of facility." (From HB 2456, 28-6351(2)) For the purposes of the ALCP, the term "enhancement" is defined more specifically as: 1. Projects, project elements or project additions that are not design, right of way or construction related, including any project, project element or addition that is not a needed study, right of way acquisition or capacity or safety-related

infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, "improvements" that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures.
2. Project additions after a Design Concept Report has been completed, unless otherwise agreed to in the approved Project Agreement.
3. Additional limitations or requirements may apply, depending on the funding source.

EA	Environmental Assessment
EIS	Environmental Impact Statement
Federal Aid Project	Any project in which any federal aid funding is received. These projects are required to follow implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.
FHWA	Federal Highway Administration
In-Kind Contribution	Contribution made to an ALCP project other than cash or cash equivalent funding, typically involving donation of right of way but may also include other aspects of project implementation such as design and construction.
ITS	Intelligent Transportation System
MAG	Maricopa Association of Governments
MAG Committee Process	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
Major Arterial	"... means an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses." (ARS 28-6304(c)(5))
Material Change	In general, a material change is any change that could reasonably cause a change in decision regarding a project or an amendment to a project. It is further defined as any proposed change to a project that: 1. changes scope by: a) modifying project termini by a quarter-mile or more, b) changing a freeway- or highway–arterial interchange location by a quarter mile or more, or changing its location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial project affecting the freeway or highway not agreed by ADOT,

c) changing vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing its alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or light rail crossing not agreed by Valley Metro, as appropriate,
d) changing major design elements (including, but not limited to, number of lanes),
e) otherwise significantly modifying the scope of the project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff,

2. changes costs:
   a) in excess of 5% of the project budget as specified in the Project Overview or other agreement established for the project, or in excess of one million dollars, but not less than two hundred thousand dollars, and/or
   b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the project costs.
3. changes project completion by:
   a) one or more fiscal years from the year shown in the TIP or RTP, or
   b) changes project completion from one phase to another in the RTP, and/or
4. results from a finding of a performance and/or financial audit.

Memorandum of Understanding (MOU)	A type of agreement that may used as a bridge to a Project Agreement, for example in the development of project cost estimates and allocations across multiple jurisdictions that then may be agreed and incorporated into a more formal Project Agreement to be executed before the project is further implemented.
MPO	Metropolitan Planning Organization
Participating Agency	Any agency involved in implementing an ALCP Project. All partner agencies are participating agencies.
Program	ALCP or TIP, depending on context.
Project	ALCP arterial, arterial intersection and/or ITS project as described in the RTP and project-related documents. The project description includes funding, schedule, project termini and number of lanes added and other project features. See also "Sub-divided projects".
Project Component	ALCP projects may include several project components or major elements, such as widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP project.
Project Agreement (PA)	A legally binding contract or agreement between MAG and the Lead Agency established for the ALCP project.

Project Completion	For the purposes of the material change policy, project completion means that all lanes of the roadway segment or intersection are open to traffic. For purposes of Project Agreements or other legal agreements for the project, project completion means when all requirements of the Agreements have been completed to the satisfaction of MAG (i.e. it is contract or agreement completion). A Project Agreement may establish dates for project completion considering administrative requirements or other requirements or needs as determined by MAG to be necessary.
Project Overview	A managerial document that Lead Agencies complete for each ALCP Project, before a Project Agreement is signed. The Project Overview includes the Lead Agency information, project data, summary of the project, history and background, maps/photographs, ITS components, timeline, project data, cost estimates, summary of work and local, regional, federal and total costs.
Project Reimbursement Request	The guidelines and forms: request for payment, invoice and progress reports, that a Lead Agency completes when requesting reimbursement for an ALCP Project.
Reallocation	Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP project to another ALCP project.
Reimbursement	Payment or compensation for costs incurred.
RTP	Regional Transportation Plan found to be in conformance for air quality purposes and approved by the MAG Regional Council. The RTP may be updated or amended from time to time, and any references to the RTP mean the currently approved version unless indicated otherwise. It is also referred to as the "Plan".
STIP	State Transportation Improvement Program
Subdivided Projects	Segments of RTP projects, where the original project as specified in the RTP is subdivided or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP project in its entirety.
TIP	MAG Transportation Improvement Program found to be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. As the TIP may be amended from time to time, any references to the TIP mean the currently approved version unless indicated otherwise.
TPC	MAG Transportation Policy Committee
TRC	MAG Transportation Review Committee

Agenda Item #5G

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Approval of the Prioritization of the Rubberized Asphalt Plan

SUMMARY:
Two elements of the voter approved Regional Transportation Plan are $279 million for freeway maintenance and $75 million for freeway noise mitigation. The TPC established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to develop recommendations for consideration by the TPC. The Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with the Arizona Department of Transportation (ADOT), developed recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). The recommended plan breaks down to four phases and the paving of approximately 28 miles of the freeways throughout the Maricopa County region.

The proposed phasing of remaining segments for rubberized asphalt is:

Phase 7 (Summer 2006)
- I-10 from Dysart to 67th Avenue

Phase 8 (Spring 2007)
- I-10 from Van Buren to Baseline

Phase 9 (Summer 2007)
- US 60 from Crismon to Meridian
- I-10 from 27th Avenue to 19th Avenue
- Loop 202 from 48th Street to Kyrene
- State Route 153 from Van Buren to University

Phase 10 (Spring 2008)
- I-10 from Ray to Wild Horse Pass
- State Route 143 from Van Buren to I-10

ADOT and MAG are reviewing the Life-Cycle Program at the present time in light of the recent increases in construction costs. As part of this review, adjustments to the rubberized asphalt program may be necessary in the future.

PUBLIC INPUT:
At the November 15 meeting of the TPC Freeway Maintenance/Noise Mitigation Subcommittee, a citizen presented a short video on noise measurements on the length of I-10 freeway running through the historic F. Q. Story neighborhood. The video reflected the noise measurements before rubberized asphalt was applied and after.

PROS & CONS:
PROS: Approval will allow the remaining freeway segments to receive rubberized asphalt. ADOT will be able to program dates into their construction schedule.

CONS: If not approved, it would result in a delay of the rubberized asphalt program on all remaining freeway segments.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Funding for these projects has already been programmed in the Regional Transportation Plan.

POLICY: Approval will allow for the rubberized asphalt program to move forward efficiently and will address neighborhood concerns.

ACTION NEEDED:
Approval of the remaining rubberized asphalt plan.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the January 18, 2006 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

TPC Freeway Maintenance/Noise Mitigation Subcommittee: On November 15, 2005, the TPC Freeway Maintenance/Noise Mitigation Subcommittee recommended approval of the prioritization of the remaining rubberized asphalt plan.

MEMBERS ATTENDING

Councilwoman Peggy Bilsten, Phoenix, Chair
Mayor James M. Cavanaugh, Goodyear
Mayor Hugh Hallman, Tempe
* Vice Mayor Pat Dennis, Peoria
Councilmember Dan Schweiker, Paradise Valley

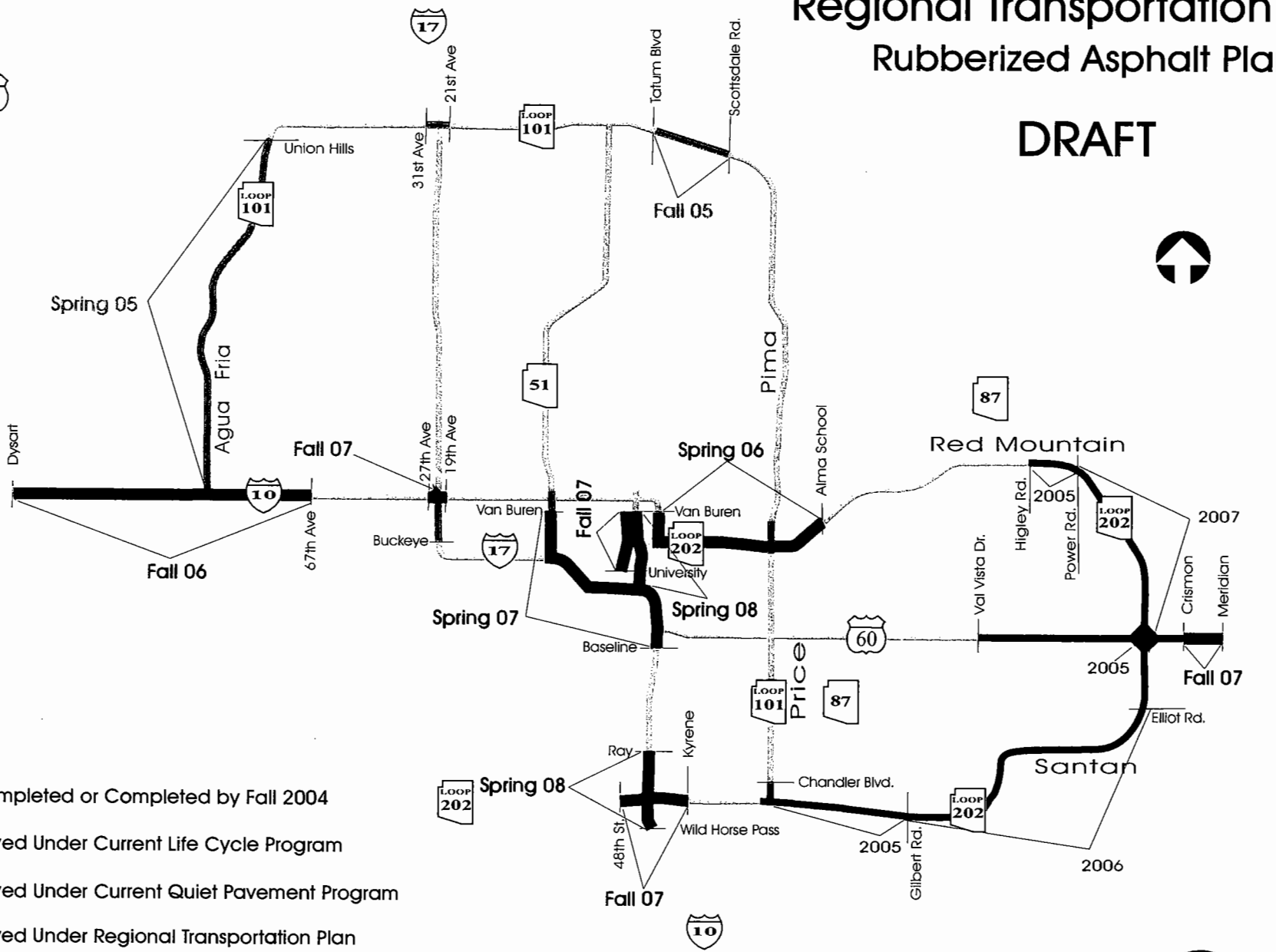
* Not present
# Participated by videoconference or telephone conference call

CONTACT PERSON:
Eric Anderson, MAG, (602) 254-6300

Regional Transportation Plan

Rubberized Asphalt Plan

DRAFT



Completed or Completed by Fall 2004

Paved Under Current Life Cycle Program

Paved Under Current Quiet Pavement Program

Paved Under Regional Transportation Plan

Date (Blue Color) : Construction Start Date

MARICOPA ASSOCIATION of GOVERNMENTS

ADOT

April 20, 2005

Agenda Item #5I

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant

SUMMARY:
The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the expansion of the Sundance Wastewater Treatment Plant. The plant is identified in the current MAG 208 Plan for a capacity of 3.6 million gallons per day (mgd). The expansion would increase ultimate capacity to 8.9 mgd. Reclaimed water from the expanded facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Buckeye Irrigation District Canal. The cities of Glendale and Goodyear and unincorporated Maricopa County are within three miles of the project, and all have indicated that they do not object to the facility expansion.

PUBLIC INPUT:
On December 13, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment. No public comments were received on the Draft 208 Amendment. An opportunity for public comment was also provided at the January 11, 2006 MAG Management Committee meeting and no public comments were received.

PROS & CONS:
PROS: Approval of the 208 Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the 208 Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The 208 Plan Amendment is needed to accommodate growth in the Buckeye Wastewater Planning Area.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the facility expansion would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:
Approval of the MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant.

PRIOR COMMITTEE ACTIONS:
Management Committee: On January 11, 2006, the MAG Management Committee unanimously recommended approval of the Draft 208 Plan Amendment.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
\# Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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.

Water Quality Advisory Committee: On December 13, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee.

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
Avondale: Greg Stack
Buckeye: Lucky Roberts
\# Chandler: Jacqueline Strong
* El Mirage: Michael Salisbury
* Gilbert: Lonnie Frost
Glendale: Chris Ochs
Goodyear: David Iwanski
\# Mesa: Bill Haney
* Peoria: Steven Bontrager
* Phoenix: Robert Hollander
Surprise: Rich Williams Sr.
Tempe: David McNeil
Maricopa County: Dale Bodiya for John Power
Pinnacle West Capital: John Boyer
* Salt River Project: Ray Hedrick
* U of A Cooperative Extension: Patrick Clay
Citizen Representative: Eugene Jensen

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

CONTACT PERSON:
Julie Hoffman, MAG, 602-254-6300

Agenda Item #5J

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

SUMMARY:
On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program, to be forwarded to the Arizona Department of Administration. Equipment costs for the MAG 9-1-1 System are currently paid by the 9-1-1 state excise tax.

Since the Regional Council's approval, it has become necessary to amend the FY 2007 budget to allow for equipment upgrades. This Amendment includes a request by the MAG 9-1-1 Office to upgrade the computerized telephone 9-1-1 systems at the El Mirage Police Department for $118,300, the Glendale Police Department for $441,000, the Mesa Police Department for $804,000, and the Tempe Police Department for $441,000. The current equipment's warranties and support have expired and should be replaced. The 9-1-1 Office is also requesting a Positron MIS tool for $45,000 that will provide systemwide call reporting. This equipment was not included in the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program because cost estimates were unavailable at the time the budget was drafted.

The equipment included in the Amendment specifically addresses the issues identified in the MAG 9-1-1 Five Year System Management Plan, which was approved by the Regional Council in November 2000. This Plan addressed all areas of the system including administration, budget, database maintenance, equipment and growth for the region's 9-1-1 emergency telephone system.

PUBLIC INPUT:
Opportunities for public comment on the Amendment were provided at the October PSAP Managers meeting and the November Oversight Team meeting. No comments were received. At the September 7, 2005 Management Committee meeting, a citizen commenting on the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program, expressed concern that State legislation calls for a decrease in the monthly 37-cent excise tax, which will put the 9-1-1 fund into a deficit. The citizen commented that, if anything, the tax should be increased, not decreased. No comments were received on this item at the January 11, 2006 Management Committee meeting.

PROS & CONS:
PROS: Amending the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program will make it possible for the purchases of equipment to be made.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: According to the adopted policy for making changes to the approved PSAP budget, the MAG 9-1-1 Oversight Team, the MAG Management Committee, and the MAG Regional Council are required to consider budget changes greater than 50 percent of the total equipment budget.

ACTION NEEDED:

Approval of the Amendment to the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program to include upgrades to the computerized telephone 9-1-1 systems at the El Mirage Police Department for $118,300, the Glendale Police Department for $441,000, the Mesa Police Department for $804,000, and the Tempe Police Department for $441,000, and a Positron MIS tool for the MAG 9-1-1 Office for $45,000.

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 11, 2006, the MAG Management Committee recommended approval of the Amendment.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 9-1-1 Oversight Team: On November 29, 2005, the MAG 9-1-1 Oversight Team recommended approval of the Amendment.

MEMBERS ATTENDING

Harry Beck, Mesa Fire Department, Chair
*Mark Burdick, Glendale Fire Department
Steve Werner, Maricopa County Sheriff's Office
Mike Fusco, Emergency Management, Peoria
Dave Faulkner, Phoenix Police Department
Helen Gandara-Zavala, Scottsdale Police Department
Jay Spradling, Tempe Police Department
Lawrence Rodriguez, Tolleson Police Department
Liz Hunt for the Phoenix Fire Department

* Those members neither present nor represented by proxy.

MAG PSAP Managers: On October 20, 2005, the MAG PSAP Managers recommended approval of the Amendment.

MEMBERS ATTENDING

Chris Nadeau, Goodyear, Chair
Erika Wilson, Mesa, Vice Chair
Kathy Jeter, Apache Junction
Janne Stringer, Avondale
Velma Washington, Buckeye
* Vicki Szczepkowski, Chandler
* Michelle Busch, El Mirage
* Mary Schlosser, Ft. McDowell Yavapai Nation
* Janet Laird, Gilbert
Denny Bennett, Glendale
Mary Millard, Maricopa County
Larry Scott, Paradise Valley
Vicky Scott, Peoria
Tami deRuiter, Phoenix
Darren Shortey for Curtis Thomas, Salt River Pima-Maricopa Indian Community
Tom Melton, Scottsdale
* Jack Aguilar, Surprise
Diane Campbell for Karen Allen, Tempe
Toni Rogers, Tolleson
Ed Syzponik, Wickenburg
+ Brian Tobin, ASU
+ Barbara Jaeger, ADOA
*+Gina Weiers, Capitol Police
+ Debbie Henry, DPS
+ Paul Phillips, Luke AFB
+ Doug Mummert, Phoenix
*+Joe Gibson, Rural Metro/Southwest Ambulance

* Those members neither present nor represented by proxy.
+ Ex-Officio member

CONTACT PERSON:
Liz Hunt, 602-534-9775 or Mary D. Franklin 602-262-6260, Phoenix Fire Department.

Agenda Item #5K

MARICOPA ASSOCIATION OF GOVERNMENTS
INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Approval of the Report on the Need for Increased Domestic Violence Shelter in the MAG Region

SUMMARY:
The MAG Regional Domestic Violence Council, through the Victim Services Subcommittee, has produced a report on the unduplicated need for shelter beds to serve current domestic violence victims in the MAG Region. The Council determined that 325 more beds are needed by researching data from local service providers and conducting a statistically reliable study in all nine domestic violence shelters in the MAG Region. The report and supporting data can be used by domestic violence advocates to clearly demonstrate the current level of need and to support the case for increased funding to provide more domestic violence shelter beds. This effort was undertaken in partnership with Arizona State University's Partnership for Community Development.

PUBLIC INPUT:
This report was reviewed by the MAG Regional Domestic Violence Council on November 1, 2005. Public comment was part of that discussion and included the suggestion to indicate that some of the needs identified by the domestic violence victims are common to many other people as well, such as affordable housing and transportation. This has been revised in the document. No comments on this item were received at the January 11, 2006 Management Committee meeting.

PROS & CONS:
PROS: The benefits of meeting the current demand for domestic violence shelter are important. This research indicates that 23 percent of victims remain with their abuser when they cannot access shelter. Another 49 percent stay with families and friends, most often known to the abuser. These unsafe situations can result in serious injury or even death to the victim. Calls for emergency services also have a significant financial impact on municipalities. By meeting the current need for shelter, municipalities can save lives and money.

CONS: There are no cons to providing additional shelter beds.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: This report establishes the number of additional beds that are needed, but it does not indicate where the beds should be placed. Additional research will be needed to site new shelters based on the need, availability of services and the infrastructure needed to support the clients such as transportation and access to employment centers.

POLICY: Providing additional shelter beds will require increased funding, political will and community support. The Governor's FY2006 budget added new beds statewide but more are needed to meet the current demand. This report does not endeavor to project the future demand, but the need may increase with time. This will require ongoing attention and possibly the addition of more beds in the future.

ACTION NEEDED:
Acceptance of the Report on the Need for Domestic Violence Shelter in the MAG Region.

PRIOR COMMITTEE ACTIONS:
The MAG Management Committee recommended acceptance of this report on January 11, 2006.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
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Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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.

The MAG Regional Domestic Violence Council recommended acceptance of this report on November 1, 2005.

MEMBERS ATTENDING:

Phillip Westbrooks, Vice Mayor of Chandler, Chairman
Cmdr. Kim Humphrey, City of Phoenix, Public Affairs Bureau, Vice Chair
Judge Carey Hyatt for Mark Armstrong, Maricopa Co. Superior Court
* Tracy Bame, Phelps Dodge Corp.
* John A. Blackburn, Jr., AZ Criminal Justice Commission
Jerry Boone, Maricopa County Department of Public Health
Dena Salter for Jennifer Casaletto, Maricopa Medical Center
* Chris Christy, Salt River Pima-Maricopa Indian Community
* Gene D'Adamo, The Arizona Republic
Linda Dickerson for Dept. Of Public Safety
* Susan Glawe, Blue Cross Blue Shield
Gina Grappone for the Governor's Office
Laura Guild, DES
Shannon Cotton for Cindy Hallman, Marley House
Sherri Lauritano for Vicki Hill, City of Phoenix Law Department
Lt. Scott Connelly for Dan Hughes, City of Surprise
* Mary Lynn Kasunic, Area Agency on Aging
Wallace Kemp, Phoenix Police Department
Patricia Klahr, Chrysalis Shelter
* Phil Lieberman, Councilmember of Glendale
JoEllen Lynn, American Express

Carolyn McBurney, Envision Project Management
Marna McClendon, Office of the Attorney General
Lisa Melton, Community Legal Services
* Craig Mills, APS
* Michael Parascandola, City of Goodyear
Celeste Adams for Janice Parker, Save the Family Foundation
* Keith Perkins, Never Again Foundation
* Don Peyton, City of Phoenix Fire Dept.
Connie Phillips, Sojourner Center
John Pombier, City of Mesa
* Lynn Potts, City of Mesa

* Fred Scott, Councilmember of Goodyear
Libby Bissa for Ginger Spencer, Phoenix Family Advocacy Center
* Mike Stedman, City of El Mirage
* Patricia Stevens, Maricopa County Attorney's Office
Kris Scharlau for Judy Tapscott, City of Tempe
* Kerry G. Wangberg, City of Phoenix Prosecutor's Office
Dale Wiebusch, Arizona Coalition Against Domestic Violence
Rick Ybarra, Value Options

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

CONTACT PERSON:
Amy St. Peter, MAG, 602-254-6300

Agenda Item #5L

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
MAG Continuum of Care Regional Committee on Homelessness Guidelines

SUMMARY:
In December, 1999, MAG became the responsible entity for the Continuum of Care Regional Committee on Homelessness. The Committee represents a partnership between MAG and a diverse coalition of individuals and agencies who participate in planning and coordinating services to populations who are homeless. A principal activity of the Committee is to complete and submit the Stuart B. McKinney application for homeless assistance funding for Maricopa County to the Department of Housing and Urban Development (HUD). This partnership has been very successful in receiving homeless assistance for this region. In 2002 guidelines were created by the Committee to assist in guiding its activities. Clarifications are now being proposed to the guidelines.

The primary area of the guidelines under discussion by the Committee has been advocating for policy positions that would assist in ending homelessness. Within the MAG policy process, major advocacy positions are brought through the appropriate MAG committees and to the Regional Council for approval. This clarification has been made to the advocacy desired by the Continuum when it is on behalf of the Committee and MAG. This clarification would not impact individual committee members when they are acting on behalf of themselves or their agency. It would only apply to regional positions on behalf of MAG through the Continuum. The guidelines also clarify that the Chair and Vice Chair of the Continuum will be appointed by the Chair of the MAG Regional Council, as is the current practice with other MAG committees.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The guidelines add structure to the MAG Continuum of Care Regional Committee on Homelessness and is a formal document for new and current members.

CONS: Some of the issues that members want to address on behalf of the Continuum of Care Regional Committee on Homelessness are time sensitive.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The benefit of the Maricopa Association of Governments process is to build regional support on public policy issues.

POLICY: The guidelines will add structure to the Continuum of Care Regional Committee on Homelessness. Anytime anyone takes a stand on an issue on behalf of the MAG Continuum of Care Regional Committee on Homelessness, that position needs to be reviewed and approved through the appropriate Maricopa Association of Governments process.

ACTION NEEDED:
Approval of the MAG Continuum of Care Regional Committee on Homelessness Guidelines.

PRIOR COMMITTEE ACTIONS:
The MAG Management Committee recommended approval of the Guidelines for the MAG Regional Council on January 11, 2006.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 Continuum of Care Regional Committee on Homelessness: On November 17, 2005, The Committee reached consensus on the guidelines for approval by the MAG Regional Council.

MEMBERS ATTENDING:

Greg Stanton, Councilmember of Phoenix, Chair
Tom Canasi, City of Tempe, Co-Vice Chair
Don Keuth, Phoenix Community Alliance, Co-Vice Chair
* Lorenzo Aguirre, City of El Mirage
Roberto Armijo, Community Information & Referral Services
* Maryann Beerling Thomas, New Arizona Family
Allie Bones, DES/CPM
* Judy Bowden, Mesa United Way
Brad Bridwell, US Vets
Kendra Cea, APS
* Kelly Dalton, City of Goodyear
Trinity Donovan, Valley of the Sun United Way
* Ken Einbinder, US HUD
Steve Frate, City of Glendale, Councilmember
Fred Karnas, Governor' Office, C Y & F
* Dan Lundberg, City of Surprise
* Marvin Martin, Berean Baptist Church
Carrie Mascaro, Catholic Social Services
Mike McQuaid, HSC
Meggan Medina, Arizona Coalition to End Homelessness
* Guy Mikkelsen, Foundation for Senior Living
Darlene Newsom, United Methodist Outreach Ministries
* Crucita Nuñez-Ochoa, Chicanos Por La Causa
* Frank Scarpati, Community Bridges

Laura Skotnicki, Save the Family
Brenda Robbins for Vicki Staples, AZ Dept. of Health Services
Annette Stein, Maricopa County HS
Jeff Taylor, Phoenix Rescue Mission
Margaret Trujillo, Trial Court of Arizona
* Mike Whalen, Councilmember of Mesa
*Mary Rose Wilcox, Maricopa County, Supervisor
Elizabeth Morales for Ted Williams, AZ Behavioral Health Corporation
* Kit Wood, Maricopa County Schools
Margot Cordova for Diana Yazzie Devine, Native American Connections

*Those members neither present nor represented by proxy.
+Those members present by audio or video conference.

CONTACT PERSON:
Brande Mead, MAG Human Services Planner I, (602) 452-5060.

Guidelines for
The Maricopa Association of Governments
Continuum of Care
Regional Committee on Homelessness

Name

This committee is named the Maricopa Association of Governments Continuum of Care Regional Committee on Homelessness (hereafter referred to as the Continuum).

Office

The principal office of the Maricopa Association of Governments Continuum of Care Regional Committee on Homelessness will be located at the Maricopa Association of Governments' offices located at 302 North First Avenue, Suite 300 in Phoenix, Arizona.

Purpose

The purpose of the Continuum is to develop a diverse coalition of people to provide participation in the planning and coordination of services to populations who are homeless. Toward this goal, the Continuum will:

1. Develop a consolidated application for Stuart B. McKinney funds through the Department of Housing and Urban Development to support homeless assistance programs.

2. Support a year-round planning and coordinating process to end homelessness.

3. Develop a year-round plan to end homelessness for chronically homeless people and monitor progress.

Membership

Meetings

It is the intention of the full membership of the Continuum to meet no fewer than four times annually with the potential of meeting up to eight times within a calendar year. The Steering Subcommittee will meet at least six times annually. Each subcommittee will determine meeting frequency.

Membership Categories

The Continuum will be composed of up to 42 people in three different membership categories. Potential categories include:

1. Private sector/general public.

2. Public sector: 25 cities, three Indian communities and one county (attempt to keep geographically diverse).

3. Provider agencies.

Representatives from a small number of key organizations will be standing members and will not count as representatives within the categories. Such organizations will include the Department of Housing and Urban Development, Arizona Department of Corrections, the Arizona Department of Health, and the Ranking and Rating Committee of Valley of the Sun United Way. Any representative will excuse themselves from votes in which they have a conflict of interest, such as in the approval of the application to HUD for McKinney funds. The remaining number of membership slots will be filled evenly across the three categories. At least one person will have been formerly homeless.

Those members who rotate off the Continuum, especially former Chairs, may continue to be associated with the Continuum as emeritus members. Honorary members or honorary chairs of the Continuum may be selected by the Steering Subcommittee and approved by the full membership.

All current members will be grandfathered in and will rotate off the Continuum as members finish their staggered term limits. (See *Term Limits* section)

The three membership categories shall be as follows:

1. Private sector: For-profit entities are encouraged to become members of the Continuum. This includes businesses that have a stake, interest or expertise regarding the homeless population, as well as individuals whose background is in the corporate sector.

2. Public sector: Government employees and elected officials are encouraged to join the Continuum as members. This category includes representatives from the state, county, municipal and federal levels.

3. Provider agencies: Non-profit agencies, funders, homeless advocates and formerly homeless people will be encouraged to become members of the Continuum through this category. Faith based organizations and community based grass roots organizations are also included.

Membership List

The Chair of the Membership Subcommittee, in combination with MAG staff, will maintain a list of all members in good standing and will monitor this information to ensure the proper balance among the three categories is maintained at all times. It will be the duty of the Membership Subcommittee to recruit new members as appropriate and to recommend new

officers when needed. "Members in good standing" will consist of those members who are currently within their terms as members.

Termination of Membership

1. An individual membership will be terminated upon written resignation of the member or upon failure to attend three Continuum meetings within a year without approval from the Chair. If a member leaves the organization from which they were appointed to the Continuum, their membership will be terminated. Membership applies to the organization and not the person. In the case of the general public category, however, the membership applies to the person and not the organization. Therefore, if a person is appointed to the Continuum in the general public category, their membership will not be terminated if they leave their organization.

2. An Organizational or Business membership will be terminated upon the dissolution of the member organization or business or upon written resignation of the member organization or business.

3. The Membership Subcommittee will review attendance of all appointed members. If a member sends a proxy to the majority of the meetings and rarely comes personally to the meetings, the Membership Subcommittee may decide to ask the Continuum Chair to meet with that member to determine the appropriateness of continued membership.

Term Limits

Term limits are necessary to encourage innovation and to create vitality and momentum within the membership and give an opportunity for renewal for members who are interested in rotating on and off the Continuum. All terms are based on a calendar year. Members of the Continuum and related committees shall adhere to the following standards:

1. Members will have a three-year term limit. One-third of the members will rotate off at a time. The rotation is evenly divided so that an even proportion between public and private sectors and providers remain on the Continuum at any given time. Initially, current members will be given the opportunity to self select into the three groups rotating off in one, two and three years. The Membership Subcommittee will then finalize the three groups and implement the assigned term limits. After a one-year absence from the Continuum, a member may be reappointed.

2. The Chair of the Continuum will be appointed by the MAG Regional Council and have a two-year term limit. Vice Chairs may serve for two years. If an officer's membership term finishes before his/her term as officer, the officer may finish out their term as an officer before having to leave the Continuum.

3. Members of ad hoc committees shall serve for the tenure of the committee because the committee is temporary in nature and it needs the focus of all members during the life of the committee.

4. Members of the Planning, Membership and Outreach Subcommittees will serve for three-year terms. One-third shall rotate off at a time. Chairs of these subcommittees shall serve for one year.

5. Members of the Steering Subcommittee (the Chair, one Vice Chair and the Chair of each subcommittee) will follow their respective term limits in their positions.

Conflict of Interest

A member of the Continuum shall declare a conflict of interest to the Chair of the Continuum of any item that would relate to the private financial or otherwise personal interests of the member or of the agency/organization for which they are associated.

Committee Structure

Number of Officers

Officers of the Continuum will include a Chair, one Vice Chair and one Chair for each of the subcommittees. The Chair of the MAG Regional Council will appoint the Chair and Vice Chair of the Continuum.

Removal

Any officer or member may be removed from office by a majority vote of the Steering Subcommittee whenever in its judgment the best interest of the Continuum will be served. Such removal will be included on the agenda of a Steering Subcommittee meeting and the reason(s) for the proposed removal will be given at the Steering Subcommittee meeting. The officer/member whose removal is proposed will be afforded an opportunity to respond to stated reason(s).

Succession Planning

The Chair will serve a two-year term with one Vice Chair. When the Chair's term expires or if the Chair leaves their position prematurely, the Chair of the MAG Regional Council will appoint a new Chair to the Committee. The former Chair may then exit the Continuum or become an emeritus member.

Duties of Officers

1. Chair: The Chair of the Continuum will preside at all Continuum meetings, establish ad hoc committees, appoint members to committees, give reports to the MAG Regional Council, and direct and advise staff within the framework of the policies. The Chair will have other responsibilities normally associated with this Office as required by these guidelines or as may be assigned by the Continuum.

2. Vice Chair: The Vice Chair will possess the powers and discharge the duties of the Chair in the Chair's absence and perform other such duties as the Chair or Continuum may request. The Continuum Vice Chair may also assume the powers and duties of subcommittee Chairs in their absence.

3. Subcommittee Chair: The Chair for each subcommittee will preside at all subcommittee meetings, appoint members to work on tasks, give reports at all Continuum meetings and advise and direct staff within the framework of the policies. The Subcommittee Chair will have other responsibilities normally associated with this Office as required by these guidelines or as may be assigned by the Continuum Chair.

Standing Subcommittees

Steering Subcommittee

1. The Steering Subcommittee will consist of the Continuum Chair, the Continuum Vice Chair and the Chair from each standing subcommittee.

2. The Steering Subcommittee will act on behalf of the Continuum between meetings of the Continuum. Such actions shall be reported at the next Continuum meeting and are subject to Continuum ratification. The Steering Subcommittee will only take such action when a meeting of the full membership is not possible. All actions will be reported to the full membership and comments will be solicited to preserve broad input from all members.

3. The Continuum Chair, working in concert with MAG staff, will be responsible for calling all meetings of the Steering Subcommittee, setting agenda items, providing reasonable notice and scheduling of meetings at times and places reasonably convenient to the members.

It is within the purview of the Steering Subcommittee to review issues and decide the most appropriate course of action.

Planning Subcommittee

1. Membership to the Planning Subcommittee will be open to both members and non-members of the Continuum.

2. The Chair of the Continuum will appoint a Chair for this subcommittee that is a member of the Continuum.

3. This group is responsible for providing input on issues that will steer the activities and momentum of the Continuum. This group is also responsible for analysis and project review with potential recommendation for action in the Continuum.

Outreach Subcommittee

1. The Outreach Subcommittee will be composed of members and non-members of the Continuum.

2. The Chair of the Continuum will appoint a Chair to this subcommittee that is a member of the Continuum.

3. This subcommittee is responsible for educating the public and Continuum members about the challenges the homeless population faces in the community. In terms of educating the public about homeless issues, the Outreach Subcommittee will plan and recommend appropriate marketing strategies such as newsletters, brochures, press releases and publications, about trends in homelessness to the Continuum for implementation. In terms of educating the Continuum, members of the Outreach Subcommittee will inform Continuum members about initiatives they have planned and recommended for approval by the Continuum.

Membership Subcommittee

1. The Membership Subcommittee will be composed of five Continuum members. Members may volunteer or be appointed by the Chair of the Continuum.

2. The Chair of the Continuum will appoint a Chair of this subcommittee that is a member of the Continuum.

3. The Membership Subcommittee is responsible for monitoring appointments to the Continuum to ensure the proper proportions are maintained and for recruiting new members to keep this balance.

Ad hoc Committees and Work Groups

1. Ad hoc committees will be composed of Continuum members as well as interested community members appointed at large by the Continuum Chair. The Chair will also appoint experts from the community.

2. The Continuum Chair will appoint the Ad hoc Committee Chair. This position will be time limited.

3. Ad hoc committees will meet for a limited amount of time for a specified purpose. This flexibility is necessary in order to resolve short-term issues and not have an excessive amount of committees and meetings.

4. The Finance Ad hoc Committee will continue to operate as an ad hoc committee and will convene when funding needs to be secured for the Continuum.

Decision Making

Quorum

A quorum is achieved when fifty percent of the appointed members plus one more are present. Proxies sent by Continuum members count for quorum.

Voting

When a quorum is present, the members or their approved proxies may vote only on items listed for action on the agenda. A simple majority vote will rule, defined as fifty percent plus one.

Rules of Order

Robert's Rules of Order Newly Revised will govern Continuum meetings and all committee meetings unless otherwise provided for in these Guidelines or other applicable documents.

Education and Outreach

The Continuum will strive toward engaging and informing the public on important issues that impact the Region's homeless population. Anytime anyone takes a stand on an issue on behalf of the MAG Continuum of Care Regional Committee on Homelessness, that position needs to be reviewed and approved through the appropriate Maricopa Association of Governments process. The benefit of the Maricopa Association of Governments process is to build Regional support on public policy issues.

Agenda Item #5M

MARICOPA ASSOCIATION of GOVERNMENTS

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January 17, 2006

TO: Members of the MAG Regional Council

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: STATUS REPORT ON 2005 CENSUS SURVEY

The data collection phase of the 2005 Census Survey is now complete and the local census office is closed. The Census Bureau is now in the data capture and processing phase and results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011.

At the December 14, 2005 Regional Council meeting, staff gave an update on the status of 2005 Census Survey activities, return rates of the census questionnaire and a review of costs of the survey. An update on the 2005 Census Survey is provided below.

Status of 2005 Census Survey Activities

All field work for the 2005 Census Survey is complete. The data capturing and processing phase includes completing the check-in and keying of paper questionnaires, performing quality control and assurance checks, matching the data against the master sample file, and making adjustments for nonresponse in the weighting and estimation process. Processing also includes applying factors to each enumerated housing unit to account for addresses not enumerated. The Census Bureau will have preliminary numbers for each member agency to review in Spring 2006.

Costs

The cost for the 2005 Census Survey and count of population in group quarters has been estimated at $7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined in 2006. In addition to costs paid to the Census Bureau, other costs have been incurred, including the regionwide media campaign (estimated at $230,000) and the setup and maintenance of the local census office (estimated at $170,000). MAG will be working with FHWA regarding sharing the total cost of the census, estimated at $8.1 million.

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

Agenda Item #5N

MARICOPA ASSOCIATION of GOVERNMENTS

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January 17, 2006

TO: Members of the MAG Regional Council

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: RATIFICATION OF THE ANNUAL PERFORMANCE REVIEW AND COMPENSATION OF THE MAG EXECUTIVE DIRECTOR

On January 9, 2006, the Regional Council Executive Committee conducted the annual performance evaluation of the MAG Executive Director. The Executive Committee took action to increase the salary of the Executive Director. Ratification of the action by the Executive Committee is being requested.

The performance evaluation was done in consultation with the Regional Council as part of the Executive Director's employment agreement. In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of the evaluation, in November, a questionnaire was sent to the members of the Regional Council to comment on the performance of the Executive Director. On January 9, 2006, the Executive Committee reviewed the comments from the Regional Council, discussed the performance of the Executive Director, and took action to increase the salary of the Executive Director's to $170,000. This increase is effective January 1, 2006.

If you have any questions regarding the action of the Executive Committee please contact me at (480) 644-2388.

Agenda Item #7

MARICOPA ASSOCIATION of GOVERNMENTS

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January 17, 2006

TO: Members of the MAG Regional Council

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: ADOT LITTER AND LANDSCAPE PROGRAM

The Regional Transportation Plan (RTP) developed by the Transportation Policy Committee allocated $279 million for landscape maintenance. This program is funded from the extension of the one-half cent sales tax that was approved by the voters on November 2, 2004. The objective of this program is to improve visual aesthetics along the highway system in the MAG region. This is to be accomplished through the funds provided by Proposition 400 that will be in addition to the funding that ADOT has been spending in this region for litter control and landscape maintenance. To ensure that these funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance of the program to be tracked.

The balance of this memorandum is divided into the following five sections:

- Litter Control Component
- Landscape Maintenance Component
- Program Management
- Performance Measurement
- Current and Proposed Budget by Activity

LITTER CONTROL COMPONENT

The litter control component consists of four major activities that include:

- Regularly scheduled litter pickup
- Hot spots that require more frequent pickup or one-time pickups
- Sweeping of the highway lanes and ramps
- Litter prevention education

Regularly Scheduled Litter Pickups

Current Service Levels:

ADOT picks up litter weekly on the state highway system in only part of the region as shown in Figure 1. In these areas ADOT crews and contract crews are used for litter pickup for those areas that are visible from the highway. Local companies sponsor sections of the highway system in these areas in order to defray some

of the costs. Litter pickup on the balance of the system is usually collected only quarterly and volunteers are commonly used for these areas.

Proposed Service Levels:
ADOT recommends that the weekly service area be expanded as shown on Figure 1. The areas outside of this expanded service area would continue to have quarterly litter pickups until such time as it is determined that more frequent pickups are warranted. In addition, ADOT recommends expanding the litter pickup service to include areas within the ADOT right of way that may not be visible from the highway. These include the areas along the back lot lines of the right of way, hidden alleys and other less visible areas. Under the existing programs, these less visible areas are rarely cleaned.

Hot Spot Litter Pickup

Current Service Levels:
Based on experience and calls from the public, ADOT also defines certain areas as "hot spots" that may need more frequent attention. These areas are inspected several times a week and ADOT crews are sent to these areas for additional litter pickup as resources allow. Figure 2 shows the areas that have been identified as regular hot spot areas that need more frequent service.

Proposed Service Levels:
ADOT recommends that the hot spot program be structured to ensure that adequate resources are available to maintain the litter hot spots and to respond to special events along the highway system that may need one-time service. As part of the expanded program, ADOT recommends that a formal "maintenance hotline" be established for the public to report litter and other maintenance issues.

Sweeping of Lanes and Ramps

Current Service Levels:
ADOT sweeps the through lanes of the highways once per week and the freeway on- and off-ramps every two weeks in the areas shown in Figure 3. Highways in the other areas of the region are swept only occasionally and only in response to a service request. ADOT uses certified PM-10 sweepers in the urban areas.

Proposed Service Levels:
ADOT recommends increasing the frequency of sweeping to twice per week in the heavily traveled areas of the system and implementing a weekly sweeping schedule for the other areas in the region. The proposed semi-weekly and weekly sweeping areas are shown on Figure 3. ADOT also needs three additional certified PM-10 sweepers in addition to the two that the department currently has in service.

Litter Education and Prevention Program

Current Service Levels:
ADOT has been contributing to the Arizona Clean and Beautiful program, which is a statewide program. Funding for this program has been limited, especially for a statewide program, and is not always available.

Proposed Service Levels:
ADOT recommends that the department work closely with MAG to develop a joint program for litter education and prevention. The program would be specifically targeted to the MAG region and would concentrate on litter prevention education.

LANDSCAPE MAINTENANCE

Current Service Levels:
ADOT's landscaping program consists of three major activities:

- Landscape Trimming – to maintain safety and visual sight distance, particularly at traffic interchanges and sign locations
- Irrigation System Maintenance – to ensure water conservation and maintain safety by preventing water from flooding roadways
- Weed Control and Removal – to maintain aesthetically pleasing roadway landscaping
- Landscape Restoration – to replace non cost effective and damaged irrigation systems, as well as to replace old, unhealthy, or dead plants

Although most of the freeways in the MAG region have formal landscape, there are areas that are not landscaped but rather are left with the natural vegetation. For example, I-17 north of the L101 and I-10 west of Bullard Avenue are not landscaped. As these areas are improved, they will be formally landscaped and then maintained as part of the program. All new freeways constructed will also be formally landscaped. Figure 4 shows the highways in the MAG region that are formally landscaped and those that are not. Figure 4 also shows the areas that ADOT believes are currently receiving an acceptable level of care for those landscape areas that are visible from the highways.

Proposed Service Levels:
Figure 4 shows the expanded area that would be maintained at a higher level than currently is possible. ADOT also recommends expanding the existing landscape maintenance program to include tree and bush trimming beyond what is necessary for safety and visual sight distance reasons, which will enhance roadway aesthetics. ADOT is also recommending that the landscape maintenance be expanded to include less visible areas such as back line lots and hidden alleys. ADOT does recommend that more chemical preventative weed control techniques be used, which will limit weed germination and reduce the amount of weeds present in the landscaped areas.

PROGRAM MANAGEMENT

Management of the Proposition 400 funding for litter control and landscape maintenance is important to ensure that the additional funds are being spent in a cost effective manner and that the regional funds are not used to supplant existing ADOT funding. A key management tool will be the ADOT Life Cycle program review that will include a reconciliation of the budgeted amounts with the actual expenditures. Tracking of actual expenditures for these functions will be through the ADOT Pecos financial system. This system should provide expenditures by function and funding type so ADOT and MAG can track both ADOT funds and Proposition 400 funds. The MAG Annual Report will also include an analysis of how the regional funds are being used for litter control and landscape maintenance. The table below shows freeway maintenance funding over the past five years.

Freeway Maintenance Funding
(Millions of Dollars)

Category	FY 01	FY 02	FY 03	FY 04	FY 05
Litter Pick Up	0.833	0.799	0.817	0.849	1.135
Sweeping	0.660	0.692	0.785	0.927	1.030
Litter Prevention & Education	0.110	0.110	0.110	0.110	0.110
Landscape	3.440	3.256	3.812	3.540	5.510

PERFORMANCE MEASUREMENT

Measuring the effectiveness of the litter control and landscape maintenance funds is needed to ensure that the program is meeting the needs of the region in a cost effective manner. ADOT has been working to develop an appropriate level of service measures for highway maintenance. Objective measures in the areas of litter and landscape maintenance are difficult to develop due to the inherently subjective nature of the aesthetics of a roadway and adjoining landscaped areas. Daily litter pickup for the system is not practical or cost effective. A highway section that is "clean" to one person may not be appear to be "clean" to another. The level of effort needed to reach a given level of landscape maintenance will vary by season and by the weather conditions. Off-season rains, for example, may stimulate extraordinary plant growth dictating higher levels of landscape maintenance.

ADOT is proposing two initial methods to gauge on how well the litter control and landscape maintenance program is working. First, ADOT recommends reorienting its citizens complaint tracking and response system so that complaints related to litter, landscaping and sweeping issues can be monitored. The number of complaints should fall as litter is picked up more frequently, litter hotspots are responded to more quickly, and more landscape maintenance is conducted. This system would also allow for new "hotspots" to be identified and maintained on an on going basis. This will require that complaints and comments be collected and reviewed at a central point within ADOT.

Secondly, ADOT is proposing that periodic tours of the highway system be conducted for local elected officials or staff to survey the status of litter and landscape and "score" their observations as to the appearance of difficult aspects of the landscape and litter. The results of the surveys would then be tabulated, analyzed and reported. ADOT is currently using the scorecard process, but on a limited basis.

Both of these proposed measurement techniques could result in refinements to the program to resolve specific issues discovered or to improve the overall performance of the programs.

PROPOSED BUDGET

ADOT is proposing that approximately $6 million of Proposition 400 funds be used to augment ADOT resources in FY 2006 and in FY 2007. Funding in future years can be determined as the effectiveness is reviewed and as new freeways miles are added to the system. The table below shows the major budget categories and funding for FY 2005. The recommended funding from Proposition 400 by budget category is also shown and the total budget by category for FY 2006.

Proposed FY 2006 Budget for Litter Control and Landscape Maintenance
(Millions of Dollars)

Category	FY 05 ADOT Funding	Prop. 400 Funds	Total Budget
Litter Pick Up	1.135	1.800	2.935
Sweeping	1.030	0.400	1.430
Litter Prevention & Education	0.100	0.200	0.300
Landscape	5.510	3.500	9.010
TOTAL	$7.775	$5.900	$13.675

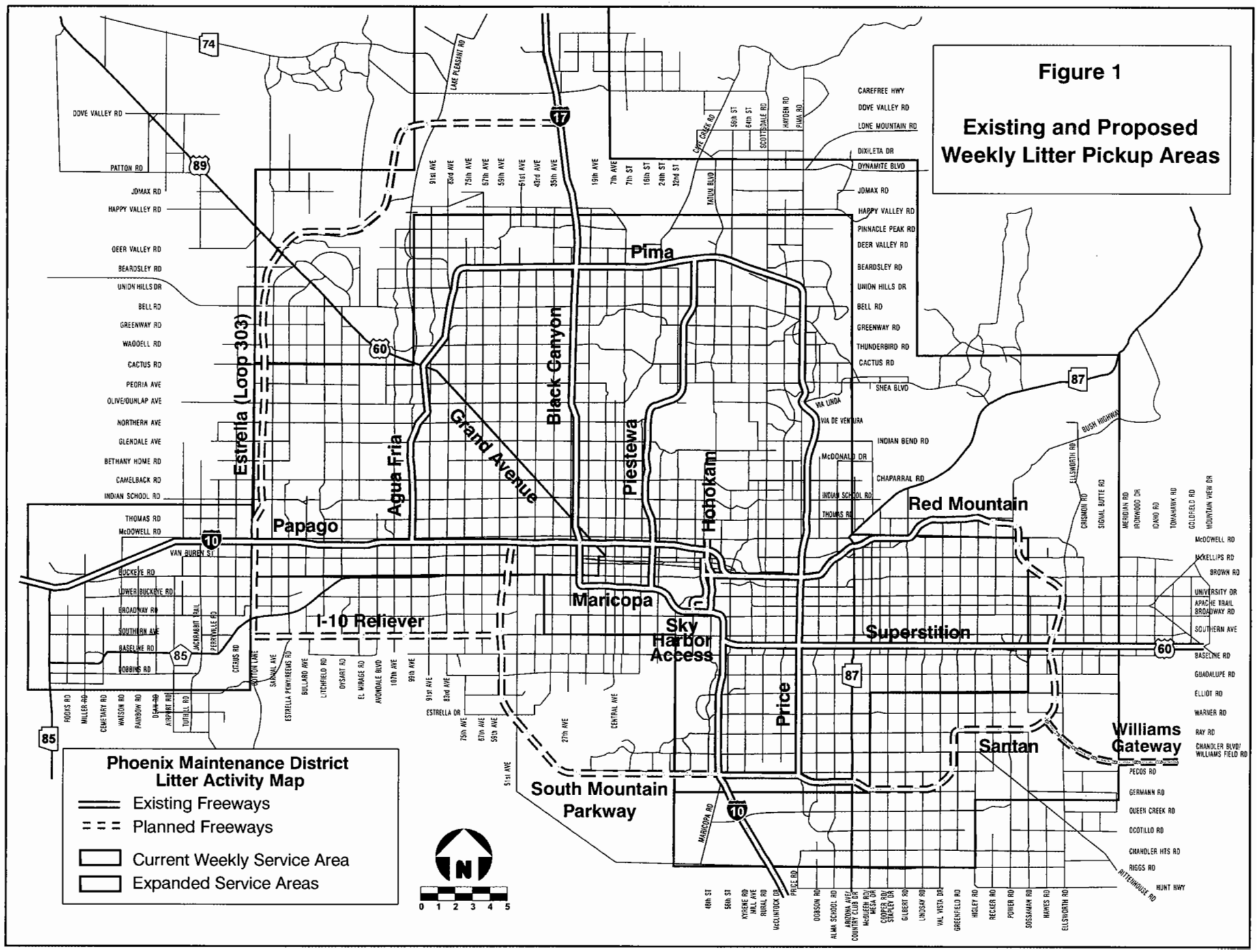
Figure 1
Existing and Proposed Weekly Litter Pickup Areas
Phoenix Maintenance District
Litter Activity Map
Existing Freeways
Planned Freeways
Current Weekly Service Area
Expanded Service Areas
Estrella (Loop 303)
Agua Fria
Grand Avenue
Black Canyon
Piestewa
Hohokam
Papago
Pima
Red Mountain
Maricopa
I-10 Reliever
Sky Harbor Access
Superstition
Price
Santan
Williams Gateway
South Mountain Parkway
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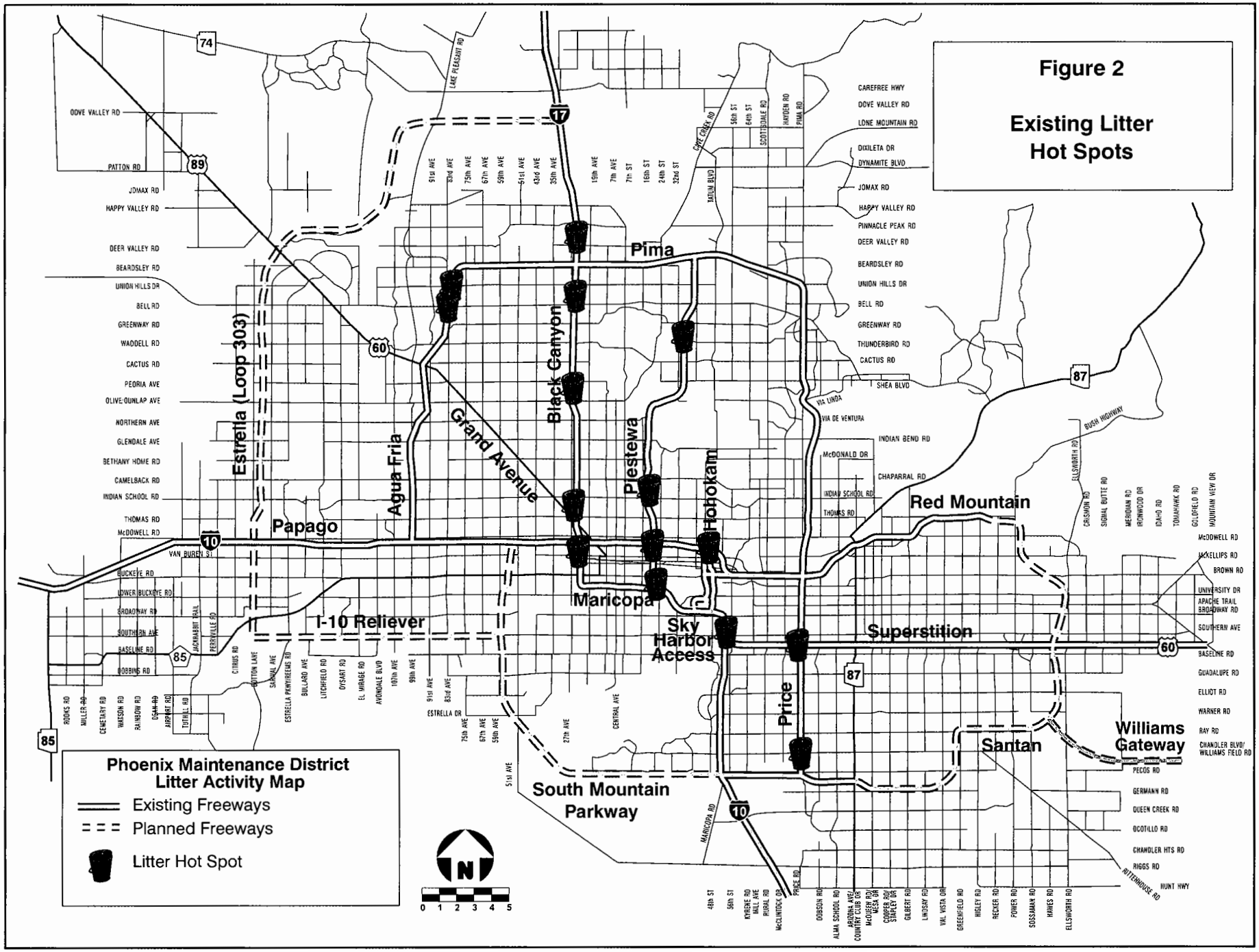
Figure 2
Existing Litter Hot Spots
Phoenix Maintenance District
Litter Activity Map
Existing Freeways
Planned Freeways
Litter Hot Spot
Pima
Black Canyon
Estrella (Loop 303)
Agua Fria
Grand Avenue
Papago
Piestewa
Hohokam
Red Mountain
Maricopa
I-10 Reliever
Sky Harbor Access
Superstition
Price
Santan
Williams Gateway
South Mountain Parkway
0 1 2 3 4 5

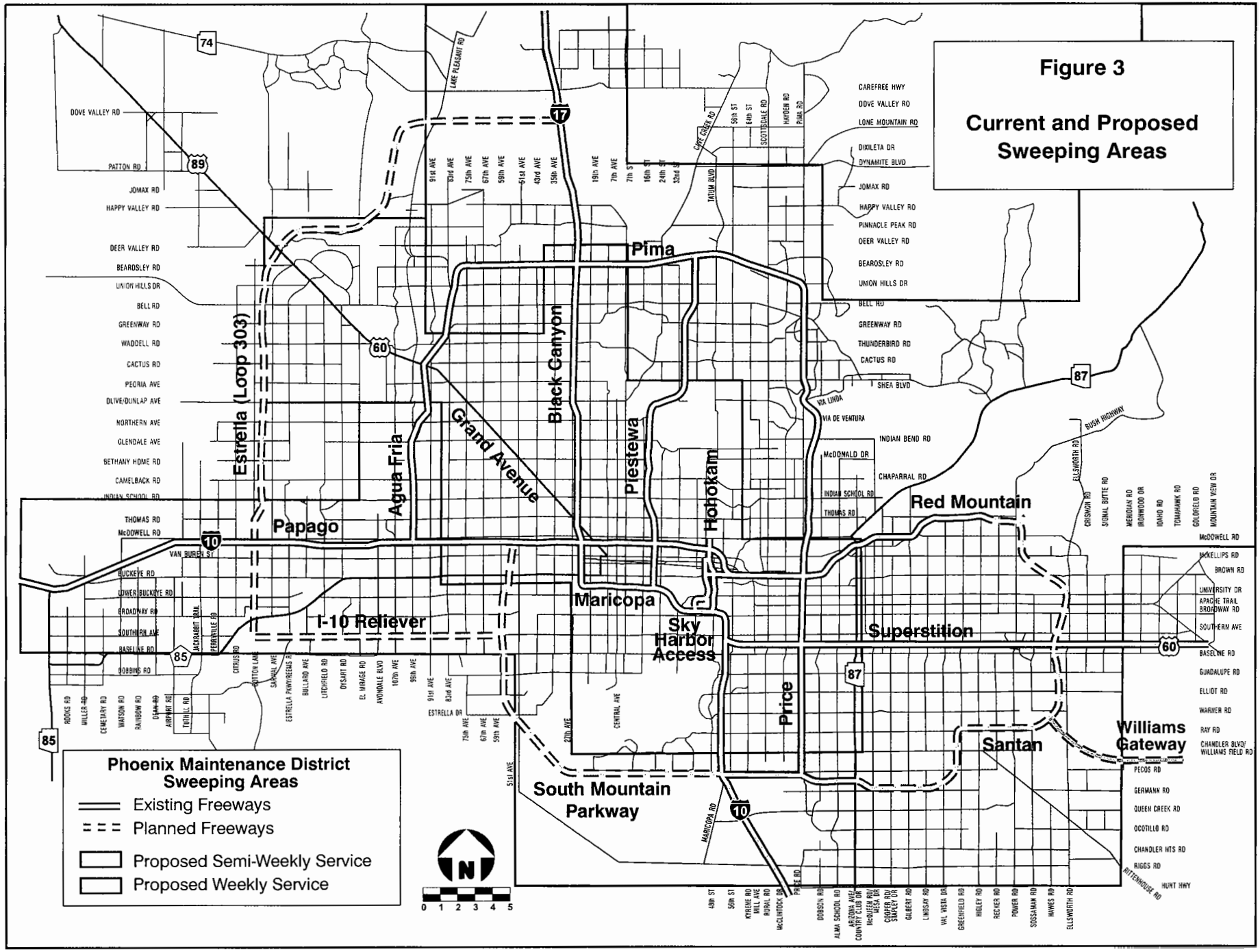
Figure 3
Current and Proposed Sweeping Areas
Phoenix Maintenance District Sweeping Areas
Existing Freeways
Planned Freeways
Proposed Semi-Weekly Service
Proposed Weekly Service
Pima
Black Canyon
Estrella (Loop 303)
Agua Fria
Grand Avenue
Piestewa
Hohokam
Papago
Red Mountain
Maricopa
I-10 Reliever
Sky Harbor Access
Superstition
Price
Santan
Williams Gateway
South Mountain Parkway
DOVE VALLEY RD
PATTON RD
JOMAX RD
HAPPY VALLEY RD
DEER VALLEY RD
BEARDSLEY RD
UNION HILLS DR
BELL RD
GREENWAY RD
WADDELL RD
CACTUS RD
PEORIA AVE
OLIVE/DUNLAP AVE
NORTHERN AVE
GLENDALE AVE
BETHANY HOME RD
CAMELBACK RD
INDIAN SCHOOL RD
THOMAS RD
McDOWELL RD
VAN BUREN ST
BUCKEYE RD
LOWER BUCKEYE RD
BROADWAY RD
SOUTHERN AVE
BASELINE RD
DOBBINS RD
CAREFREE HWY
DOVE VALLEY RD
LONE MOUNTAIN RD
DIXILETA DR
DYNAMITE BLVD
JOMAX RD
HAPPY VALLEY RD
PINNACLE PEAK RD
DEER VALLEY RD
BEARDSLEY RD
UNION HILLS DR
BELL RD
GREENWAY RD
THUNDERBIRD RD
CACTUS RD
SHEA BLVD
VIA LINDA
VIA DE VENTURA
INDIAN BEND RD
McDONALD DR
CHAPARRAL RD
INDIAN SCHOOL RD
THOMAS RD
BUSH HIGHWAY
McDOWELL RD
McKELLIPS RD
BROWN RD
UNIVERSITY DR
APACHE TRAIL
BROADWAY RD
SOUTHERN AVE
BASELINE RD
GUADALUPE RD
ELLIOT RD
WARNER RD
RAY RD
CHANDLER BLVD/ WILLIAMS FIELD RD
PECOS RD
GERMANN RD
QUEEN CREEK RD
OCOTILLO RD
CHANDLER HTS RD
RIGGS RD
HUNT HWY
0 1 2 3 4 5

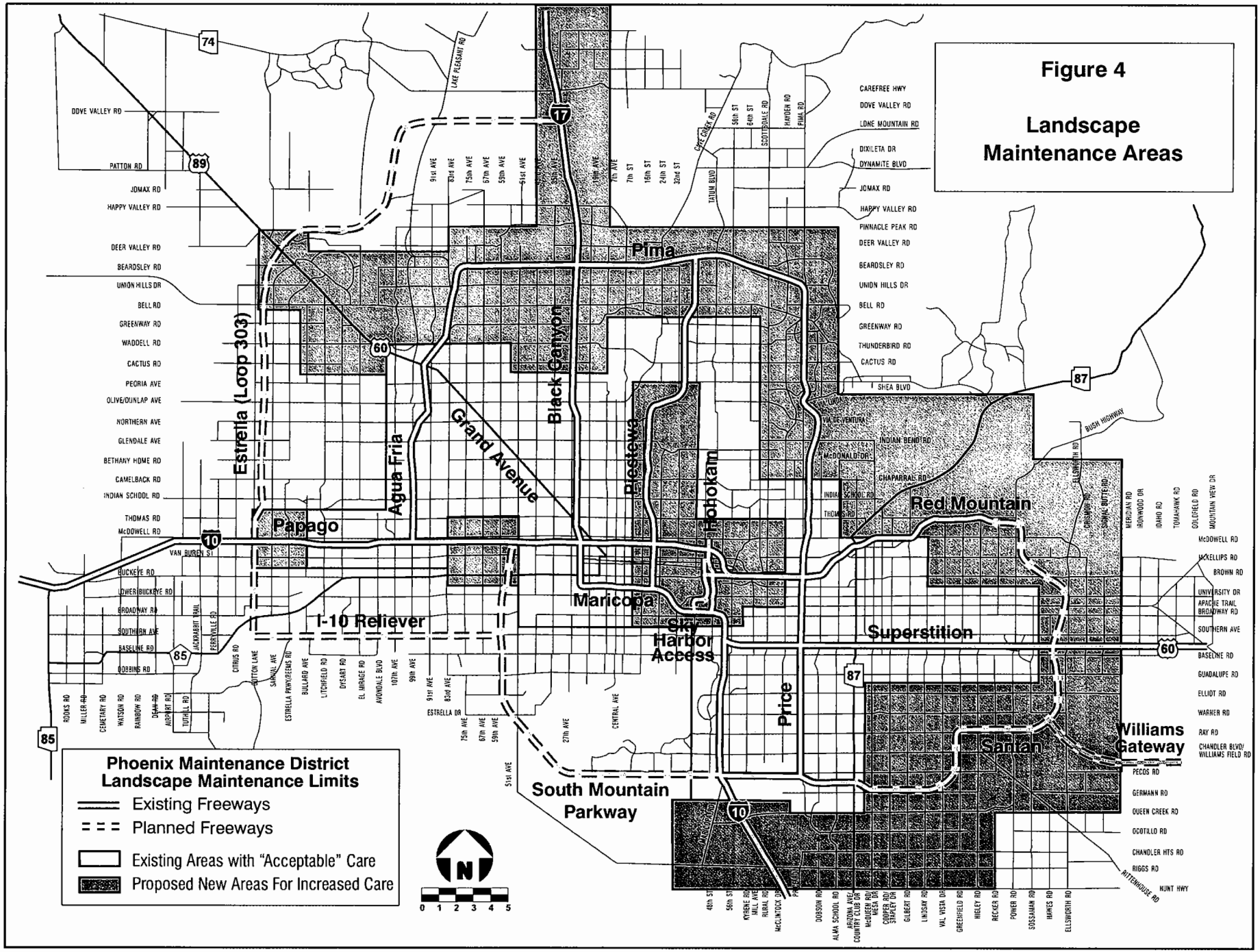
Figure 4
Landscape Maintenance Areas
Phoenix Maintenance District
Landscape Maintenance Limits
Existing Freeways
Planned Freeways
Existing Areas with "Acceptable" Care
Proposed New Areas For Increased Care
N
0 1 2 3 4 5
Pima
Black Canyon
Estrella (Loop 303)
Agua Fria
Grand Avenue
Piestewa
Hohokam
Papago
Red Mountain
Maricopa
I-10 Reliever
Sky Harbor Access
Superstition
Price
Santan
Williams Gateway
South Mountain Parkway
74
89
17
60
87
10
85
DOVE VALLEY RD
PATTON RD
JOMAX RD
HAPPY VALLEY RD
DEER VALLEY RD
BEARDSLEY RD
UNION HILLS DR
BELL RD
GREENWAY RD
WADDELL RD
CACTUS RD
PEORIA AVE
OLIVE/DUNLAP AVE
NORTHERN AVE
GLENDALE AVE
BETHANY HOME RD
CAMELBACK RD
INDIAN SCHOOL RD
THOMAS RD
McDOWELL RD
VAN BUREN ST
BUCKEYE RD
LOWER BUCKEYE RD
BROADWAY RD
SOUTHERN AVE
BASELINE RD
DOBBINS RD
CAREFREE HWY
DOVE VALLEY RD
LONE MOUNTAIN RD
DIXILETA DR
DYNAMITE BLVD
JOMAX RD
HAPPY VALLEY RD
PINNACLE PEAK RD
DEER VALLEY RD
BEARDSLEY RD
UNION HILLS DR
BELL RD
GREENWAY RD
THUNDERBIRD RD
CACTUS RD
SHEA BLVD
INDIAN BEND RD
McDONALD DR
CHAPARRAL RD
INDIAN SCHOOL RD
THOMAS RD
RUSH HIGHWAY
McDOWELL RD
McKELLIPS RD
BROWN RD
UNIVERSITY DR
APACHE TRAIL
BROADWAY RD
SOUTHERN AVE
BASELINE RD
GUADALUPE RD
ELLIOT RD
WARNER RD
RAY RD
CHANDLER BLVD/ WILLIAMS FIELD RD
PECOS RD
GERMANN RD
QUEEN CREEK RD
OCOTILLO RD
CHANDLER HTS RD
RIGGS RD
HUNT HWY
LAKE PLEASANT RD
CAVE CREEK RD
TATUM BLVD
SCOTTSDALE RD
HAYDEN RD
PIMA RD
ESTRELLA DR
CENTRAL AVE
27th AVE
51st AVE
ELLSWORTH RD
SIGNAL BUTTE RD
MERIDIAN RD
IRONWOOD DR
IDAHO RD
TOMAHAWK RD
GOLDFIELD RD
MOUNTAIN VIEW DR
RITTENHOUSE RD

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Particulate Pollution Update

SUMMARY:
In November and December 2005, this region experienced high readings at two of the PM-10 monitor sites. Although these readings will need to be checked by Maricopa County air quality personnel, it appears that MAG will need to initiate the preparation of a Five Percent Plan for submission to EPA by December 31, 2007. The Plan must show a reduction in PM-10 emissions of five percent per year until the standard is attained. It is important that the region attain the 24-hour PM-10 standard as quickly as possible. Every monitor in the nonattainment area must be clean in 2006, 2007 and 2008 in order for the region to attain by 2008.

At the December MAG Regional Council meeting, Maricopa County Supervisor Don Stapley requested assistance from the MAG member agencies in reporting dust control violations to Maricopa County for enforcement. Specifically, Supervisor Stapley requested that MAG member agencies: (1) allow building inspectors to be cross-trained by the County to be able to observe dust control violations and report them to the Air Quality Department, (2) impose more stringent requirements on unpaved parking lots, (3) replace outdated sweeping equipment with PM-10 efficient sweepers, and (4) support legislation to prohibit open burning of trash on high pollution days.

During the discussion, interest was expressed in the approach used by the City of Peoria for dust control. Peoria requires that a copy of the Maricopa County Rule 310 permit be submitted and incorporated into the grading and drainage permits issued by the city. Local inspectors are then able to monitor the contractor's compliance with the earthmoving permit and dust control plan. MAG staff has forwarded the applicable Peoria City Code, included in the attachment, to the MAG member agencies.

On December 21, 2005, EPA proposed two new 24-hour standards for particulate pollution: a stricter fine particulate standard and a new coarse particulate standard. EPA is proposing to revoke the existing 24-hour PM-10 standard, except in areas that have violating monitors and a population of 100,000 or more. In these areas, such as Maricopa County, the current 24-hour PM-10 standard will remain in place until EPA has completed nonattainment designations for the new coarse standard in July 2013. The EPA has indicated that there may be legal challenges of the new coarse particulate standard. In the case of eight-hour ozone, the implementation of the new federal standards was delayed by seven years due to litigation.

PUBLIC INPUT:
At many MAG committee meetings, a citizen has expressed concern for the effects of PM-10 on residents of the region. Another citizen commented that the PM-10 problem is hard to get around in a desert and that everyone is a part of the solution and can help with this problem by encouraging trip reduction.

PROS & CONS:
PROS: Public health is protected when the federal particulate standards are attained and maintained.

CONS: Showing five percent per year reductions in particulate emissions will be a major challenge for a rapidly growing region.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Five Percent Plan will require a major PM-10 modeling and plan development effort on the part of MAG.

POLICY: New control measures may be required to reduce particulate emissions by five percent per year and lower PM-10 readings at the monitors.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
Management Committee: This item was on the agenda of the January 11, 2006 MAG Management Committee meeting for information and discussion.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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.

CONTACT PERSON:
Cathy Arthur or Lindy Bauer, MAG, (602) 254-6300.

Sec 20-255. Grading and drainage regulations; permits required and exceptions.

(a) Drainage. No person shall obtain a building permit, required by the Building Code of the City of Peoria, for work in or over any natural water course, drainage way, canyon, ravine, arroyo or other potential flood hazard are without first having obtained a grading permit from the City. Where a 404/401 permit is required from the Corps of Engineers, a copy of the application/findings as a result of the application, and a letter of approval shall be submitted to the City Engineer for review, prior to the issuance of a grading permit.

(b) Flood hazard area. No person shall obtain a building permit, required by the Building Code of the City of Peoria, in an area of special flood hazard without first obtaining a grading permit from the City.

(c) Mining, quarrying, excavating, processing, stockpiling of rock, sand, gravel, aggregate, or clay where established and provided by law.

(d) Filling, excavating, stockpiling and storing. No person shall do any grading without first obtained a grading permit from the City except for the following:

(1) A fill less than one foot (1') in depth and placed on natural terrain with a slope flatter than five horizontal to one vertical and which does not exceed 100 cubic yards on any one site and does not obstruct a drainage course.

(2) An excavation of one thousand (1,000) cubic yards or less or eight feet (8') or less below finished grade for basements and footings of a building, retaining wall, or other structure authorized by a valid building permit. This shall not exempt any fill made with the material from such excavation nor exempt any excavation having an unsupported height greater than five feet (5') after the completion of such structure.

(3) Excavation or deposition of earth materials within a property which is dedicated or used, or to be used for cemetery purposes not obstructing a water course except where such grading is within one hundred feet (100') of the property line or intended to support structures.

(4) Grading in an isolated, self-contained area if the Engineering Director or his designee finds that no apparent danger to private or public property can now or thereafter result from the grading operations.

(5) Grading in public right-of-way and easements done under a permit issued by the City Engineer.

(6) Grading by a public utility company in private easements which do not obstruct a natural water course.

(e) Notwithstanding Section 20-255(d) (2), no person shall commence or conduct any clearing, grubbing, and/or grading of land which is designated as hillside under the Zoning Ordinance of the City of Peoria, or which land has specific zoning or development stipulations attached to it which prohibits or controls grading, clearing or grubbing on said sand, or which land is in a zoning district which prohibits or controls clearing, grubbing and/or grading of said land, without first having obtained a permit from the City.

(f) Notwithstanding the provisions of (d) above, the NPDES program may require a Storm Water Pollution Prevention Plan and impose additional requirements and prohibitions.

(g) Notwithstanding the provisions of (d) above, a copy of the Maricopa County Rule 310 permit shall be submitted and incorporated into the grading and drainage permit issued by the city.

(h) Wall Permits. For any property located north of Deer Valley Road, the Building Official shall require the issuance of a Wall Permit prior to the approval of any minor land division, site plan, subdivision plat, or individual plot plan. A Wall Permit shall require any fence or wall to be constructed in compliance with the drainage requirements contained in this Chapter and shall include such conditions as may be reasonably necessary to protect the life, limb, health, welfare, and property of others from damage of any kind. Upon a property owner's submittal of a written request to waive the requirement for a Wall Permit, the Engineering Director shall review the property owner's justification for such a waiver. The Engineering Director may waive in writing the Wall Permit requirement if in the opinion of the Director the fence or wall will have no drainage impacts

(Ord. No. 98-95, enacted, 8/26/98)
(Ord. No. 01-173, 11/6/01, Amended) SUPP 2001-4
(Ord. No. 02-41, 6/7/02, Amended) SUPP 2002-2

Agenda Item #10

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
January 17, 2006

SUBJECT:
Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

SUMMARY:
Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the develop of the Work Program and Budget. The draft Dues and Assessments document is footnoted for your information.

- The population numbers used in the draft Dues and Assessments calculation are described in footnote (a). The most current approved population numbers are for FY 2004. We anticipate that the census for 2005 will be ready in May or June 2006 and that these population numbers will be used for the final draft Dues and Assessments calculation.

- The Solid Waste Planning Assessment discussed in footnote (b) remains unchanged from FY 2006 at $10,000 with no anticipated additional program activity for Solid Waste Planning during FY 2007.

- The information in footnotes (c), (d) and (f) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the Maricopa County portion of the population calculation, respectively.

- Last year an option to establish a minimum level for the draft Dues and Assessments of $350 was presented and approved, and this is described in footnote (e). The same minimum level of $350 was used in the calculations and affects one entity for FY 2007.

The Dues and Assessments reflect the standard increase, which is based on the inflationary factor used by the Arizona Department of Transportation. The inflationary adjustment is estimated to be seven percent for FY 2007. This percentage will be finalized at the end of January.

PUBLIC INPUT:
No public comments have been received.

PROS & CONS:
PROS: MAG is proposing a budget time line that provides explicit information, an incremental review of key budget details and a draft review of the budget and work program. Additionally, we are providing draft Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: None.

ACTION NEEDED:
Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:
This item was on the January 11, 2006 Management Committee agenda for input.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
\# Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, 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 January 9, 2006 Executive Committee agenda for input.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
Mayor Mary Manross, Scottsdale, Treasurer
Mayor Wendy Feldman-Kerr, Queen Creek
* Mayor Phil Gordon, Phoenix
Mayor Joan Shafer, Surprise
Mayor James M. Cavanaugh, Goodyear

* Not present
\# Participated by videoconference or telephone conference call

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

Maricopa Association of Governments
Fiscal Year 2007
January 3, 2006
Draft Dues And Assessments

Jurisdiction	July 1, 2004 (a) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2007 Estimated Dues & Assessments
Apache Junction	34,400	$1,961	$97	$1,137	$2,315	$700		$6,210
Avondale	60,255	$3,435	$169	$1,992	$4,055	$1,226		$10,877
Buckeye	14,505	$827	$41	$480	$976	$295		$2,619
Carefree	3,310	$189	$9	$109	$223	$67		$597
Cave Creek	4,370	$249	$12	$144	$294	$89		$788
Chandler	220,705	$12,582	$620	$7,298	$14,854	$4,491	$4,126	$43,971
El Mirage	28,310	$1,614	$80	$936	$1,905	$576		$5,111
Fort McDowell Yavapai Nation	824	$249	$2	$27	$55	$17		$350
Fountain Hills	22,475	$1,281	$63	$743	$1,513	$457		$4,057
Gila Bend	2,030	$116	$6	$67	$137	$41		$367
Gila River Indian Community	2,740	$156	$8	$91	$184	$56		$495
Gilbert	164,685	$9,389	$463	$5,446	$11,084	$3,351	$3,079	$32,812
Glendale	233,330	$13,302	$655	$7,715	$15,704	$4,748	$4,362	$46,486
Goodyear	35,810	$2,041	$101	$1,184	$2,410	$729		$6,465
Guadalupe	5,380	$307	$15	$178	$362	$109		$971
Litchfield Park	3,920	$223	$11	$130	$264	$80		$708
Maricopa County (f)	232,860	$13,275	$654	$7,700	$15,672	$4,738	$4,354	$46,393
Mesa	447,130	$25,491	$1,256	$14,785	$30,093	$9,098	$8,360	$89,083
Paradise Valley	14,410	$822	$40	$476	$970	$293		$2,601
Peoria	132,300	$7,542	$372	$4,375	$8,904	$2,692	$2,474	$26,359
Phoenix	1,416,055	$80,728	$3,978	$46,824		$28,814	$26,475	$186,819
Queen Creek	11,645	$664	$33	$385	$784	$237		$2,103
Salt River Pima-Maricopa	6,780	$387	$19	$224	$456	$138		$1,224
Scottsdale	221,130	$12,606	$621	$7,312	$14,883	$4,500	$4,134	$44,056
Surprise	63,960	$3,646	$180	$2,115	$4,305	$1,301		$11,547
Tempe	160,820	$9,168	$452	$5,318	$10,824	$3,272	$3,007	$32,041
Tolleson	5,445	$310	$15	$180	$366	$111		$982
Wickenburg	5,970	$340	$17	$197	$402	$121		$1,077
Youngtown	3,970	$226	$11	$131	$267	$81		$716
TOTALS	3,559,524	$203,126	$10,000	$117,699	$144,261	$72,428	$60,371	$607,885

FY 2006 Total Costs		$189,650	$10,000	$110,000	$134,823	$67,691	$56,422
Based on Population		$13,476	$0	$7,699	$9,438	$4,737	$3,949
		7.11%	0.00%	7.00%	7.00%	7.00%	7.00%
Per Capita Cost		$0.05707	$0.00281	$0.03307	$0.04053	$0.02035	$0.01696

The annual dues and assessments are apportioned according to per capita populations and are increased using the inflation factor for the MAG Regional Freeway System for FY 2007 (7 percent).

(a) The official census numbers for 2005 are anticipated to be ready in May 2006. The final population numbers approved by Regional Council will be used for this calculation.

(b) The Solid Waste Planning Assessment remains at the fiscal year 2006 amount of $10,000. There is no anticipated increased activity in fiscal year 2007 for this program.

(c) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.

(d) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.

(e) Total Dues and Assessments are based on a minimum of $350 per member.

(f) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

Maricopa Association of Governments
Fiscal Year 2007
DRAFT January 3, 2006
Work Program and Annual Budget Proposed Timeline

01/05/06	*Thurs*	*Intergovernmental Meeting*
01/09/06	*Mon*	*Regional Council Executive Committee Meeting-dues/assessments; timeline*
01/11/06	*Wed*	*Regional Council Management Committee Meeting-dues/assessments; timeline*
01/25/06	*Wed*	*Regional Council-dues/assessments; timeline*
02/02/06	*Thurs*	*Intergovernmental Meeting*
02/08/06	*Wed*	*Management Committee Meeting- present new projects; presentation of summary budget documents*
02/13/06	*Mon*	*Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents*
02/16/06	*Thurs*	*Budget Workshop-videoconference (TBD)*
02/22/06	*Wed*	*Regional Council Meeting- present new projects; presentation of summary budget documents*
03/02/06	*Thurs*	*Intergovernmental Meeting*
03/08/06	*Wed*	*Management Committee Meeting- information and review of draft budget documents*
03/20/06	*Mon*	*Regional Council Executive Committee Meeting- information and review of draft budget documents*
03/29/06	*Wed*	*Regional Council Meeting- information and review of draft budget documents*
03/30/06	*Thurs*	*Intergovernmental Meeting*
04/05/06	*Wed*	*Management Committee Meeting- information and review of draft budget documents*
04/17/06	*Mon*	*Regional Council Executive Committee Meeting- information and review of draft budget documents*
04/26/06	*Wed*	*Regional Council Meeting- information and review of draft budget documents*
April		*Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)*
April		*IPG meeting with FHWA, FTA, ADOT and others (TBD)*
05/04/06	*Thurs*	*Intergovernmental Meeting*
05/10/06	*Wed*	*Management Committee meeting - present draft Budget for recommendation of approval*
05/15/06	*Mon*	*Regional Council Executive Committee meeting - present draft Budget for recommendation of approval*
05/24/06	*Wed*	*Regional Council meeting - present draft Budget for approval*