

Transportation **A**dvisory **B**oard

Maricopa County Department of Transportation

Meeting Agenda Packet

9:00 a.m.
January 15, 2013

Transportation Advisory Board

Maricopa County Department of Transportation

AGENDA

Tuesday, January 15, 2013 at 9:00 a.m.
MARICOPA CONFERENCE ROOM

Pursuant to A.R.S. 38-431.02, notice is hereby given to the general public that the Maricopa County Transportation Advisory Board will hold a meeting at 9:00 a.m. on Tuesday, January 15th, 2013. This meeting will be held in the Maricopa County Department of Transportation Maricopa Conference Room, 2901 West Durango Street, Phoenix, Arizona. Matters on the agenda may be discussed in Executive Session for the purpose of obtaining legal advice on those matters. The Board was offered written materials pertaining to agenda items prior to the meeting. (This material is available upon request to the Maricopa County Department of Transportation.) The Board retains the right to take agenda items out of order as needed for quorum or other purposes. Agenda items with staff presentations are so noted. Staff is available to clarify or address any related comments. For additional information, please contact Ashleigh Hope at 602-506-1630.

REGULAR BUSINESS

1. **PLEDGE OF ALLEGIANCE**

INTRODUCTIONS

CALL TO THE PUBLIC

This is the time for the public to comment. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01(G), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date.

2. **APPROVAL OF THE MINUTES**

Presentation: None scheduled

Suggested Actions: Approve the November 20th, 2012 meeting minutes, as submitted.

GENERAL BUSINESS

3. **DIRECTOR'S UPDATE**

MCDOT and County News

4. **ENHANCED REGULATORY OUTREACH PROGRAM**

Presentation: Joy Rich, Deputy County Manager

Suggested Action: For information and discussion.

5. **RECOMMENDATION OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FY 2014 – 2018**

Presentation: Al Kattan, Project Management and Construction Division Manager

Suggested Action: For information, discussion and possible action to recommend the TIP for FY 2014 – 2018.

6. **PROJECT RATING PROCESS UPDATE**

Presentation: Jack Lorbeer, Planning Division Manager

Suggested Action: For information, discussion and possible direction.

7. **SPECIAL PROJECT FUND (SPF) POLICY AND GUIDANCE**

Presentation: Clemenc Ligocki, Intergovernmental Policy Manager

Suggested Action: For information, discussion and possible action to approve an updated SPF Policy and updated SPF Guidance.

8. **STANDARD REPORTS**

Presentation: None scheduled

Suggested Action: For information only.

Reports included: Board of Supervisors Summaries (TAB members only)
Corridor Status and DCR Update
TIP Productivity Report

9. **TAB FORUM**

(This section of the agenda allows TAB members to share information regarding a variety of transportation-related issues in a public forum.)

10. **NEXT MEETING DATE**

The next TAB meeting is scheduled for Tuesday, March 19th, 2013 at 9:00 AM.

11. **CALL TO ADJOURN**

ACCOMMODATIONS FOR INDIVIDUALS WITH DISABILITIES: Persons with a disability may request a reasonable accommodation such as a sign language interpreter by contacting TDD (602) 506-4317 or contact Ashleigh Hope at (602) 506-1630. Requests should be made as early as possible to allow time to arrange the accommodations.

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 1

ITEM:

Pledge of Allegiance, Introductions, and Call to the Public

ACTION REQUIRED:

Recite Pledge of Allegiance, recognize dignitaries, and solicit comment from any members of the public or industry who may be present.

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 2

ITEM:

Approval of the Minutes from the November 20, 2012 regular meeting

ACTIONS REQUIRED:

Approve the Minutes of the November 20, 2012 regular meeting, as submitted.

ATTACHMENTS:

Draft Minutes of the November 20, 2012 regular TAB meeting

Transportation Advisory Board

Maricopa County Department of Transportation

DRAFT_MINUTES **Tuesday, November 20, 2012**

The Board was offered written materials pertaining to agenda items prior to the meeting. (This material is available upon request to the Maricopa County Department of Transportation.) The Board retains the right to take agenda items out of order as needed for quorum or other purposes. This meeting was posted in accordance with the Arizona Open Meeting Law and Statement of Posting located in the Clerk of the Board of Supervisors' office.

TAB MEMBERS PRESENT

Chairman Marc Erpenbeck, District 1
Vice Chairman Jeff Martin, District 2
Merlyn Carlson, District 4

STAFF MEMBERS PRESENT

John Hauskins, Director
Alex Arriaga, Project Management
Mirel Cristian, Planning
Roberta Crowe, Planning
Margaret Gianfarcaro, Engineering
Bill Hahn, Project Management
Lynne Hilliard, Planning
Ashleigh Hope, Planning
Al Kattan, Project Management
Kellee Kelley, Planning
Jeff Kramer, Operations
Clem Ligoeki, Planning
Jack Lorbeer, Planning
Tim Oliver, Planning
John Paulsen, County Attorney's Office
Chris Plumb, Planning
Kellee Schlink, Planning
Gary Scott, Real Estate
Mitch Wagner, Planning
Chuck Williams, Project Management
Edmund Williams, Engineering
Mike Wilson Real Estate
Nariman Zadeh, Project Management

GUESTS PRESENT

Bill Cowdrey, HDR
Dan Cook, City of Chandler
Greg Haggerty, Dibble Engineering

Steve Jimenez, SCI
Mike Lopez, Stanley
Mark Milstone, Citizen
Mike Sabatini, Baker

REGULAR BUSINESS

1. **PLEDGE OF ALLEGIANCE**
INTRODUCTIONS
CALL TO THE PUBLIC

Chairman Erpenbeck called the meeting to order at 9:02 a.m. Board Member Carlson led in the Pledge of Allegiance.

A quorum was present.

Attendees introduced themselves.

Call to the Public: No requests to speak were presented.

2. **APPROVAL OF THE MINUTES**

Presentation: None scheduled

Suggested Action: It is moved the Transportation Advisory Board approve the minutes of the September 18, 2012 TAB meeting as submitted.

MOTION: **Vice Chair Martin motioned the September 18, 2012 meeting minutes be approved as submitted; Board Member Carlson seconded the motion.**

ACTION: *Motion passed unanimously.*

GENERAL BUSINESS

3. **DIRECTOR'S UPDATE**
MCDOT and County News

Mr. Hauskins made a formal introduction of the new division managers of MCDOT.

Mr. Hauskins talked about the Gillespie Dam Bridge Rededication Event. He mentioned that approximately 300 people were in attendance. He also mentioned Congressman Raúl Grijalva, State Representative Lynne Pancrazi, County Supervisor Mary Rose Wilcox,

Gila Bend Mayor Ron Henry, Buckeye Mayor Jackie Meck, and members of the Gillespie family participated in the event.

Mr. Hauskins presented pictures taken at the event and the rededication event video.

4. **RECOMMENDATION TO UPDATE THE SPECIAL PROJECT FUND (SPF)**

Presentation: Clemenc Ligocki, Intergovernmental Policy Manager

Suggested Action: For information, discussion and possible recommendation

Mr. Ligocki provided TAB with a refresher on the SPF eligibility and what the program is about. Projects should range between \$100,000 and \$1,500,000; projects have to be eligible for Highway User Revenue Funding (HURF). The projects should be on roads in County jurisdiction. In addition to that there are supposed to be advantages to MCDOT's mission, and it requires immediate needs that cannot wait for the normal TIP process.

Mr. Ligocki stated that what has occurred is that a while back there were some discussions about the SCTAP and the SPF. There was a question that came up about increasing the dollar amount to the SCTAP program. The County Attorney's Office researched that question and came back with some advice concerning both funds. The conclusion was that MCDOT can only spend county HURF funds on county roads. The only time the MCDOT can expend county HURF funding on incorporated cities or towns is if those streets or highways are established as county highways under Title 28. He added, with that the SCTAP program had to be ended, and that was done. MCDOT is here today to talk about the SPF. SPF is supposed to be only for county roads that are in county jurisdiction or within the county system. At times, MCDOT had some projects that were determined to be beneficial to the county, and TAB determined we should move forward because county residents were served even though the projects were not strictly on county roads. An example would be a project where there's a county island nearby; but the road itself is not a county road.

Mr. Ligocki stated TAB should consider whether MCDOT should continue with this fund or if MCDOT should tighten it up to make sure that when MCDOT funds the projects they strictly adhere to the requirements.

Mr. Ligocki concluded his presentation and asked if there were any questions.

Vice Chairman Martin asked what Mr. Ligocki meant by tightening it up.

Mr. Ligocki responded that there is language that says that the proposed project shall be the responsibility of the department or on roadways under the jurisdiction of Maricopa County. MCDOT could make sure that when MCDOT funds a project, it does in fact ensure the road is clearly in the county's jurisdiction, rather than adjacent to county islands or partially city owned.

The other issue was some projects that have been funded probably were the types of projects where MCDOT could have waited for the TIP, that weren't necessarily emergencies.

MCDOT has also discussed that we have reserve funds and that maybe it's not necessary to continue this program, as we have the ability to respond to special project needs from the department standpoint. We certainly don't feel the need for the program; however, we are here to gain TAB's thoughts on where MCDOT should go with this.

Mr. Ligocki talked about the possible recommendations, and explained the differences between Alternative Motion A and Alternative Motion B. Motion A provided that it be moved that the TAB recommend to the Maricopa County Board of Supervisors that the Special Project Fund be deactivated. Motion B provided that it be moved that the TAB recommend to the Maricopa County Board of Supervisors that the BOS that the SPF program should continue and authorize an amount up to \$1,500,000 for the Special Project Fund in the MCDOT budget for FY 2014. The TAB also recommends that MCDOT clarify the SPF Guidance with respect to eligibility and strictly enforce the eligibility requirements.

Chairman Erpenbeck asked if TAB goes under Alternative Motion B and funds it, but in the application process we don't find that we have an efficient number of projects we think we should fund, what happens to the funds that were set aside to go into the SPF if they are not used?

Mr. Ligocki replied that we could certainly make it clear in the motion that the funds are available in the program and are set aside for special project use as needed. He asked if Mr. Hauskins, Al Kattan, or Chuck Williams would like to add to that, or suggest anything different.

Mr. Williams stated what MCDOT would do in a situation like that is look at our current situation to see if we have projects that are over budget and we will make a budget adjustment towards the end of the year to reallocate those funds where we think the best use is.

Mr. Hauskins stated MCDOT does it all the time. We move funds around all year long, so that's not a difficult task for MCDOT. If TAB decides to authorize the funds for this, we could design the motion so it would include that ability to revert those funds back to the program if they're not used for SPF.

Chairman Erpenbeck stated he doesn't see a downside to Alternative Motion B if MCDOT is going to move the funds if MCDOT isn't able to find projects that are worthwhile.

Vice Chairman Martin concurred.

Mr. Williams suggested that there is a downside. If we wait until March, we may not be able to utilize those funds; the time to act is usually January or February. That is about as late as MCDOT can take advantage of any available funding. The cycle needs to be thought out and may need to reconsider when you make the recommendation because there needs to be time to do the IGAs, not only with us but with the other community so we can get the funds expended in the time we finish. The problem with Alternative B is that we need to rethink the whole timing of it.

Vice Chairman Martin asked Mr. Ligocki how much money TAB authorized for the program last year.

Mr. Ligocki responded that given the condition of the economy, TAB did not authorize anything. The previous year, he believes \$1.5 million was authorized.

Mr. Williams stated that we still have agreements that are already negotiated, and we're still making distributions of some of those funds. The total was approximately \$1.6 million.

Mr. Ligocki recalled that it was in fact last year that TAB authorized \$1.5 million; it was the previous year that we held off. He added that the agreements are in the process. But we did have a motion to hold it at \$1.5 million.

Vice Chairman Martin recalled MCDOT had many applications and it was a difficult decision to decide which projects we were going to fund and which ones didn't get funding. He asked if TAB didn't end up making some compromises where some of the funding got cut back on some of the projects because there wasn't enough to fund on all of them.

Mr. Ligocki replied that is correct. What happened was that there was a second Queen Creek project that would have been funded if there was additional money, and the City of Mesa stepped up on the Elliot Road project and pulled some money back so that it fit the \$1.5 million threshold.

Chairman Erpenbeck affirmed that is correct. He added that he believes TAB sent out a supplemental set of questions and asked if they could do partial projects or could do anything to remain within the budget.

Board Member Carlson asked why we wouldn't ask for \$1.5 million for Alternative Motion B.

Mr. Ligocki responded that is the highest amount that the Board has authorized; TAB could recommend anything within that range.

Board Member Carlson stated if we did not use it would it roll back into reserve.

Mr. Ligocki replied yes, as Mr. Williams described if we acted early enough to keep it available and make the adjustments.

Vice Chairman Martin stated that he thinks it's been a good program and provided good projects last year. We had a difficult time making some of the decisions on which projects got funded and which ones didn't, but is ready to make a recommendation.

Chairman Erpenbeck mentioned that there is one point he wanted to discuss. He stated that he didn't think that all of the things TAB received were clearly within the guidelines last year. There was a struggle with that and some of the guidelines say that it be the benefit of the County. It wasn't specifically well defined term so he does think it's critical that if we proceed with Alternative Motion B, that the applications are very clear to the

cities that are applying. They must justify how they meet the criteria, and that those be dealt with MCDOT before they are presented to TAB. If they don't qualify, they shouldn't be presented to us.

Mr. Ligocki mentioned this is a newly constituted TAB, and when the original guidance was done, there was a different set of members. At that time, MCDOT was instructed by TAB not to prescreen and do those sorts of things. He thinks it's very prudent to be more tied to the guidelines.

MOTION: Vice Chairman Martin moved the TAB recommend to the Maricopa County Board of Supervisors that the Special Project Fund continue and the BOS authorize \$1,500,000 for the Special Project Fund in the MCDOT budget for FY 2014; Board Member Carlson seconded the motion.

ACTION: *Motion passed unanimously.*

5. STATUS OF TAB SCOPING RECOMMENDATIONS

Presentation: Al Kattan, Project Management and Construction Division Manager

Suggested Action: For information and discussion

Mr. Kattan presented the updated list of the scoping projects and the flowchart. He stated the projects done by MCDOT can be proposed by several different parties. The projects go through the MCDOT Project Initiation Committee (PIC) process for the screening and we put them all on the list and bring them to the TAB. The last time we did that was January 2011.

Mr. Kattan presented the original list of all the projects that were submitted, approximately 84 projects for FY12, based on the priority that was set by the TAB. He noted the top 24 projects and the rankings by the TAB.

Mr. Kattan explained the next steps for scoping recommendations were to complete current scoping studies and recommend priority for Design and Construction in the Fall of 2013 for fiscal years 2015-2019 of the TIP. Then, MCDOT would screen the remaining list to ensure projects are in the County System, make initial visual, discuss at Project Initiation Committee and prioritize projects for Scoping in Fall of 2013.

Vice Chairman Martin asked Mr. Kattan to explain how MCDOT chooses which projects to scope.

Mr. Kattan replied we came in 2011 (the original list is in the handout) and we had a special session with TAB where the 84 projects were presented. Through several meetings, the TAB members ranked these projects and we divided them into three groups to start the process. He added that he's showing the disposition of the first group of 24 projects which were included in the FY12 budget. The second group is for FY13 in addition to that, we will be finalizing the design and construction that is coming from the previous list.

Mr. Kattan stated TAB would be the first Board to have the scoping, final design, and construction in accordance to the new process. It took three years to come to this point.

Mr. Hauskins asked Mr. Kattan to explain what the picture in the presentation is.

Mr. Kattan explained it was the two stage process over the railroad on BNSF. It is 4.5 miles on Northern Parkway between the Loop 303 and Dysart Rd.

Chairman Erpenbeck stated Mr. Kattan mentioned TAB providing some guidance on how MCDOT should scope and what order. He asked how TAB can help.

Mr. Kattan replied in this recommendation we would like TAB to review this and ascertain the priorities or if you have any questions on that. The first thing that should be done is to confirm the ranking or if you have any suggestions or changes to it, we would consider it. The second thing is if TAB has anything to add to it. And third, to confirm the previous priority so we can proceed.

Chairman Erpenbeck stated it's been a while since we did this but he recalls TAB had gone back and forth with objective criteria, and there was some subjectiveness to it as well. But recirculate how we graded them the last time and how we did it before.

Mr. Kattan replied we could absolutely do so.

Chairman Erpenbeck asked to confirm the new projects that are going to be added and to add them to the same ranking system to see the results.

Mr. Hauskins mentioned to TAB that there will be a presentation from MCDOT's Planning Division Manager, Jack Lorbeer, about ranking projects and how we are going to do a revision to our ranking system to make it more transparent, which is in agenda item seven.

Board Member Carlson asked at what stage is the future needs are included; is that when it's prioritized or in scoping?

Mr. Kattan answered that would be at the end of scoping.

6. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATE FOR FY 2013**

Presentation: Chuck Williams, Project Management and Construction

Suggested Action: For information and discussion

Mr. Williams presented an update on the Transportation Improvement Program (TIP) for fiscal year 2013. He mentioned MCDOT lost \$40 million in HURF due to State shifts to DPS and MVD. In fiscal year 2013, legislature restored \$6.7 million that was diverted to MVD last fiscal year.

Mr. Williams explained the source of funds and the use of funds in the Transportation budget for fiscal year 2013. He mentioned that the total budget is \$164 million; fifty six percent comes from HURF revenues and six percent comes from vehicle license tax.

Federal grants is 31 percent, and six percent from partners, which is designated to specific projects. He added that the majority is being spent on Capital projects.

Mr. Williams presented information on the Annual Budget Cycle:

October: Starts

November: December Update Project Schedules and Budgets

January: TAB Recommends TIP Budget

March: TIP Budget submitted

May: Board approves Tentative Budget

June: Board approves County Budget

August: Sep Board approves Budget adjustment based on Work Plan

Mr. Williams went over the fiscal year 2013 budget adjustments which included \$7 million MAG revenue reduction, \$3 million additional revenue, \$10 million construction projects “carried over” into fiscal year 2013, Scoping increase to \$4.8 million, design increase to \$22.4 million, and three construction projects delayed to fiscal year 2014.

Mr. Williams presented the fiscal year 2013 Expenditure Forecast and the fiscal year 2013 construction projects that include 21 projects.

Vice Chairman Martin asked how the bids are coming in this year.

Mr. Williams stated he was uncertain.

Mr. Kattan added that the bids have been coming in on average 20 percent less than the Engineer’s estimate and it varies on the type of construction that’s been done.

Vice Chairman Martin commended the staff for trying to get these projects out because it’s a struggle every year between getting projects designed, slowdowns, and projects not getting finished.

Mr. Williams replied that we are getting a lot of things resolved early, and agreements up front which are different from before.

Mr. Hauskins stated one thing that has helped MCDOT be successful is proper scoping on the projects.

Mr. Kattan mentioned that the issue with the scoping and the quantity of it is that our goal is to present a good five and ten year program, and the scoping is helping MCDOT’s decision making on the projects. The capacity on the scoping is we are spending about five percent of the budget but MCDOT is saving money on the final design.

7. **PROJECT RATING STRATEGY FOR FY 2015 – FY2019 TIP**

Presentation: Jack Lorbeer, Planning Division Manager

Suggested Action: For information and discussion

Mr. Lorbeer presented the Project Rating Strategy. He discussed where the sources of the development of TIP projects originated. He mentioned that they came from the Transportation System Plan (TSP), local government solicitation, corridor studies and

requests from Elected Officials. He added that the development of the TIP process is to apply a project rating tool and to refine and program through scoping studies.

Mr. Lorbeer explained the project rating tool update process. He mentioned the Planning Division is going to conduct a peer review of the current rating system, which will take place from January through June of 2013. The goal is to get a pool of projects that are different levels of priority that we look forward to send to the Project Management Division. TAB will review the current and recommended project ratings factors, and finally initiate the scoping process on the list of high priority projects.

Vice Chairman Martin stated he thinks this is a good idea.

Chairman Erpenbeck asked in terms of growth in the area, how is that to be accounted for in the plan?

Mr. Lorbeer responded the peer review and scope of work would look at current conditions in terms of transportation.

Mr. Hauskins mentioned that it's important to know one of the issues that comes to mind in terms of rating is what are the algorithms and how do we understand how they work. He stated he wants to make sure there is transparency so it's understandable where MCDOT is coming from. He added that this process is going to provide that.

8. APPROVAL OF 2013 TAB MEETING SCHEDULE

Presentation: None scheduled

Suggested Action: Approve proposed 2013 TAB meeting schedule

MOTION: Vice Chairman Martin moved to approve 2013 TAB meeting schedule as presented in the TAB packet; Board Member Carlson seconded that motion.

ACTION: *Motion passed unanimously.*

9. STANDARD REPORTS

Presentation: None scheduled

Suggested Action: For information only.

Reports included: Board of Supervisors Summaries (TAB members only)
Corridor Status and DCR Update
TIP Productivity Report

There was no discussion.

10. TAB FORUM

(This section of the agenda allows TAB members to share information regarding a variety of transportation-related issues in a public forum.)

Vice Chairman Martin mentioned the issue the elimination of the SCTAP. He stated he has heard from some of the smaller cities and they are concerned about it going away, and whether there will be an effort to amend state law to try to address that. He added that he thought it was a good program, and some of the projects that were being done with the communities are also good. He

asked for an update in the near future on the legislation on what's going on.

Chairman Erpenbeck agreed.

Mr. Hauskins stated this was not a program MCDOT was against but was told we had to stop. There had been some discussion on the supervisor level to look at the possible legislation. MCDOT does not have all the information yet but the session is coming up soon and MCDOT will see how it results. He asked Mr. Ligocki if he knew anything proposed.

Mr. Ligocki replied nothing specific but will be watchful and report back to TAB.

Mr. Paulsen stated that this matter is not noticed on the agenda so therefore MCDOT should request to place it on a future agenda but it should not be subject to open discussion until it is.

Mr. Kattan added that he suggests that TAB put it on the next meeting agenda, for the proposition for the BOS to consider funding the program from the general fund because a half a million dollars is not much to ask for.

11. **NEXT MEETING DATE**

The next TAB meeting is scheduled for Tuesday, January 15th, 2013 at 9:00 a.m.

12. **CALL TO ADJOURN**

The TAB meeting adjourned at 10:30 a.m.

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 3

ITEM:

Director's Update

ACTIONS REQUIRED:

For information only

BACKGROUND:

Transportation Director, John Hauskins (or his designee) will brief the TAB on MCDOT and transportation items of current interest.

ATTACHMENTS:

None

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 4

ITEM:

Enhanced Regulatory Outreach Program

ACTION REQUIRED:

For information and discussion

BACKGROUND:

On December 10, 2012, the Maricopa County Board of Supervisors approved an enhanced regulatory outreach program, to become operational by January 9, 2013. The purpose of the program is to provide a comprehensive process that allows multiple opportunities for stakeholder input regarding the adoption and amendment of all regulatory requirements.

The enhanced program applies to Maricopa County entities that adopt and amend regulatory requirements. No rule, regulation or ordinance can be enforced outside of this program.

As part of the program, a web site will be created and accessible from the County main web page, with a distinct URL, that can be found on the web pages of all departments and districts engaged in regulation adoption or amendment. This site will serve as a central place for interested parties to participate in all County regulatory changes. This new site is anticipated to contain policies related to the program, process flow charts, relevant definitions, a calendar of key milestones and opportunities, summaries of proposed regulatory changes, staff reports, an index of current regulations and policy statements, stakeholder notification sign-up, opportunities for comments, and a complaint process.

At the January 15, 2013 TAB Meeting, Deputy County Manager, Joy Rich will present an overview of the enhanced regulatory outreach program to the TAB.

ATTACHMENTS:

None

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 5

ITEM: Recommendation of Transportation Improvement Program (TIP) for
FY 2014 - 2018

ACTION REQUIRED:

For information, discussion and possible action to recommend the TIP for FY 2014 - 2018

POSSIBLE MOTION: It is moved that the Transportation Advisory Board recommend approval of the FY 2014 – FY 2018 TIP, as submitted, to the Board of Supervisors.

BACKGROUND:

The Transportation Improvement Program (TIP) is produced annually by the Maricopa County Department of Transportation (MCDOT) and includes projects planned by MCDOT for the upcoming 5-year period. After initial approval of the TIP each year, the TIP must be periodically adjusted in response to project cost changes, legislative actions affecting revenues, local economic impacts and other relevant factors. Thus, it is a dynamic program.

The department priorities that were presented at the November 2009 TAB meeting and formed the basis for the fiscal year 2010 budget and subsequent budgets remain mainly in place for the proposed FY 2014 TIP budget. Briefly stated these priorities are:

- Fund mission critical regionally significant projects
- Fit smaller projects in where cash flow permits to replenish the program for design and construction
- Add new scoping projects
- Fund the Pavement Management Program
- Fund the PM 10 Program
- Fund SCTAP (Note: Program discontinued in 2012 based on legal counsel)
- Fund Special Projects

In September 2012, the Maricopa Association of Governments (MAG) revised their Arterial Life Cycle Program (ALCP) reimbursement schedule due to reduced revenues. The impact on MCDOT is a delay in reimbursements for on-going MAG ALCP projects as well as a reduction in reimbursements for specific projects.

Fulfilling these priorities remains a challenge. As was the case last year, the county has not provided MCDOT with a revised FY 2014 revenue projection, which is the basis for the budget. Using the available information, staff has prepared a tentative impact from the delayed MAG reimbursements.

At the January 15 TAB meeting, MCDOT staff will present additional information.

ATTACHMENTS:

Additional Materials may be provided at the TAB meeting.

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 6

ITEM:

Project Rating Process Update

ACTION REQUIRED:

For Information and Discussion

BACKGROUND:

City, county, regional and state transportation departments around the country use project rating tools to help appointed and elected officials identify the most needed highway improvements. For the past 15 years, MCDOT has relied on a complex project rating tool that uses a variety of objective factors to help prioritize projects that are being considered for further review and potential programming into the TIP. MCDOT Management has decided it would be a good time to conduct a peer review of our existing rating process by researching other transportation departments from around the country to evaluate the state of the practice.

At the November 20, 2012 TAB meeting, MCDOT Transportation Planning Division Manager, Jack Lorbeer informed TAB that the Division is using one of its on-call consultants to conduct an independent review of the MCDOT project rating process. The consultant will provide research on project rating tools and offer guidance in developing a project rating system that could best serve the Department. During this effort, opportunities will be provided to the TAB to review the rating factors and provide input throughout the process. At the completion of this process, a recommended, new project rating strategy for the department will be developed based on the information gathered during the peer review.

At the January 15, 2013 TAB meeting, Mr. Lorbeer will introduce the consultant, who will provide a status report and seek input from TAB to guide this effort.

ATTACHMENT:

None

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 7

ITEM:

Special Project Fund (SPF) Policy and Guidance

ACTION REQUIRED:

For information, discussion and possible action to approve an updated SPF Policy and updated SPF Guidance

POSSIBLE MOTION A: It is moved that the TAB recommend to the Maricopa County Department of Transportation that Special Project Fund Policy #T1103 be amended as follows...

POSSIBLE MOTION B: It is moved that the TAB recommend to the Maricopa County Department of Transportation that the Special Project Fund Policy and Procedural Guidance, as approved on July 17, 2007, be amended as follows...

BACKGROUND:

The Maricopa County Board of Supervisors approved the implementation of the Transportation Advisory Board's Special Project Fund (SPF) by resolution on May 15, 2002. The SPF provides for an annual budget line of up to \$1,500,000 for transportation projects that arise during a fiscal year and are not budgeted in MCDOT's annual Transportation Improvement Program (TIP). The SPF provides a mechanism to fund projects:

- That TAB considers advantageous to the MCDOT mission; and
- That either:
 - Present a timely opportunity that could be missed if pursued under the regular TIP approval process; or
 - Address an immediate need that cannot or should not wait for the regular TIP approval process.

The advantages weighed by TAB may include financial contributions from interested parties, safety concerns, and/or meeting the public good.

SPF projects must conform to the statutorily established uses of Highway User Revenue Fund monies. Projects also must be compatible with MCDOT's mission, shall provide a benefit to the county and are to be on roadways that are the responsibility of the county or within the county's jurisdiction.

Potential SPF projects may be identified by TAB members, the MCDOT Director or by MCDOT staff. Communities may make requests for consideration through the TAB, the Director or staff. TAB members may ask MCDOT staff to evaluate and report on projects for further consideration by TAB. All projects shall be evaluated using MCDOT's project scoring criteria.

Eligibility and selection criteria for SPF projects are the following:

- A. The purpose of the fund is to seize a timely opportunity to deliver a special transportation improvement not readily handled by the normal MCDOT Transportation Improvement Programming process. The fund is available for a particular project within a limited time period and must be used at that time and not carried over or extended into the future for that project. Consequently a project may not be segmented in scope of time for the purpose of becoming eligible for the fund.
- B. The proposed project shall yield a benefit to Maricopa County. The opportunity to realize that benefit must be for a limited time and possibly unavailable in the future.
- C. The proposed project's cost shall be allowable under HURF funding criteria.
- D. County participation in the proposed project shall not be less than \$100,000 nor exceed \$1,500,000, nor cause the Special Project Fund to exceed its annual \$1,500,000 funding.
- E. The proposed project shall be a responsibility of the department or on roadways under the jurisdiction of Maricopa County.
- F. The proposed project's timing must be comparable with the Special Project Fund funding availability.
- G. The proposed project shall be evaluated using the MCDOT project scoring criteria to assess the project's merits.

It is the prerogative of the TAB to consider these criteria and to make funding recommendations to the Board of Supervisors. Projects must receive funding approval from the Board of Supervisors. Pursuant to TAB direction, MCDOT staff does not make specific project recommendations but only provides the technical information, TIP process scoring and project applications to the TAB for consideration and/or action.

Recent Developments and Current Challenges

On July 16, 2012, in response to a request by MCDOT Director John Hauskins, the Maricopa County Attorney's Office (MCAO) issued an advice letter concerning county expenditure of HURF monies. Specifically, MCAO answered the question of whether Maricopa County can

spend HURF monies, distributed to the county under the Arizona Constitution and the Arizona Revised Statutes, to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities and towns as part of the Small Cities Transportation Assistance Fund (SCTAP) or Special Project Fund (SPF).

MCAO concluded that Maricopa County is authorized to expend HURF monies to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities or towns as part of the SCTAP or SPF **only if** the streets or highways are established as **county highways** pursuant to Title 28 of the Arizona Revised Statutes. In response to the MCAO advice, MCDOT has ended the SCTAP and must ensure any actions related to the SPF must also follow the MCAO advice.

With regard to the SPF, projects in incorporated areas have sometimes been approved if the projects had adjacent or nearby county islands. County island residents would be served by these projects. Under the new MCAO advice, such projects could no longer be funded if they are not county highways.

At the November 20, 2012 TAB meeting, the TAB recommended that the Maricopa County Board of Supervisors authorize up to \$1,500,000 for the Special Project Fund in the MCDOT budget for FY 2014. The TAB also recommended that MCDOT clarify the SPF Guidance with respect to eligibility and strictly enforce the eligibility requirements. The TAB Chairman elaborated that the application information TAB received when considering SPF projects last year was not all clearly within the guidelines. The Chairman noted, for example, that “benefit to the County” wasn’t a well-defined term. He stated that the applications also need to be very clear for the cities that are applying. It must be clear that cities need to justify how they meet the criteria, and MCDOT must deal with eligibility before the applications are presented to TAB. If they don’t qualify, they shouldn’t be presented to TAB.

At the January 15, 2013 TAB Meeting, MCDOT staff will respond to the November 20, 2012 TAB recommendations by presenting some recommended amendments to the SPF policy and the SPF guidance. This is necessary to implement the TAB advice as well as to ensure conformance with the MCAO advice letter with respect to expenditure of county funding.

ATTACHMENTS:

July 16, 2012 MCAO Advice Letter on Use of HURF
Proposed Amendments to MCDOT SPF Policy #T1103
Proposed Amendments to MCDOT SPF Procedural Guidance (as approved by TAB on July 17, 2007)



Maricopa County Attorney

BILL MONTGOMERY

ATTORNEY ADVICE LETTER

July 16, 2012

Mr. John B. Hauskins, P.E.
Director, Maricopa County Department of Transportation
2901 W. Durango Street
Phoenix, Arizona 85009

Syllabus:

Maricopa County is authorized to expend Highway User Revenue Fund ("HURF") monies to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities or towns as part of the Small Cities Transportation Assistance Program ("SCTAP") or Special Project Fund ("SPF") only if the streets or highways are established as a county highway pursuant to Title 28 of the Arizona Revised Statutes.

Dear Mr. Hauskins:

You have requested this office provide a formal opinion concerning whether Maricopa County can spend HURF monies, distributed to the County pursuant to the Arizona Constitution and the Arizona Revised Statutes, to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities and towns as part of the SCTAP or SPF. SCTAP annually allocates \$500,000 in HURF monies to small and disadvantaged communities to assist in the improvement of their streets and avenues. The SPF annually allocates \$1,500,000 to respond to proposed transportation projects the Transportation Advisory Board ("TAB") considers worthy of funding, but that are not programmed into MCDOT's Transportation Improvement Program ("TIP"). Your request notes that MCDOT is specifically requested by cities and towns to contribute a negotiated share towards the improvements.

To answer your question, we must determine: (1) whether Maricopa County has the power to distribute HURF monies to incorporated cities and towns; and (2) if there are any limitations on a county's ability to spend HURF monies on a highway or street within unincorporated or incorporated cities and towns. Our analysis, as outlined below, concludes that: (1) Maricopa County does not have the power to distribute HURF monies to incorporated cities and towns; and (2) Maricopa County has the authority to

spend HURF monies on a highway or street within an unincorporated or incorporated city or town as long as the street or highway in question has been established as a county highway pursuant to Title 28 of the Arizona Revised Statutes.

I. COUNTIES DO NOT HAVE THE POWER TO DISTRIBUTE HURF MONIES TO INCORPORATED CITIES OR TOWNS.

HURF funds were created by Article 9, § 14 of the Arizona Constitution and consist of fees, excises or license taxes relating to the "registration, operation, or use of vehicles on the public highways or streets or to fuels or any other energy source used for the propulsion of vehicles on the public highways or streets." Arizona Constitution, Art. 9, § 14; A.R.S. § 28-6533. HURF funds are collected by the State and may only be spent by the state, counties, cities or towns for highway or street purposes. A.R.S. § 28-6501; A.R.S. § 28-6533; *City of Tucson v. Pima County*, 190 Ariz. 385, 949 P.2d 38 (App. Div.2, 1997). HURF funds may only be distributed as provided by law. Arizona Constitution, Art. 9, § 14.

The Arizona Revised Statutes do not contemplate counties distributing their HURF allocation to other jurisdictions. The Arizona legislature divides HURF funds between the state, counties, cities and towns pursuant to a comprehensive distribution scheme. *City of Tucson v. Pima County*, 190 Ariz. 385, 949 P.2d 38 (App. Div.2, 1997); A.R.S. §§ 28-6501, 28-6502 & 28-6531 *et seq.* The statutory scheme requires that each fiscal year, the state department of transportation allocate, and the state treasurer distribute, HURF funds to the state, counties, cities and towns. A.R.S. § 28-6538(A). HURF funds are then distributed monthly by the state treasurer to individual counties and incorporated cities and towns pursuant to another statutory formula. A.R.S. § 28-6540. There is nothing in the statute that grants counties the power to alter the amounts established by the statutory distribution scheme or to redistribute funds they receive. It is well established in Arizona that county supervisors possess only the powers expressly conferred by statute or necessarily implied therefrom. *Peters v. Frye*, 71 Ariz. 30, 223 P.2d 176 (1950); *Davis v. Hidden*, 124 Ariz. 546, 606 P.2d 36 (App. Div.1 1979); *Transamerica Title Ins. Co. v. Cochise County*, 26 Ariz.App. 323, 548 P.2d 416 (App. Div.2 1976); *Maricopa County v. Southern Pac. Co.*, 63 Ariz. 342, 162 P.2d 619 (1945); *Board of Sup'rs of Apache County v. Udall*, 38 Ariz. 497, 1 P.2d 343 (1931).

In addition to using allocated HURF funds to pay for highway projects, counties may also issue HURF revenue bonds. A.R.S. § 11-371 provides that "[a] county, in addition to other powers conferred upon it by law, may borrow money and issue bonds for the purpose of improvement, construction, reconstruction, acquisition of rights-of-way or maintenance of county streets and highways." A.R.S. § 11-371. The identical authority has been given to incorporated cities and towns for their streets. A.R.S. § 48-681. When asked whether a county may use HURF revenue bonds to construct streets in an incorporated area, the Arizona Court of Appeals concluded that "[i]n view of the legislature's comprehensive distribution of HURF funds, the legislature, by differentiating between projects for which the County or City can use HURF revenue

bonds, has indicated an intention that the two entities use their HURF revenue bonds on different types of projects." *City of Tucson v. Pima County*, 190 Ariz. 385, 387, 949 P.2d 38, 40 (App. Div.2, 1997). The *Pima* Court further held that while Pima County may use HURF revenue bonds on county highways within incorporated cities or towns, Pima County is not permitted to use HURF revenue bonds for other projects within incorporated cities or towns. *Id.* at 388. The *Pima* Court specifically noted that it had not been asked to, so it did not, decide whether counties may use general HURF funds, as opposed to HURF revenue bonds, on streets in incorporated areas. However, applying the court's same reasoning to the legislature's comprehensive distribution scheme regarding the distribution of HURF funds, the identical conclusion would follow.

II. MARICOPA COUNTY HAS THE AUTHORITY TO SPEND HURF MONIES ON A HIGHWAY OR STREET WITHIN AN UNINCORPORATED OR INCORPORATED CITY OR TOWN AS LONG AS THE STREET OR HIGHWAY IN QUESTION HAS BEEN ESTABLISHED AS A COUNTY HIGHWAY PURSUANT TO TITLE 28 OF THE ARIZONA REVISED STATUTES.

The Arizona Supreme Court has held that counties may only spend public monies on county public highways that are established pursuant to law and as otherwise authorized by statute.¹ *Board of Sup'rs of Apache County v. Udall*, 38 Ariz. 497, 1 P.2d 343 (1931); *State v. Cardon*, 112 Ariz. 548, 550, 544 P.2d 657, 660 (1976). The Arizona legislature has authorized counties to "lay out, maintain, control and manage public roads" within the county. A.R.S. § 11-251(4). "Public roads," as referred to in A.R.S. § 11-251(4), means "public county highways, as distinct from state or federal highways, or other public roads that cannot be controlled or managed by the [board of] supervisors." *Udall*, 1 P.2d at 348. Generally, "public highways are limited to those established in the manner provided by law, and no others." *State v. Cardon*, 112 Ariz. 548, 549, 544 P.2d 657, 658 (1976). Public highways can be established by the state, by counties and by incorporated cities and towns. *Id.* County highways are public roads that are constructed and maintained by a county. A.R.S. § 28-101(13). County highways are established by the board of supervisors. A.R.S. § 28-6701. Additionally, state routes are considered county highways until they are designated and accepted as state highways. A.R.S. § 28-7043(C). Finally, if the streets of an incorporated city or town necessarily or conveniently connect portions of a state route, the county and the city or town may agree that the streets are deemed county highways. A.R.S. § 28-7049.

A county's authority over, and ability to spend public monies on, county highways is extensive. A county may take all the steps necessary to establish a highway for public use such as locating and marking its courses or boundaries, declaring it to be a public highway, and doing whatever is necessary before construction. A.R.S. § 11-251(4);

¹ It is well established in Arizona that county supervisors possess only the powers expressly conferred by statute or necessarily implied therefrom. *Peters v. Frye*, 71 Ariz. 30, 223 P.2d 176 (1950); *Davis v. Hidden*, 124 Ariz. 546, 606 P.2d 36 (App. Div.1 1979); *Transamerica Title Ins. Co. v. Cochise County*, 26 Ariz.App. 323, 548 P.2d 416 (App. Div.2 1976); *Maricopa County v. Southern Pac. Co.*, 63 Ariz. 342, 162 P.2d 619 (1945); *Board of Sup'rs of Apache County v. Udall*, 38 Ariz. 497, 1 P.2d 343 (1931).

County of Maricopa v. Anderson, 81 Ariz. 339, 306 P.2d 268 (1957). Furthermore, counties may construct, improve, and maintain county highways, A.R.S. § 28-6701(A), even where portions of those highways lie within the boundaries of incorporated cities or towns. A.R.S. § 28-6707(A).

However, a county's authority over and ability to spend public monies on other types of public roads and streets is much more circumscribed. Except for county highways, counties do not have authority over streets, avenues, and alleys that are located within the limits of incorporated cities or towns. That authority belongs solely to the incorporated cities and towns, which are authorized to "lay out and establish, regulate the use, open, vacate, alter, widen, extend, grade, pave, plant trees or otherwise improve streets, alleys, [and] avenues" within their municipal limits. A.R.S. § 9-276(1). Like a county, an incorporated city or town may accept streets, avenues, and alleys that are dedicated by plat for public use. A.R.S. § 9-254. Previously, A.R.S. § 18-208.01 authorized counties to spend monies for the construction of arterial streets within incorporated cities and towns. However, that statute was repealed in 1997, providing further evidence the legislature did not want county funds spent on streets in an incorporated city or town that were not county highways.

Counties do have authority over streets within the limits of an unincorporated city or town. Counties must approve the plats for town sites. A.R.S. § 9-1103. When a county approves a plat for an unincorporated city or town, the fee of the streets, avenues, and alleys that are dedicated by the plat for public use vests in the county until the town becomes incorporated. A.R.S. § 9-254. Ultimately, the streets of an unincorporated town are considered public highways under the control of the county board of supervisors. A.R.S. § 28-6708. Therefore, counties may spend HURF monies on the streets of unincorporated cities or towns.

III. CONCLUSION.

The question presented is whether Maricopa County is authorized by law to spend HURF monies, distributed to the County pursuant to the Arizona Constitution and the Arizona Revised Statutes, to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities and towns as part of the SCTAP or SPF. We conclude that Maricopa County is authorized to expend HURF monies to fund the improvement of streets or highways within the limits of unincorporated and incorporated cities or towns as part of the SCTAP or SPF only if the streets or highways are established as county highways pursuant to Title 28 of the Arizona Revised Statutes.

John B. Hauskins, P.E.
July 02, 2012
Page 5

MARICOPA COUNTY ATTORNEY
CIVIL SERVICES DIVISION

A handwritten signature in black ink, appearing to read "D.R. Brenden". The signature is written in a cursive style with a large, sweeping flourish at the end.

Daniel R. Brenden, Esq.
Group Leader, Land Transactional Group

Reviewed and approved by the
Opinion Review Committee on
22nd day of June, 2012.



MARICOPA COUNTY
Department of Transportation
PROPOSED AMENDMENTS

POLICY # T1103

1

Title: Transportation Advisory Board Special Project Fund	Effective Date: July 17, 2007	Division: Transportation Engineering and Planning
Purpose: To establish the essential parameters for implementation of the Special Project Fund	Authorized Signature: <hr/> John B. Hauskins, P.E. Transportation Director <div style="text-align: right;">  </div>	

2

3 **Policy Statement:**

4

5 In a continuing effort to better serve the residents of Maricopa County, the Transportation Advisory
 6 Board (TAB) has developed the Special Project Fund. This \$1,500,000 annual fund will allow TAB
 7 to respond to proposed transportation projects that it considers to be worthy of funding, but that
 8 are not programmed in MCDOT's Transportation Improvement Program (TIP). The Flexible
 9 guidelines for project proposals assure that all projects conform to HURF spending criteria and the
 10 MCDOT mission. Eligible projects shall have a minimum \$100,000 and maximum \$1,500,000
 11 County cost share and shall not exceed \$1,500,000 in the aggregate annually.

12

13 **1. Background:**

14

15 In 1999, TAB approved the establishment of a \$1,000,000 budget for transportation projects that
 16 appear during a fiscal year and are not budgeted in the annual TIP budget. The intent of this fund is
 17 to provide a means of funding projects that TAB considers advantageous to the MCDOT mission
 18 and that could be missed if pursued under the regular TIP approval process. These advantages may
 19 include such things as ~~financial contributions from interested parties, safety concerns, or meeting the~~
 20 ~~public good~~ **MEETING A ROAD IMPROVEMENT OR A ROAD SAFETY NEED AS**
 21 **DETERMINED BY MCDOT, OR A FINANCIAL CONTRIBUTION TO A PROJECT BY AN**
 22 **APPLICANT.**

23

24 On June 6, 2007, the Maricopa County Board of Supervisors **APPROVED MCDOT**
 25 **RESOLUTION 02-05A TO** ~~increased~~ the Special Project Fund maximum amount from \$1,000,000
 26 up to \$1,500,000. This was done following a recommendation by the TAB.

27

28

29

1

2 **2. Project Identification:**

3

4 A. Transportation Advisory Board members may identify and bring potential Special Projects to
5 the full TAB. TAB members may request MCDOT staff to research, consult or prepare and
6 present reports on potential projects. ~~All Projects shall follow the MCDOT Policy for
7 placement of items on the TAB agenda.~~

8

9 B. MCDOT staff may research and consult with potential partners to identify potential Special
10 Projects. Potential Special Projects proposed by MCDOT staff may be presented to the
11 director for review. The director may forward the proposal to a TAB member representing
12 the district in which the project resides for consideration as a TAB Special Project. All Special
13 Projects shall follow the MCDOT policy for placement of items on the TAB agenda.

14 **3. Responsibilities:**

15

16 MCDOT staff – Upon TAB member request, staff may research, consult and prepare requested
17 reports on potential Special Projects.

18

19 **4. Annual Funding:**

20

21 The Transportation Advisory Board may annually authorize up to \$1,500,000 from the TAB Special
22 Project Fund budget to be included in the annual MCDOT budget. This fund may be reauthorized
23 on an annual basis. ~~Upon February 1 of each fiscal year, the fund will retain from the uncommitted
24 balance of the fund up to \$500,000 for projects that may be identified and approved through the
25 end of the fiscal year.~~ AS OF DECEMBER 31 EACH YEAR, any uncommitted balance above
26 \$500,000 on February 1 IN THE SPF shall revert to the current year’s departmental project reserve
27 fund.

28

29 **5. Special Project Fund Criteria:**

30

31 A proposed project must meet all of the criteria listed in this section in order to be considered as a
32 Special Project.

33

34 A. The purpose of the fund is to seize a timely opportunity to deliver a special transportation
35 improvement not readily handled by the normal MCDOT Transportation Improvement
36 Programming process. The fund is available for a particular project within a limited time
37 period and must be used then and not carried over or extended into the future for that
38 project. Consequently a project may not be segmented in scope or time for the purpose of
39 becoming eligible for the fund.

40

41 B. The proposed project shall yield a benefit to Maricopa County AND MUST BE
42 CONSIDERED WORTHY OF FUNDING BY THE TAB. The opportunity to realize
43 that benefit must be for a limited time and possibly unavailable in the future.

44

- 1 C. The proposed project's cost shall be allowable under HURF funding criteria.
2
3 D. County participation in the proposed project shall not be less than \$100,000 nor exceed
4 \$1,500,000, nor cause the Special Project Fund to exceed its annual \$1,500,000 funding.
5
6 E. The proposed project shall be ~~a responsibility of the department or on roadways under the~~
7 ~~jurisdiction of Maricopa County.~~ ON A STREET OR HIGHWAY THAT IS
8 ESTABLISHED AS A COUNTY HIGHWAY UNDER TITLE 28 OF THE ARIZONA
9 REVISED STATUTES.
10
11 F. The proposed project's timing must be compatible with the Special Project Fund funding
12 availability.
13
14 G. The proposed project shall be evaluated using the MCDOT project scoring criteria to assess
15 the project's merits.
16
17

18 **6. Funding Criteria and Approval:**

- 19
20 A. Projects must be recommended by TAB TO THE BOS IN OFFICIAL TAB MEETINGS.
21
22 B. Projects must receive funding approval from the Board of Supervisors.
23
24

25 **7. Cross References (Policies, Procedures, Design Manual, etc.):**

26 ~~Policy # T1102 TAB Procedures for Agenda Item Approval~~

27
28 PROCEDURE # P1103 SPECIAL PROJECT FUND PROCEDURE

1 Maricopa County Department of Transportation
2 Special Project Fund
3 ~~Policy and Procedural Guidance~~ PROCEDURE
4 (As Approved on July 17, 2007 JANUARY 15, 2013)

5 **Purpose**

6 The purpose of this document is to provide guidance to Maricopa County Department of
7 Transportation (MCDOT) staff and the members of the Maricopa County Transportation
8 Advisory Board (TAB) in implementing the Special Project Fund (SPF).

9 **Authority**

10 The Maricopa County Board of Supervisors (BOS) approved the implementation of the
11 ~~Transportation Advisory Board's~~ TAB'S Special Project Fund by MCDOT resolution 02-
12 05 on May 15, 2002. ON JUNE 6, 2007 THE BOS APPROVED MCDOT RESOLUTION
13 02-05A TO INCREASE THE TAB SPECIAL PROJECT FUND AS AUTHORIZED BY
14 MCDOT POLICY NO T1103 FROM \$1 MILLION TO \$1.5 MILLION. The ~~Special Project~~
15 ~~Fund~~ SPF Policy and the ~~Board's~~ BOS resolutionS are attached as Appendix 1.

16 **SUMMARY OF EXISTING POLICY**

17 **General Considerations**

18 The Special Project Fund (SPF) provides for an annual budget line of up to \$1,500,000
19 for transportation projects that arise during a fiscal year and are not budgeted in
20 MCDOT's annual Transportation Improvement Program (TIP) budget. The SPF
21 provides a mechanism to fund projects that (see Policy Statement and Policy: Sections
22 1 & 5):

- 23 • TAB considers advantageous to the MCDOT mission; and
- 24 • ~~That either p~~Present a timely opportunity that could be missed if pursued under
25 the regular TIP approval process. ~~or~~
- 26 ~~o~~ ~~address an immediate need that cannot or should not wait for the regular~~
27 ~~TIP approval process.~~

28 The advantages weighed by TAB may include ~~financial contributions from interested~~
29 ~~parties, safety concerns, or meeting the public good~~ MEETING A ROAD
30 IMPROVEMENT OR ROAD SAFETY NEED AS DETERMINED BY MCDOT, OR A
31 FINANCIAL CONTRIBUTION TO A PROJECT BY AN APPLICANT.

32 SPF projects must conform to the statutorily established appropriate uses of Highway
33 User Revenue Funds. Projects **MUST** also ~~must be compatible with MCDOT's mission,~~

1 shall provide a benefit to the County and ~~are to be on roadways that are the~~
2 ~~responsibility of the County or within the County's jurisdiction.~~ A STREET OR
3 HIGHWAY THAT IS ESTABLISHED AS A COUNTY HIGHWAY UNDER TITLE 28 OF
4 THE ARIZONA REVISED STATUTES.

5 **Project Identification and Evaluation**

6 Potential SPF projects may be identified by TAB members, the MCDOT Director or by
7 MCDOT staff. Communities may make requests for consideration through the TAB, the
8 Director or staff.

9 TAB members may ask MCDOT staff to evaluate and report on projects for further
10 consideration by TAB. All projects shall be evaluated using MCDOT's project ~~scoring~~
11 ~~criteria~~ RATING SYSTEM AS DEVELOPED BY THE PLANNING DIVISION.

12 **Selection Criteria and Funding**

13 The SPF Policy enumerates ~~7~~ SEVEN criteria THAT MUST BE MET FOR A PROJECT
14 to be considered in ~~selecting projects~~ AS A SPECIAL PROJECT (see Policy ~~Section~~
15 ~~5~~). These are:

- 16 A. The purpose of the fund is to ~~seize a timely~~ TAKE THE opportunity to deliver a
17 special transportation improvement not readily handled by the normal MCDOT
18 Transportation Improvement Programming process. The fund is available for a
19 particular project within a limited time period and ~~must be used then and~~ not
20 carried over or extended into the future for that project. Consequently a project
21 may not be segmented in scope or time for the purpose of becoming eligible for
22 the fund.
- 23 B. The proposed project shall yield a benefit to Maricopa County AND MUST BE
24 CONSIDERED WORTHY OF FUNDING BY THE TAB. The opportunity to
25 realize that benefit must be for a limited time and possibly unavailable in the
26 future. UNDER THIS PARAGRAPH, "BENEFIT" MAY INCLUDE MEETING A
27 ROAD IMPROVEMENT OR ROAD SAFETY NEED AS DETERMINED BY
28 MCDOT, OR A FINANCIAL CONTRIBUTION TO A PROJECT BY AN
29 APPLICANT.
- 30 C. The proposed project's costs shall be allowable under HURF funding criteria.
- 31 D. County participation in the proposed project shall not be less than \$100,000 nor
32 exceed \$1,500,000, nor cause the Special Project Fund to exceed its annual
33 \$1,500,000 funding.
- 34 E. The proposed project shall be a ~~responsibility of the department or on roadways~~
35 ~~under the jurisdiction of Maricopa County~~ ON A STREET OR HIGHWAY THAT
36 IS ESTABLISHED AS A COUNTY HIGHWAY UNDER TITLE 28 OF THE
37 ARIZONA REVISED STATUTES.
- 38 F. The proposed project's timing must be compatible with the Special Project Fund
39 funding availability.

1 **G.** The proposed project shall be evaluated using the MCDOT project scoring
2 criteria to assess the project's merits.

3 It is the TAB's prerogative to consider these criteria and to make funding
4 recommendations to the Board of Supervisors. The Board of Supervisors must approve
5 funding for any project recommended by the TAB.

6 **Limits on Funds**

7 The scale of SPF projects is limited by the available funds. Individual SPF project costs
8 must lie in the range of \$100,000 to \$1,500,000. The annual limit for the fund is set at
9 \$1,500,000 with no provision for exceeding that amount. Further, funds must be
10 expended within the fiscal year (or at least spent by MCDOT within the fiscal year) and
11 a project may not be segmented across fiscal years.

12 To ensure efficient annual management of funds (i.e. to avoid unexpended funds), any
13 uncommitted balance in the SPF ~~above \$500,000~~ as of ~~February 1~~ **DECEMBER 31**
14 reverts to the current year's departmental project reserve fund.

15 **PROCEDURES**

16 **Annual Authorization of Funds**

- 17
- 18 **1. TAB Action:** Each year, the November TAB meeting agenda shall include a
19 possible TAB action to authorize up to \$1,500,000 from the Special Project Fund to
20 be included in the annual MCDOT budget for the upcoming fiscal year. This item
21 may be deferred to the December or January meeting if necessary. (Policy: Section
22 4)
 - 23
 - 24 **2. BOS Action:** The line item of the SPF will be approved by the Board of Supervisors
25 pursuant to its approval of the MCDOT budget. ~~MCDOT's budget for the upcoming~~
26 ~~fiscal year is typically submitted no later than March 1 with final BOS action coming~~
27 ~~by July 1.~~
 - 28
 - 29 **3. Budget Adjustments:** As of ~~February 1~~ **DECEMBER 31** each year, any
30 uncommitted balance in the SPF ~~above \$500,000~~ shall be reallocated to the current
31 year's departmental project reserve fund. If additional unexpended funds remain
32 later in the fiscal year, those funds shall also revert to the project reserve fund on or
33 after May 15.

34

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2 **Applications**

3 On or about May 1 of each year, MCDOT, on behalf of each TAB member, will prepare
4 and send Special Project Fund application materials to the municipalities **AND NATIVE**
5 **AMERICAN COMMUNITIES** in each TAB district. These materials may be used by a
6 municipality **OR NATIVE AMERICAN COMMUNITY** to apply for Special Project Fund
7 monies for the upcoming fiscal year. A TAB member may also send these application
8 materials to other entities.

9 The application materials sent by MCDOT will include: appropriate forms to allow review
10 and rating of the proposed projects; the MCDOT policy governing the Special Project
11 Fund; and other appropriate guidance **PROCEDURES** related to the Fund. ~~The~~
12 ~~application package is attached as Appendix 2.~~

13 Applicants for Special Project Fund monies may submit applications to MCDOT as early
14 as May 1, but not later than July 31,⁴ of the fiscal year during which the funds would be
15 used. This time frame allows early consideration of new projects that arise between the
16 time MCDOT's budget is submitted and the beginning of the fiscal year on July 1. It also
17 provides sufficient time to evaluate projects and ensure that funds can be expended
18 within the target fiscal year.

19 In addition to the application forms, the application shall include a cover letter stating
20 that the application is specifically for Special Project Fund monies, describing the work
21 to be performed, and explaining how the project meets the criteria for eligibility (see
22 ~~Policy-Section 5~~). The application shall also include a location map, a plan view of the
23 project site showing project limits and other information, as needed, to adequately
24 describe the project and site conditions.

25 If an applicant submits more than one project for funding in a fiscal year, the
26 ~~municipality~~ **APPLICANT** shall prioritize its project submittals, from the ~~municipality's~~
27 **APPLICANT'S** perspective.

28 A TAB member may also identify and bring potential Special Projects to the full TAB for
29 consideration, using the appropriate application materials as described in this guidance
30 **PROCEDURE** document.

31 **Project Ratings**

32 Upon receipt of a project application, MCDOT shall evaluate the project and compute a
33 project rating score, ~~similar to the TIP project rating~~ **USING THE PROJECT RATING**

⁴ ~~Under very special circumstances a project may be considered after July 31, but only if the project has a high priority based on safety or public welfare, is very well-defined, has no complications, requires no agreements and can be implemented without any delay.~~

1 **SYSTEM AS DEVELOPED BY THE PLANNING DIVISION**, including a specific safety-
2 related score, and provide this information, along with the project summary, to the TAB
3 members for consideration.

4 If materials submitted are inadequate for scoring in accordance with standard MCDOT
5 procedures, MCDOT staff may contact the applicant or project sponsor for additional
6 information. If the information provided is still inadequate, MCDOT staff shall
7 summarize the project based on the information provided. ~~In no case shall a project be~~
8 ~~rejected by staff for lack of information.~~ However, MCDOT staff will not be responsible
9 for collecting basic project information for the applicant or project sponsor.

10 **MCDOT STAFF SHALL INDICATE WHICH PROJECTS ARE INELIGIBLE FOR SPF**
11 **FUNDING BASED ON THE ELIGIBILITY CRITERIA. FOR ELIGIBLE PROJECTS,**
12 MCDOT staff will provide the objective project ratings and descriptions to the TAB
13 ~~without making any recommendation for approval.~~

14 **TAB Recommendations**

15 SPF project recommendations **TO THE BOS** shall be made by TAB in official TAB
16 meetings. SPF projects shall be scheduled for consideration in accordance with
17 MCDOT's policy for placement of items on the TAB agenda.

18 Staff will advise TAB regarding:

- 19 1. The need for an Intergovernmental Agreement or other formal agreement for a
20 project; and
- 21 2. Feasibility of expending the requested funds within the time frame required of the
22 SPF.

23 **BOS Approval**

24 Projects recommended by TAB are subject to approval by the Board of Supervisors as
25 are any formal agreements required in conjunction with the projects. Once a project is
26 recommended for SPF funding, MCDOT staff will prepare any necessary agreements
27 as well as the BOS agenda item.

28

29

July 17, 2007 January 15, 2013

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 8

ITEM:

Standard Reports

ACTION REQUIRED:

Information only

ATTACHMENTS:

Attachment 1 – Board of Supervisors Summaries (TAB members only)

- November 14, 2012
- November 28, 2012
- December 12, 2012

Attachment 2 – Corridor Status and DCR Update

Attachment 3 – TIP Productivity Reports

Maricopa County Department of Transportation Study Status Report

Project: Camelback Parkway – Sun Valley Parkway to Tonopah Parkway

Project Number: T005

Project Manager: Denise Lacey

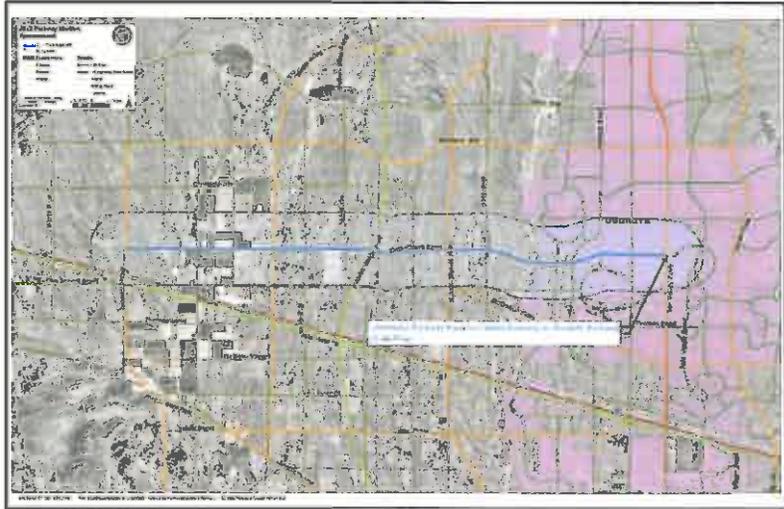
Report Date: January 7, 2013

Planned Completion Date: August 2013

Percent Complete: 35%

Background/Status:

This study, the proposed Camelback Parkway, originates at Sun Valley Parkway within the Town of Buckeye planning area and will extend west to the planned Tonopah Parkway (411th Avenue). The study area therefore covers approximately 15 miles and is defined roughly by a two-mile wide buffer north and south of the center line alignment.



The primary purpose of this study is to identify the optimum corridor alignment for this newly proposed Arizona Parkway. The project goals for this study are to identify opportunities and constraints that drive the alignment of a potential corridor and set forth a policy document to be utilized by developers, property owners and government agencies to preserve the right-of-way for a future corridor.

The Summary Procurement process was used in consultant selection. Burgess & Niple was selected for this study. Board of Supervisors approval was given July 25, 2012. Notice to Proceed was issued August 6, 2012.

Technical Memorandums (TM) 1-Existing and Future Features, 2-Environmental Overview, and 3-Drainage Overview are under review by the Technical Advisory Committee (TAC). Technical Memorandum 4 – Development and Evaluation of Candidate Alignments, is due to staff the end of January.

TAC meetings were held September 13, 2012, and December 4, 2012. The first Public Open House is scheduled for January 16, 2013.

Partnership Information: The County has no funding partnerships on this project.

Issues/Concerns: Existing/proposed Community Master Plans, wildlife corridors, and utility corridors.

Prepared by: DJL

Maricopa County Department of Transportation Study Status Report

Project: Greenway Parkway – Sun Valley Parkway to Hassayampa Freeway

Project Number: T005

Project Manager: Denise Lacey

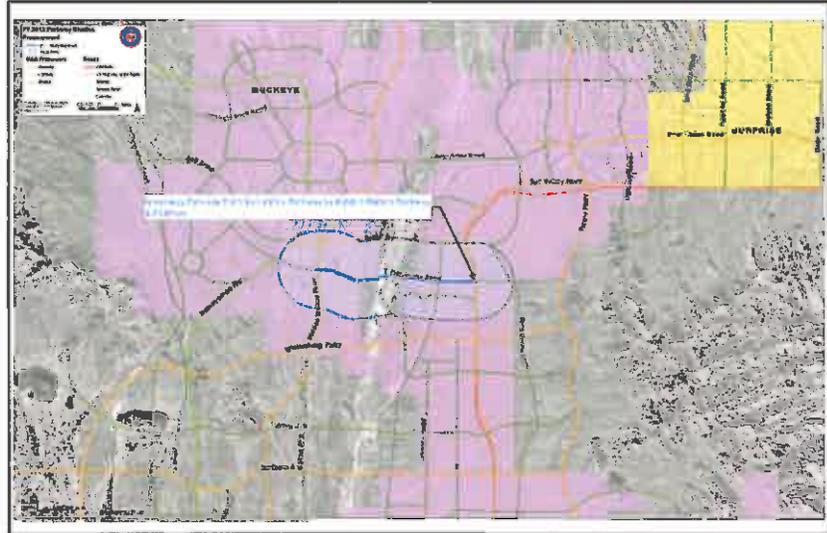
Report Date: January 7, 2013

Planned Completion Date: To be determined

Percent Complete: 0%

Background/Status:

The Greenway Parkway (originally shown as Bell Parkway on the Hassayampa Framework Study) Study area is from Sun Valley Parkway within the Town of Buckeye planning area and extends west to the planned Hassayampa Freeway. The study area therefore covers approximately 5 miles and is defined roughly by a two-mile wide buffer north and south of the center line alignment.



The primary purpose of this study is to identify the optimum corridor alignment for this newly proposed Arizona Parkway. The project goals for this study are to identify opportunities and constraints that drive the alignment of a potential corridor and set forth a policy document to be utilized by developers, property owners and government agencies to preserve the right-of-way for a future corridor.

The Summary Procurement process was used in consultant selection. Wilson & Company was selected for this study. The contract is slated for review by the Board of Supervisors at the November 28, 2012 Formal Meeting. Notice to Proceed was issued December 12, 2012. Work Plan submittal is expected January 15, 2013..

Partnership Information: The County has no funding partnerships on this project.

Issues/Concerns: Existing/proposed Community Master Plans, River crossing, wildlife corridors, and utility corridors.

Prepared by: DJL

Maricopa County Department of Transportation Study Status Report

Project: Beardsley Parkway Feasibility Study (aka Deer Valley), Turner Parkway to US60

Project Number: T005

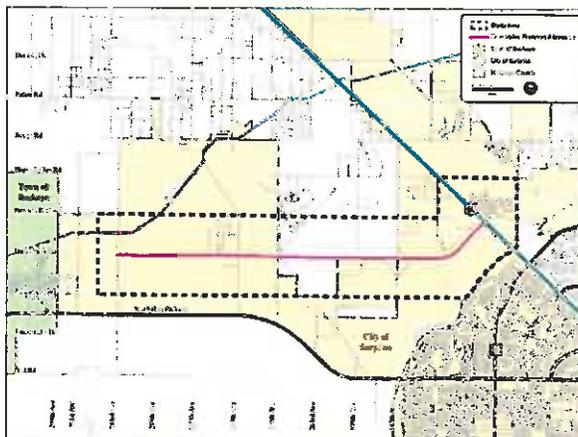
Project Manager: Denise Lacey

Report Date: January 7, 2013

Planned Completion Date: COMPLETED

Percent Complete: 100%

Background/Status:



The Beardsley Parkway study area is approximately 16 miles long and two miles wide and is generally centered on the Deer Valley Road section line, from one-half mile west of the planned future Turner Parkway alignment (just east of the Hassayampa River) to one-half mile east of US 60.

The primary purpose of this study was to identify the optimum corridor alignment for this newly purposed Arizona Parkway. The project goals for this study was to identify opportunities and constraints that drive the alignment of a potential corridor and set forth a policy document to be utilized by developers, property owners and government agencies to preserve the right-of-way for a future corridor.

The Summary Procurement process was used in consultant selection. Kimley-Horn Associates was selected for this study. Board of Supervisors approved the contract September 28, 2011. Notice to Proceed was issued September 29, 2011.

Technical Advisory Committee (TAC) meetings were held November 16, 2011, and January 17, 2012, March 22, 2012, and June 19, 2012.

Technical Memorandums 1) Existing & Future Conditions, 2) Environmental Overview, 3) Drainage Overview, 4) Evaluation of Candidate Alternatives, and 5) Detailed Preferred Alignment and the Final Report have been finalized and are posted on the MCDOT website.

Three Public Open Houses, were held, April 18, 2012, May 23, 2012, and September 13, 2012.

The Preferred Alignment follows the Deer Valley Road section line from Wild Rose Parkway to 199th Avenue except for a small dip to the south between Wild Rose Parkway and 235th Avenue that matches the dip in the roadway alignment proposed in the Surprise Foothills planned area development documents; between 199th Avenue and US 60 the parkway curve is flatter than the existing curve.

Partnership Information: The County had no funding partnerships on this project.

Prepared by: DJL

Maricopa County Department of Transportation Study Status Report

Project: Wild Rose Parkway Feasibility Study, Sun Valley Parkway to US60

Project Number: T005

Project Manager: Denise Lacey

Report Date: January 7, 2013

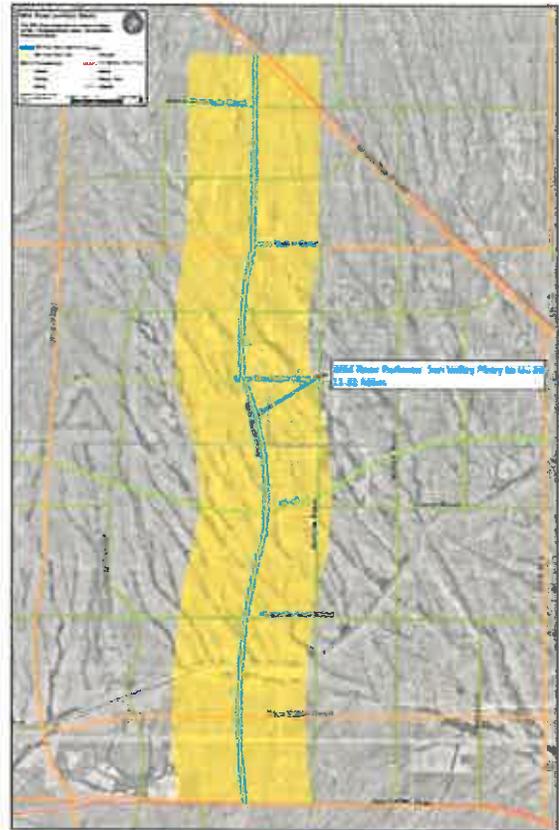
Planned Completion Date: December 2012
extended to February 2012

Percent Complete: 98%

Background/Status:

This study, the proposed Wild Rose Parkway, originates at Sun Valley Parkway and will extend north approximately 11 miles to US60 within the city of Surprise jurisdiction.

The primary purpose of this study is to identify the optimum corridor alignment for this newly proposed Arizona Parkway. The project goals for this study are to identify opportunities and constraints that drive the alignment of a potential corridor and set forth a policy document to be utilized by developers, property owners and government agencies to preserve the right-of-way for a future corridor.



The Summary Procurement process was used in consultant selection. Burgess Niple was selected for this study. The contract was approved by the Board of Supervisor November 30, 2011 and Notice to Proceed was issued.

Technical Advisory Committee (TAC) meeting were held February 8, 2012, March 28, 2012, May 30, 2012, and August 30, 2012. Public Open Houses were held April 11, 2012, June 6, 2012, and September 12, 2012, at Nadaburg Elementary School in Wittman.

Technical Memorandums (TM) 1) Existing and Future Corridor Features, 2) Environmental Overview, 3) Drainage Overview and 4) Development and Evaluation of Candidate Alignments, and 5) Detailed Preferred Alignment are complete. The Final Report is currently under review by TAC.

Partnership Information: The County has no funding partnerships on this project.

Issues/Concerns: Existing/proposed developments, connection to US60, wildlife corridors, and utility corridors.

Prepared by: DJL

Maricopa County Department of Transportation Study Status Report

Project: Dove Valley Parkway – US60 to Hidden Waters Parkway

Project Number: T005

Project Manager: Denise Lacey

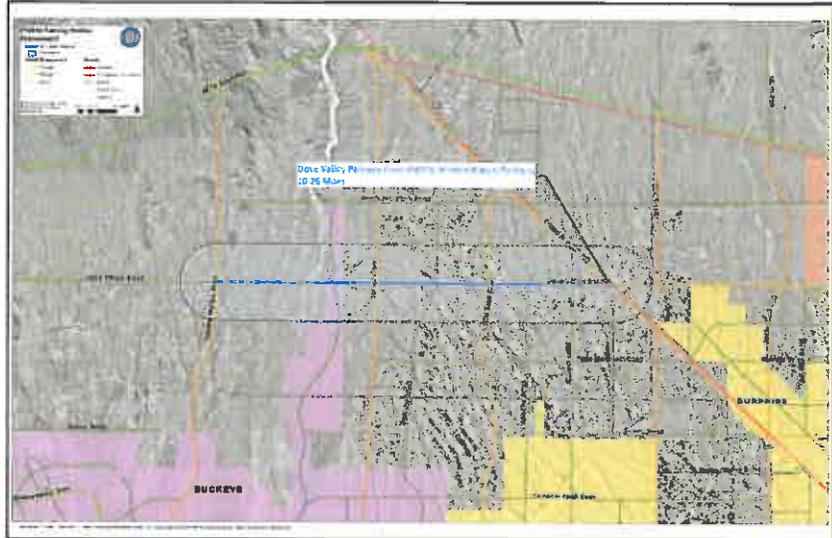
Report Date: January 7, 2013

Planned Completion Date:
September 26, 2013

Percent Complete: 25%

Background/Status:

This study, the Dove Valley Parkway Feasibility Study, originates at 211th Avenue within the City of Surprise planning area and will extend west to 307th Avenue. The study area therefore covers approximately 10 miles and is defined roughly by a two-mile wide buffer north and south of the center line alignment.



The primary purpose of this study is to identify the optimum corridor alignment for this newly proposed Arizona Parkway. The project goals for this study are to identify opportunities and constraints that drive the alignment of a potential corridor and set forth a policy document to be utilized by developers, property owners and government agencies to preserve the right-of-way for a future corridor.

The Summary Procurement process was used in consultant selection. Kimley-Horn & Associates was selected for this study. Notice to Proceed was issued September 26, 2012.

Technical Memorandum (TM) 1) Existing and Future Corridor Features, 2) Environmental Overview, and 3) Drainage Overview have been submitted and reviewed by staff and are now under review by TAC.

TAC meeting number was held November 28, 2012. TAC #2 is scheduled for January 30, 2013.

The first Public Open House is scheduled for February 20, 2013.

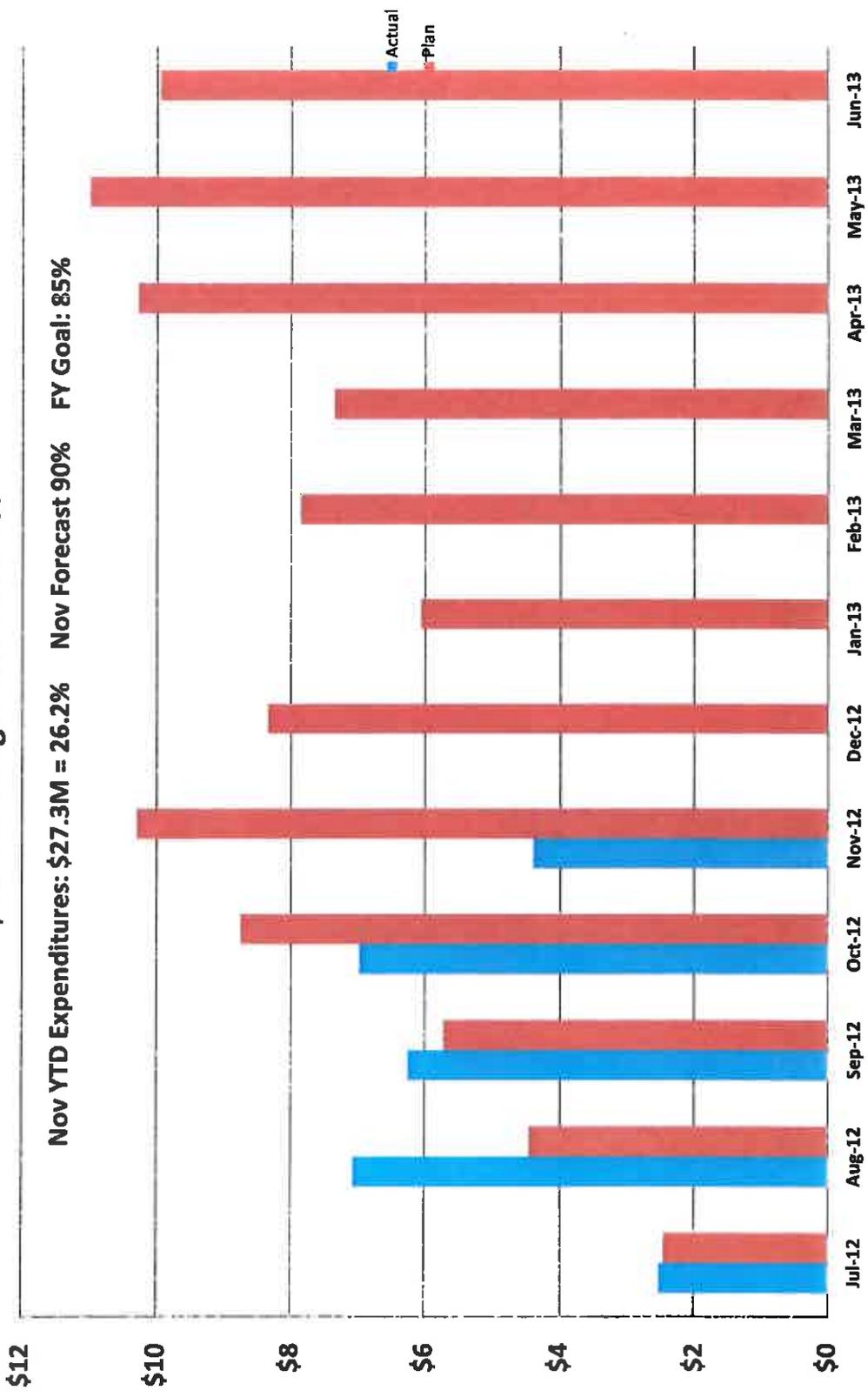
Partnership Information: The County has no funding partnerships on this project.

Issues/Concerns: Existing residences and communities, existing/proposed Community Master Plans, wildlife corridors, and utility corridors.

Prepared by: DJL

FY 2013 TIP Expenditure Forecast \$92.6M Budget less Reserves

Nov YTD Expenditures: \$27.3M = 26.2% Nov Forecast 90% FY Goal: 85%



Completed Construction Projects for FY2013

Project No.	Project Manager	Resident Engineer	CM Consultant	Project Description	BOS Dist.	Delivery Type	Advertise/ JOC Fee Request Date	Bid/ JOC Fee Accept Fee Date	Contractor & Contract No.	NTP/ JOC Assignment Date	Const Contract Days	Contract Time Extn	Projected Completion Date	Const Days to Date	Substantial Completion Date	Const Contract Cost at NTP	Net Change Orders to Date	Projected Total Const Cost
Project Number assigned to the project.	PM who prepared the project and the consultant who designed it.	MCDOT RE.	Firm that is managing the project.	Description of Project - Name of the Road and beginning and end.	BOS District	Delivery method used for project (JOC, DBB, CMAR, DB).	Date project is advertised.	Date bids are received. If delivery method is JOC - it is date construction fee amount is agreed to.	Contractor name and contract number.	Date that is given to the contractor to start work.	The number of calendar days to build the project per contract.	Total number of days added to contract time.	Substantial Completion Date based on NTP and contract.	Number of days between NTP and report or Date of Substantial Completion	Date the project received substantial completion.	Bid amount or work assignment amount.	Change Orders to date.	Projected cost of project.
T188	Nariman Zadeh	Dave Hopper	T Y Lin	Old US 80 Bridge @ Gila River (Rehab)	5	DBB	9/8/2011		Haydon Building Corp	12/19/2011	90	13	3/31/2012	102	3/30/2012	\$4,277,893	\$241,348	\$4,519,241
T249		Lisa Ruane	PB	Forest Rd: McDowell Mtn Rio Verde	2	DBB	7/11/2011	8/9/2011	Combs Construction	10/17/2011	90	217	8/19/2012	193	4/27/2012	\$545,630	\$45,174	\$590,804
T277	Bill Hahn	Lisa Ruane	CEI	Indian School Road at Beardstley Canal	4	DBB	10/18/2011	11/30/2011	DCS Contracting	2/6/2012	120	66	8/10/2012	143	6/28/2012	\$868,816	\$70,133	\$938,949
T357		Dave Hopper	Tristar	Meeker at Wilson Way	4	JOC		3/22/2012	Contractors West, Inc.	4/1/2012	60		5/31/2012	60	5/31/2012	\$293,111	\$2,370	\$295,481
T365		Dave Hopper		Speed Humps - 83rd Ave to 79th Ave	4	JOC	6/19/2012	7/3/2012	Swaine Asphalt	7/16/2012	45		8/30/2012	22	8/7/2012	\$26,789	\$0	\$26,789
T380		Dave Hopper		Peoria and 99th	4	JOC	3/21/2012	4/16/2012	AJP Electric	4/23/2012	60		6/22/2012	67	6/29/2012	\$440,481	\$0	\$440,481
T393		Lisa Ruane	CEI	Sun City Mill & Overlay Ph 5	4	DBB	1/11/2012	2/29/2012	Sunland Asphalt	4/9/2012	90	82	9/28/2012	82	6/30/2012	\$7,650,000	\$1,355,462	\$9,005,462
T402		Lisa Ruane		Lake Pleasant Access Rd - Castle Hot Springs to Park Entrance	4	DBB	11/3/2011	11/30/2011	Cactus Asphalt	2/13/2012	60	7	4/20/2012	67	4/20/2012	\$256,949	\$39,984	\$296,933
T414	Eric Mayer	Lisa Ruane	CEI	Sun City M & R Ph 6	4	DBB	3/15/2012	4/10/2012	M. R. Tanner	5/14/2012	60	76	9/27/2012	46	6/29/2012	\$2,073,000	(\$270,101)	\$1,802,899
T415	Eric Mayer	Dave Hopper	PB	FY 12 AR Arterial Overlay	4	DBB	1/11/2012	2/29/2012	Sunland	4/9/2012	90	86	10/2/2012	116	8/3/2012	\$2,800,000	\$138,198	\$2,938,198
T416	Eric Mayer	Dave Hopper		Desert Sage Sub Div Rehab	2	DBB	1/12/2012	2/7/2012	Combs Construction	5/14/2012	100	120	12/20/2012	130	9/21/2012	\$2,017,782	\$381,643	\$2,399,425
T421	Eric Mayer	Lisa Ruane	CEI	FY 12 AR Overlay #2	1	DBB	2/23/2012	3/20/2012	M. R. Tanner	4/30/2012	70	81	9/28/2012	60	6/29/2012	\$2,945,500	(\$49,960)	\$2,895,540
					2													
					3													

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 9

ITEM:

TAB Forum

ACTION REQUIRED:

For information and discussion only

TAB members may share information regarding a variety of transportation-related issues. This item may also include a report from one or more TAB members on activities or news pertaining to the district(s).

ATTACHMENTS:

None

MARICOPA COUNTY TRANSPORTATION ADVISORY BOARD

INFORMATION SHEET

January 15, 2013

Item No. 10

ITEM:

Next Meeting Date(s).

ACTION REQUIRED:

Tuesday, March 19, 2013 is scheduled for the next TAB meeting. The meeting location will be at MCDOT.

ATTACHMENTS:

None