

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Mayor Scott Smith, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 11:30 a.m.
Wednesday, March 26, 2014
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG 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. Supporting information is enclosed for your review. The meeting will include a working lunch.

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

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. Assisted listening devices are available from MAG staff at the meeting. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
March 26, 2014**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Resolution of Appreciation

Carol Kratz, who has served this region for many years, including positions as the Program Director with the Virginia G. Piper Charitable Trust and as Human Services Manager at MAG, recently retired. A Resolution of Appreciation has been prepared to recognize Ms. Kratz for her numerous contributions to the MAG region.

4. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN 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.

5. Executive Director's Report

The MAG Executive Director will provide a report to the Regional Council on activities of general interest.

6. 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

3. Adopt the Resolution of Appreciation for Carol Kratz for her service to the MAG region.

4. Information.

5. Information.

6. Approval of the Consent Agenda.

comment on consent items. Consent items are marked with an asterisk (*).

ITEMS PROPOSED FOR CONSENT*

MINUTES

*6A. Approval of the February 26, 2014, Meeting Minutes

6A. Review and approval of the February 26, 2014, meeting minutes.

TRANSPORTATION ITEMS

*6B. ADOT Red Letter Process

6B. Information and discussion.

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2013 to December 13, 2013. None of the 144 notices received had an impact to the state highway system. Please refer to the enclosed material.

*6C. Job Access and Reverse Commute Programming Goals and Objectives

6C. Approval of the Job Access and Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Administration funding.

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a suballocation of Federal Transit Administration funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for review and input. MAG staff was requested to host additional working group discussions to review the draft recommendations. The draft programming goals and objectives for the JARC program were

recommended for approval on February 13, 2014, by the MAG Transit Committee, on February 27, 2014, by the MAG Transportation Review Committee, and on March 12, 2014, by the MAG Management Committee. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines. Please refer to the enclosed material.

*6D. Approval of Transit Planning Agreement

The current Transit Planning Agreement was approved by the MAG Regional Council in March 2010 and signed by all parties in April 2010. Since then, a new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in July 2012, which has changed requirements for regional transportation planning. Valley Metro, MAG, and the City of Phoenix have been working on revising the Transit Planning Agreement to meet the new federal requirements since August 2013. The revisions include clarifications regarding transit representation on MAG committees, regional transit planning coordination roles, inclusion of the Regional Programming Guidelines for Federal Transit Formula Funds in the programming process, acknowledgment of new funding sources, inclusion of the public hearing requirements, and new sections on performance measurement, safety plans, asset management, and Title VI. The transit planning agreement was recommended for approval on March 12, 2014, by the MAG Management Committee. Please refer to the enclosed material.

*6E. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, and have been modified one time. The Arterial

6D. Approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2015 MAG Unified Planning Work Program and Annual Budget.

6E. Approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

Life Cycle Program was approved on September 16, 2013, and updated on January 29, 2014. Requested changes to the highway and transit projects are displayed in Table A. Project changes that relate to a separate agenda item titled Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals are included in Table B. Conformity consultation on these projects is considered under a separate agenda item. Checkmarks on the attached tables indicate the project changes that were recommended for approval on February 27, 2014, by the MAG Transportation Review Committee and on March 12, 2014, by the MAG Management Committee. Please refer to the enclosed material.

- *6F. Resolution by the Maricopa Association of Governments Regional Council Supporting Inclusion of: MAG Adopted, Illustrative Corridors; Independent Segments for Environmental Assessment; and Further Study of the Alternative C Through Eastern Pima County as Identified as Part of the Interstate II and Intermountain West Corridor Study

The Arizona and Nevada Departments of Transportation have been developing the Interstate II (I-II) and Intermountain West Corridor Study. MAG is requesting that the Arizona Department of Transportation (ADOT) include the MAG adopted, illustrative corridors, including the Hassayampa and Hidden Valley studies, be shown on all of the relevant maps of study alternatives and as part of the I-II studies. MAG is also requesting that the current I-II study also identify segments of I-II that will allow subsequent environment assessments for each segment to move forward as soon as possible. MAG also supports further study of the South Arizona Connectivity Segment's Alternative C through eastern Pima County as identified in the I-II study. On January 23, 2014, the Pima Association of Governments (PAG) Regional Council approved a resolution of support to further study Alternative C as identified in the I-II study. The MAG Regional Council is being requested to adopt a resolution of support to

- 6F. Adoption of a resolution to support Interstate II.

include the provisions described above in the I-I I studies. On March 12, 2014, the MAG Management Committee recommended adoption to the Regional Council. Please refer to the enclosed material.

*6G. Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

In anticipation of balancing the suballocation of Federal Highway Administration (FHWA) funding to the MAG region, a mid year analysis was completed and two options were prepared to utilize expected available Congestion Mitigation and Air Quality (CMAQ) funding for FFY2014 that relate to existing bicycle-pedestrian, Intelligent Transportation Systems (ITS), and paving of unpaved roads projects. Option Two was recommended for approval on February 27, 2014, by the MAG Transportation Review Committee, and on March 12, 2014, by the MAG Management Committee. Conformity consultation on these projects is considered under a separate agenda item. Please refer to the enclosed material.

6G. Approval to proceed with Option Two: FY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional Congestion Mitigation and Air Quality (CMAQ) funding for FFY 2014 in the Bicycle/Pedestrian, Intelligent Transportation System (ITS), and Air Quality programs and of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

AIR QUALITY ITEMS

*6H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

6H. Consultation.

GENERAL ITEMS*6l. Ratification of the Annual Performance Review and Compensation Benefits 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. On November 26, 2013, the electronic survey and Major Regional Goals and Results for FY 2013-2014 were sent to members of the Regional Council to receive their input on the review. This information was also sent to the members of the Executive Committee. The results of the completed surveys were summarized and were discussed by the members of the Executive Committee at the January 21, 2014, and February 18, 2014, meetings. On March 17, 2014, the MAG Regional Council Executive Committee discussed the performance of the Executive Director, and took action regarding the compensation/benefits 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.

6l. Ratification of the action of the Executive Committee regarding compensation/benefits of the MAG Executive Director.

ITEMS PROPOSED TO BE HEARD7. Second Binational Economic Forum - Collaboration Agreement to Form the Arizona-Sonora Megaregion

At the January 29, 2014, MAG Regional Council meeting, MAG staff shared a proposed agenda for information and input regarding the Second Binational Economic Forum scheduled April 10-11, 2014, in Nogales, Sonora. To date, 42 mayors from the state of Sonora have confirmed their attendance, including the mayor from Sonora's capital, Hermosillo. The main purpose of this forum is to convene mayors from Arizona and mayors from Sonora to sign a collaboration agreement to establish a megaregion to address important policy matters impacting both states

7. Input on the proposed approval of the Collaboration Agreement to form the Arizona-Sonora Megaregion.

and to position the Arizona-Sonora megaregion for global competition, similar to the CaliBaja model. It is envisioned that the megaregion initiative will further enable the development of local relationships to advance projects of local and regional significance on both sides of the border in areas such as transportation and infrastructure, education, economic development, border security and public safety, trade area promotion, commerce and tourism. MAG staff will provide an update on representation from Arizona at the forum and review the collaboration agreement to establish a megaregion that has been proposed by the City of Nogales, Sonora, and to be considered for signature by MAG and other regional planning agencies, as well as the Association of Mayors of Sonora. A draft agreement will be sent under separate cover.

8. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the first draft of the Fiscal Year (FY) 2015 "MAG Programs in Brief" and the FY 2015 MAG Unified Planning Work Program and Annual Budget represent the budget documents development to date. The elements of the budget document are about 60 percent complete. Please refer to the enclosed material.

9. Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale

In October 2011, the Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures. Section 600 of the Guidelines and Procedures addresses project deferrals and deletions. This section specifies that a project

8. Information and discussion.

9. Approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project.

may be deferred once without justification. A second project deferral requires the project sponsor justify the request before MAG committees with final approval considered by the Regional Council. The City of Scottsdale is requesting to defer the construction phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project from 2014 into 2015. The request for a second deferral was recommended for approval on February 11, 2014, by the MAG Bicycle and Pedestrian Committee, on February 27, 2014, by the MAG Transportation Review Committee, and on March 12, 2014, by the MAG Management Committee. Please refer to the enclosed material.

10. Soft Launch of Building an International Economic Network

The reauthorization of the federal surface transportation law, named Moving Ahead for Progress in the 21st Century (MAP-21), includes a number of provisions to improve the condition and performance of the national freight network and to support investment of freight-related surface transportation projects. Provisions include establishing a national freight policy for the United States to compete in the global economy and to achieve goals related to economic competitiveness and efficiency and other transportation related goals.

The MAG Freight Transportation Framework study and several reports conducted for the MAG Economic Development Committee by the Thunderbird School of Global Management identified the importance of trade with Mexico and Canada as Arizona's numbers one and two trading partners. To increase exports and freight for the metro Phoenix area and the State of Arizona, MAG has created the Building an International Economic Network (BIEN). BIEN will assist businesses through a centralized database and mapping tools that will allow them to search for and connect with related businesses in order to collaborate and form partnerships. MAG staff has completed the development of the

10. Information and discussion.

online tool and implemented a soft launch by beginning to populate the database in steps by working with partners like the Arizona Commerce Authority, Greater Phoenix Chamber of Commerce, Greater Phoenix Black Chamber of Commerce, Hispanic Chamber of Commerce, and local/international economic development agencies. MAG staff will provide the committee with an update on the progress of this project and discuss the marketing and engagement plan.

11. Enhanced Online Mapping and Reporting Tools

MAG staff has developed enhanced online mapping and reporting tools (<http://ims.azmag.gov/>) and a regional data center (<http://datacenter.azmag.gov/>) with regional profiles and socioeconomic data sets and reports. Staff will provide an update along with a demonstration of the updated tools.

11. Information and discussion.

12. Legislative Update

An update will be provided on legislative issues of interest.

12. Information, discussion, and possible action.

13. Request for Future Agenda Items

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

13. Information.

14. 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.

14. Information.

Adjournment

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

February 26, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair	Mayor Rebecca Jimenez, Guadalupe
Mayor Michael LeVault, Youngtown, Vice Chair	Mayor Thomas Schoaf, Litchfield Park
* Vice Mayor Robin Barker, Apache Junction	# Mayor Christian Price, City of Maricopa
Mayor Marie Lopez Rogers, Avondale	* Supervisor Steve Chucuri, Maricopa County
Mayor Jackie Meck, Buckeye	* Mayor Scott LeMarr, Paradise Valley
Councilmember Mike Farrar, Carefree	# Councilmember Cathy Carlat, Peoria
Councilmember Reginald Monachino, Cave Creek	Mayor Greg Stanton, Phoenix
# Mayor Jay Tibshraeny, Chandler	* Supervisor Todd House, Pinal County
Mayor Lana Mook, El Mirage	Mayor Gail Barney, Queen Creek
Mayor Tom Rankin, Florence	* President Diane Enos, Salt River Pima-Maricopa Indian Community
* President Ruben Balderas, Fort McDowell Yavapai Nation	* Mayor W. J. "Jim" Lane, Scottsdale
Mayor Linda Kavanagh, Fountain Hills	* Mayor Sharon Wolcott, Surprise
* Mayor Steven Holt, Gila Bend	Mayor Mark Mitchell, Tempe
* Governor Gregory Mendoza, Gila River Indian Community	* Mayor Adolfo Gamez, Tolleson
Mayor John Lewis, Gilbert	Mayor John Cook, Wickenburg
Mayor Jerry Weiers, Glendale	Jack Sellers, State Transportation Board
# Mayor Georgia Lord, Goodyear	Joseph La Rue, State Transportation Board
	Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Scott Smith at 11:34 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Councilmember Cathy Carlat, Mayor Georgia Lord, Mayor Christian Price, and Mayor Jay Tibshraeny joined the meeting via teleconference.

Chair Smith introduced Mr. Jack Sellers as the new State Transportation Board member on the Regional Council. Mr. Sellers was presented with his Regional Council membership certificate.

Chair Smith noted that hearing assisted devices were available from MAG staff. Chair Smith requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item, or a yellow public comment card for Consent Agenda items or items on the agenda for action. Transit tickets for those who purchased a transit ticket to attend the meeting and parking validation were available from staff.

Chair Smith noted that materials for agenda items #10 and #11 were at each place and on each side of the room.

3. Call to the Audience

Chair Smith noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak 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 are requested to not exceed a three minute time period for their comments. A total of 15 minutes is 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 Smith noted that the Regional Council could not respond to comments made under Call to the Audience because they were not agendized for discussion.

Chair Smith recognized public comment from Mr. Pat Vint, who expressed his thanks to Mayor Smith who was going to be the next governor of the State of Arizona. Mr. Vint brought pens he had printed with the acronym for the slogan, “Whether You Believe You Can Do Something or Not You Are Right.” He stated that the City of Phoenix has problems and that he wished he had settled in a smaller town when he arrived here from Korea in 1952, but he did not know then it would grow to be such an undesirable place. Mr. Vint stated that unions have no place at city governments and they are trying to say they are giving back vacation time so the taxpayers can pay them for it. He stated that Mayor Stanton does not understand, and all President Obama says is “I, I, I,” and is useless. Mr. Vint stated that he would be attending a City of Phoenix meeting later that day. Chair Smith thanked Mr. Vint for his comments.

Chair Smith recognized public comment from Mr. John Rusinek, who stated that his City Council member never showed up for a scheduled meeting with Mr. Rusinek, nor did he call. Mr. Rusinek read from the Phoenix city ordinance that said that the areas used for parking at single or duplex residential units must be dust proofed, and non-conformity is not grandfathered. Mr. Rusinek stated that no one at the City of Phoenix will meet with him and his problem has been ongoing for 9.5 years. He stated that the Phoenix website encourages residents to contact their City Council office or the City Manager’s office if they have a problem at the City and they will try their hardest to be responsive. Mr. Rusinek

played a recording about the size of rock used on his neighbors' driveway (unintelligible). He noted that the large size rock is being ground up into smaller size gravel. Mr. Rusinek stated that Pioneer Rock said this large a size of gravel will never settle. Chair Smith thanked Mr. Rusinek for his comments.

Chair Smith recognized public comment from Dianne Barker, who stated that she was going to speak on something MAG has jurisdiction over – multimodalism – and that diversity is alive in Arizona and inclusive. It is open for business to everybody. Ms. Barker stated that the City of Phoenix needs to win its bid on the convention. She noted that the Republican National Convention brought in more than \$200 million to Tampa, Florida, which is more than the Super Bowl. Ms. Barker expressed her disagreement with the speaking rules. She said that the Open Meeting law and the Attorney General's interpretation intend for there to be dialogue between citizens and the government. Ms. Barker said that MAG can say more than your three minutes are up. She stated that federal law mandates that citizens should be heard and considered in transportation planning and state law says that on a comment made by the public, a committee member can ask for clarification, object to criticism, ask staff for further research, or put an item for action on the next agenda. She stated that she had read SB 1062 and Title 41 states "for a furtherance of governmental interest." Ms. Barker remarked that whenever she sees that statement, it means to her that government will be dictating the way things are going to be. She stated that we are in this together – the Phoenix Convention Center provides shared revenue to Phoenix and the entire state. Chair Smith thanked Ms. Barker for her comments.

5. Approval of Consent Agenda

This agenda item was taken out of order.

Chair Smith noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I were on the Consent Agenda.

Chair Smith recognized public comment from Dr. Marvin Rochelle, who expressed that Mayor Greg Stanton was going to be the next governor of Arizona. Dr. Rochelle stated that the Baby Boomers are getting older and have more physical challenges. He stated that more sidewalks and curb cuts like there are in Phoenix are needed throughout the County. Dr. Rochelle remarked that he sees people in wheelchairs traveling on roads with no sidewalks, which places them in danger of being hit by a car. He noted one road as an example: 99th Avenue from Camelback Road to Glendale Avenue. Dr. Rochelle commented that the government needs to do whatever is necessary to protect people. Chair Smith thanked Dr. Rochelle for his comments.

Chair Smith recognized public comment from Dianne Barker, who spoke on agenda item #5E. She said that the 70,000 crashes annually concern her, and she would like to promote transportation options that are not at-grade, are out of the traffic lanes, and will operate at faster speeds. Ms. Barker expressed her support for Google bringing its 100-times faster technology to Phoenix, Tempe, and Scottsdale, and she hoped the rest of the cities would be able to join in. Ms. Barker stated that faster Internet speed has been available in Europe for a long time. She stated that everyone has a responsibility for air quality. She noted that Phoenix is doing dust proofing and has an anti-litter campaign. Ms. Barker remarked that cigarette butt residue gets into the water table. She stated that she cleans up around bus stops while

waiting, but when she has a complaint that a bus shelter needs cleaning, the City comes right out. Ms. Barker said that this region does a lot for the needy, but why should any city have to allow panhandlers to stand with signs? She said that she would like law enforcement to not allow this. Chair Smith thanked Ms. Barker for her comments.

Chair Smith asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted.

Chair Smith called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Vice Chair Michael LeVault moved approval of the Consent Agenda. Mayor Marie Lopez Rogers seconded, and the motion passed unanimously.

5A. Approval of the January 29, 2014, Meeting Minutes

The MAG Regional Council, by consent, approved the January 29, 2014, meeting minutes.

5B. MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014, and Project Changes

The MAG Regional Council, by consent, approved federal fund projects to be deferred, deleted, and changed; and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, 2035 Regional Transportation Plan, and to the FY 2011-2015 MAG Transportation Improvement Program as appropriate. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. This Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Alternatives program funds that are programmed in the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) as of November 2013 to authorize in Federal Fiscal Year (FFY) 2014 and FFY 2015. The Project Development Status Workbook for each project that was sent to member agencies requires that a project development schedule be completed and allows project changes to be requested. This item was recommended by the MAG Street Committee on January 14, 2014, the MAG Transportation Review Committee on January 30, 2014, the MAG Management Committee on February 12, 2014, and the Transportation Policy Committee on February 19, 2014.

5C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 Transportation Improvement Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 MAG Transportation Improvement Program as appropriate. On January 28, 2014, the MAG Regional Council approved the MAG Transportation Alternatives program ranked order of projects (for fiscal years 2015-2017), the Fiscal Year (FY) 2014-2018 MAG Transportation

Improvement Program, and the Regional Transportation Plan. Since then, member agencies have requested general project changes. Additionally, the detailed listing of work phases for the Transportation Alternatives program, and the detailed work phase listings of the proposed PM-2.5 Paving Unpaved Road Projects are included in Table B. On February 12, 2014, the MAG Management Committee recommended approval of the project changes. On February 19, 2014, the Transportation Policy Committee recommended approval.

5D. Designing Transit Accessible Communities Study

The MAG Regional Council, by consent, accepted the Designing Transit Accessible Communities Study. The Fiscal Year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, included a study to help provide member agencies with additional tools and guidelines to provide better transit accessibility for pedestrians and bicyclists. The study outcome details the process of categorizing bus stops that addresses the different needs and challenges of the existing built environment. A Designing Transit Accessible Communities tool kit was developed and includes sample policies and best practices specific to the MAG region and geography. The implementation check list is intended for use by development review planners, engineers and transit service planners. The Designing Transit Accessible Communities Study was recommended for acceptance by the MAG Transit Committee on January 9, 2014, by the MAG Transportation Review Committee on January 30, 2014, and by the MAG Management Committee on February 12, 2014, and was presented at the February 19, 2014, Transportation Policy Committee meeting.

5E. FY 2014 Road Safety Assessments and Project Assessments at Intersections and Corridors

The MAG Regional Council, by consent, approved the list of eleven (11) Road Safety Assessments and three (3) Project Assessments utilizing MAG on-call consultants at an estimated total cost of \$440,000. Each year, more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and they result in nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended the performance of Road Safety Assessments (RSAs) and Project Assessments (PAs) as a regional road safety initiative to help identify and address safety issues at locations with high crash risk. The Fiscal Year (FY) 2014 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the RSA program. An additional \$146,322 is also available from funds approved for the RSA program in the FY 2013 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2012. Since 2011, 23 RSAs have been successfully completed through the MAG RSA program. On January 7, 2014, the MAG Transportation Safety Committee recommended approval of a list of 11 RSAs and three PAs to be performed in FY 2014. The list of 11 RAs and three PAs was recommended for approval by the MAG Transportation Review Committee on January 30, 2014, and the MAG Management Committee on February 12, 2014. Qualified MAG on-call consultants would conduct the RSAs and PAs.

5F. Programming of PM-2.5 Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2014-2018 MAG Transportation Improvement Program

The MAG Regional Council, by consent, approved the list of Fiscal Year (FY) 2014, 2015, 2016, and 2017 PM-2.5 Congestion Mitigation and Air Quality Improvement funded Paving Unpaved Road Projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, the 2035 Regional Transportation Plan, and the FY 2014-2018 MAG Transportation Improvement Program as appropriate. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes. For air quality projects, the RTP and Moving Ahead for Progress in the 21st Century identify CMAQ allocations. Funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, ADOT apportionments, and regional distributions. The estimated total amount of PM-2.5 CMAQ funding available for programming in Federal Fiscal Year (FFY) 2014 through FFY 2017 for PM-2.5 Pave Unpaved Road Projects is \$3.36 million. A Call for Projects was issued on October 23, 2013, with applications due on November 22, 2013. The PM-2.5 Paving Unpaved Road Projects were reviewed and recommended by the MAG Street Committee on January 14, 2014. On January 23, 2014, the MAG Air Quality Technical Advisory Committee recommended forwarding the list of projects to the MAG Transportation Review Committee. The list of projects was recommended for approval on January 30, 2014, by the MAG Transportation Review Committee and on February 12, 2014, by the MAG Management Committee.

5G. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ Funding

The MAG Regional Council, by consent, approved the prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. The FY 2014 MAG Unified Planning Work Program and Annual Budget and the FY 2014-2018 MAG Transportation Improvement Program contain \$900,000 in FY 2014 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$330,599 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,230,599. On January 23, 2014, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on December 10, 2013, and on January 14, 2014, in accordance with the MAG Federal Fund Programming Guidelines and Procedures. The prioritized list of proposed PM-10 Certified Street Sweeper Projects was recommended for approval by the MAG Management Committee on February 12, 2014.

5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of several new Transportation Alternatives Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification

includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5I. Social Services Block Grant Allocation Recommendations

The MAG Regional Council, by consent, approved forwarding the Social Services Block Grant (SSBG) allocation recommendations for FY 2015 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee (HSCC) prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG HSCC conducts a service ranking exercise to determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in November 2013 and the draft results were released for public comment in December 2013. The results reflect the prioritized listing of services as determined by the service ranking exercise and a 5.3 percent funding reduction required by DES. In addition to the reduction in funding, DES indicated funding for services within the Older Adults and the Adults, Families and Children target groups be held harmless. The funding reduction was applied to services within Persons with Disabilities and the Persons with Developmental Disabilities target groups. Services within these two target groups were ranked the lowest in the service ranking exercise. No services received an increase due to the 5.3 percent funding reduction indicated by DES. The draft allocations were recommended for approval by the MAG Human Services Technical Committee on January 9, 2014, by the MAG HSCC on January 22, 2014, and the MAG Management Committee on February 12, 2014.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith stated that the Desert Peaks Awards will be held on June 25, 2014. He thanked the Regional Council for the names that had been submitted to serve as judges. Mr. Smith encouraged member agencies to submit project nominations, which are due on March 14, 2014.

Mr. Smith stated that the study for the I-10/I-17 (Spine) Corridor Master Plan kicked off on February 21, 2014. He said that the study is a joint effort of Arizona Department of Transportation, Federal Highway Administration, and MAG. He called attention to the fact that the project team's work experience totals more than 500 years. Mr. Smith stated that funding for improvements to the Spine totals \$1.47 billion, and the projects could create 41,160 direct and indirect jobs, according to projections. He added that projections estimate that every \$1 billion adds 28,000 jobs. Mr. Smith stated that the South Mountain Freeway has a \$1 billion construction budget, and added to the Spine budget, these two projects could represent the addition of 72,240 jobs. He expressed his support for working together on these two projects. Chair Smith thanked Mr. Smith for his report.

6. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Lindy Bauer, MAG staff, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She said that the plan includes a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and one new measure designed to reduce PM-10 during high risk conditions, including high winds. Ms. Bauer stated there are measures on trackout, open burning, unpaved shoulders, unpaved roads, vacant lots, earthmoving, all terrain vehicles, weed abatement, leaf blowers, street sweepers, and mining operations.

Ms. Bauer reported that on January 14, 2014, the Environmental Protection Agency (EPA) signed a notice to propose full approval of the MAG 2012 Five Percent Plan for PM-10. She stated that this includes the 2008 baseline emissions inventory and the 2007, 2009, 2010, 2011 and 2012 projected emission inventories, the modeled attainment demonstration, a five percent reduction in emissions demonstration, reasonable further progress, contingency measures, motor vehicle emissions budget, and very importantly, that a determination that the Maricopa County Nonattainment Area has met the PM-10 standard based upon three years of clean data for 2010-2012. Ms. Bauer added that the EPA intends to finalize its action on June 2, 2014. She added that this was published in the Federal Register on February 6, 2014.

Ms. Bauer discussed the aggressive prevention activities to achieve three years of clean monitoring data. These activities include the City of Phoenix Dust Reduction Task Force short and long term goals; the MAG-produced PM-10 prevention video for education and training; near real time monitor data provided by Maricopa County with funding provided by the MAG Regional Council; the establishment of the Maricopa County Rapid Response Program network to prevent PM-10 exceedances regionwide; coordination between Maricopa County and MAG member agencies to avoid duplication of enforcement and the investigation of sources; implementation by the MAG member agencies of customized Rapid Response Action Plans that are based on a MAG template and tool kit; conduct PM-10 Prevention Workshops with local governments, Maricopa County, and the Arizona Department of Environmental Quality; communication by the Arizona Department of Environmental Quality of the Maricopa County Dust Control Action Forecast five days in advance; and notification by business, industry, and agriculture associations to their members when high winds are forecasted.

Ms. Bauer expressed her appreciation to every member of the Regional Council and their staff for all their hard work on these prevention activities, which were absolutely critical to the success of the MAG Five Percent Plan for PM-10. She also thanked the Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department, and the Arizona Department of Transportation for their partnership. She noted that the region has never before had a determination that the standard had been met.

Ms. Bauer expressed her appreciation to the MAG Executive Committee for all of their hard work during difficult times. She reported that Chair Smith had traveled to Washington, D. C., to establish a rapport with the EPA officials, and help the EPA better understand the exceptional events in this region. Ms. Bauer stated that Chair Smith had also conducted a special meeting with EPA regarding its AP 42

dust factor for unpaved roads. She added that EPA then cut the dust factor by 62 percent, which helped this region avoid a conformity freeze.

Ms. Bauer presented the next steps for the Plan. She discussed that EPA needs to take final approval action on the Five Percent Plan by June 2, 2014, which is the date agreed upon with Arizona Center for Law in the Public Interest. Ms. Bauer mentioned that the aggressive prevention efforts must continue because clean data at the monitors and throughout the region must be maintained forever, or this region will be in nonattainment. Once EPA finalizes an approval action, MAG will begin work on a Redesignation Request and Maintenance Plan for PM-10.

Ms. Bauer indicated that EPA's Exceptional Events Rule and process still needs to be streamlined. She noted that EPA anticipates proposing rule revisions by April 2014 with final revisions in April 2015. Ms. Bauer noted that 18 packages of exceptional events were submitted to EPA, and she added that it cost the region \$675,000 to prove to the EPA that these were exceptional events. Ms. Bauer stated that there were six exceptional events in 2013 and they have been documented and are out for public review. She added that MAG prepared the documentation for five of the six events.

Ms. Bauer stated that MAG is preparing a letter of support for submission to the docket by the deadline of March 10, 2014.

Ms. Bauer then spoke about PM-2.5. She noted that an article in The Arizona Republic, and the cities and towns assisted Maricopa County in getting the word out to residents on no burn days during the holiday season. Ms. Bauer reported that the highest PM-2.5 concentration ever taken – 170 micrograms per cubic meter – was recorded on January 1, 2014. Ms. Bauer noted that the region will need an annual average of 12 micrograms per cubic meter for the entire year. She indicated that the Maricopa County Air Quality Department reported that this reading occurred from bonfire smoke at a New Year's Eve party nearby the West Phoenix monitor at 39th Avenue and Earll. Ms. Bauer urged expanding the outreach for next year's holiday season and she added that the County will likely be re-examining its enforcement policy.

Ms. Bauer stated that Congressman Harry Mitchell helped immensely on an important videoconference with the EPA offices in Washington, D. C., Ann Arbor, Michigan, Research Triangle Park, and Region IX. She expressed appreciation to all of the Congressional Delegation for their assistance.

Chair Smith remarked that approval of MAG's Five Percent Plan for PM-10 is a very significant accomplishment. He said it was a lot of work and many people played pivotal roles. Chair Smith stated that this was a great hurdle to have overcome, but it resets to a different challenge. He added that three years without an event is quite an accomplishment.

Mr. Smith remarked that MAG has been working on obtaining approval since May 25, 2010, when the EPA Region IX administrator indicated that EPA was going to disapprove MAG's Five Percent Plan for PM-10.

Chair Smith stated that the senior EPA officials in Washington, D. C., were unaware of the disapproval action planned by Region IX that could result in drastic effects for this region, and it took a concerted effort to pull this all together. Chair Smith stated that this is a great example of cities, towns, the county, and the state working together to make a difference. He expressed congratulations to everybody and thanked Mr. Smith and Ms. Bauer for their leadership and guidance throughout this process.

7. Alternative Transportation Solutions for Older Adults

Amy St. Peter, MAG staff, reported on alternative transportation solutions for older adults. She said that the lack of transportation can negatively impact the lives of people, particularly older adults. Ms. St. Peter expressed appreciation to Phoenix, Tempe, Scottsdale and the Northwest Valley cities for participating in the pilot projects in the Regional Age-Friendly Network. She said that the focus of the presentation today was the Northwest Valley program, and she expressed her appreciation to the Northwest Transportation Stakeholders group cities of Peoria, Surprise, El Mirage, and Youngtown, and Maricopa County.

Ms. St. Peter stated that the goal of the program is to connect older people with their communities, and in order to make the connections, they needed to know where these people resided. She said that the average age in the MAG region is actually two years younger than the national average, however, there are areas of deep concentrations of adults aged 65 and older, and adults aged 65 and older with no vehicle. Ms. St. Peter stated that the biggest barrier for older people to connect with the community is transportation. Ms. St. Peter noted that the number one reason that older adults request transportation is to go to a medical care facility. She noted that public transit is not always available nor is it the right solution in some cases, for example, in hot weather, or for a person who is returning from a dialysis treatment.

Ms. St. Peter expressed appreciation to the City of Phoenix for its Central Village program and the City of Tempe for providing a van to its Neighbors Helping Neighbors program. Ms. St. Peter stated that transportation not only helps individuals, it also helps businesses. Ms. St. Peter stated that if people cannot get to medical appointments, they could have higher readmission rates to hospitals, and she noted that medical facilities can be penalized for high readmission rates. She noted that each community is different and transportation strategies are different. Ms. St. Peter stated that Sun Health and Benevilla have been leading the charge to develop a membership based transportation system.

Jennifer Drago, Vice President of Community Development for Sun Health, continued the presentation on the program in the Northwest Valley. She said that Benevilla has a 34-year legacy as a nonprofit elder service agency and Sun Health a 43-year legacy as a nonprofit health organization in the Valley. Ms. Drago stated that the two agencies are interested in transportation because people's health and well being are at risk when they have difficulties finding transportation to activities like doctor appointments and grocery store visits.

Ms. Drago mentioned that the formation of the Northwest Transportation Stakeholders Group led to the transit system study supported by MAG and ADOT and will lead to improving transportation options in the area. Ms. Drago stated that they researched the needs for aging in place, and found that

transportation is one of those needs. She said that transportation for many older adults also could include door to door assistance.

Ms. Drago stated that a great deal of research has been done with the support of the City Leaders Institute and Grantmakers in Aging, and they conducted focus groups and community leader briefings. From a survey of 20,000 households in the Northwest Valley with a household member 65 years and older, 75 to 78 percent of older adults want to age in place and live independently in their own homes. However, they might not have a vehicle to transport them to shopping or appointments. Ms. Drago added that the survey was not transportation-focused, but led back to transportation. She then displayed a map that showed the location of shopping areas, transit routes, and homes without a vehicle. Ms. Drago stated that for this reason, they came up with an idea for a new model to fill the voids, called Northwest Valley Connect.

Michelle Dionisio, Executive Director of Benevilla, continued the presentation. She said that the Northwest Valley Connect project, which will be a separate nonprofit agency, includes creating a regional hub, and the first focus is addressing the transportation needs of older adults. Ms. Dionisio stated that the intention is to have a mobility manager incorporated into the hub, and she added that the MAG plan identified the need for a mobility manager in the Northwest Valley. Ms. Dionisio stated that the program will utilize volunteers and a few paid drivers to provide rides.

Ms. Dionisio reported that people tend to thrive when connected to others in the community. She said that information services will be provided through the Northwest Valley Connect project. A person can call or go to website and be connected to social events, etc., in their community. Ms. Dionisio stated that they feel the combination of providing transportation and information can help people to age in place.

Ms. Dionisio stated that the model is a public/private partnership. She noted that Benevilla has a large contingency of volunteers, and they take people shopping, to doctor appointments, etc. She said that one of the gaps indicated in the survey is a lack of transportation options on weekends, and they envision that weekend service would be available through their program 24 hours per day, seven days per week. Ms. Dionisio stated that they will receive revenue from rides and membership fees, however, scholarships will be available to low income residents. She added that the cost of rides in the program will be less expensive than taxis due to the volunteer aspect. Ms. Dionisio stated that the mobility manager will be working with all of the agencies to ensure they know about grants, etc., and to enhance transit options in the Northwest Valley.

Chair Smith thanked Ms. St. Peter, Ms. Drago, and Ms. Dionisio for their presentation. He asked members if they had questions.

Mayor Lewis stated that he had visited Benevilla and it is a wonderful facility. He asked if there was any liability or additional expense to volunteer drivers. Ms. Dionisio replied that Benevilla has umbrella coverage, but per Arizona law, the driver's insurance is primary. She noted they have not had any issues in all the years Benevilla has been using volunteers. Ms. Dionisio added that they are considering a mileage reimbursement to return a benefit to the volunteers.

Mayor Kavanagh remarked that the presentation described many Fountain Hills residents: older and wanting to age in place. She referenced the recent Valley Metro study said that in 2011, Fountain Hills residents aged 65 and older accounted for 25 percent of the Town's total population and residents aged 18 and younger represented 15 percent of the total population. Mayor Kavanagh stated that the 65 and older age group experienced a 48 percent growth rate between 2000 and 2010, far greater than the seven percent growth in the 18 to 64 age group. Mayor Kavanagh noted there was a ten percent decrease in the 18 years and younger age group. She noted that the population of Fountain Hills will continue to grow, but the average age of the population will trend toward the 65 years and older group. Mayor Kavanagh stated that this affects how transit operates in the Town. She spoke of the Town's Give a Lift program, in which they depend on volunteers who are not reimbursed in any way other than their kindness. Mayor Kavanagh stated that these volunteers are seniors themselves and could need transportation assistance themselves at a future date.

Ms. Dionisio stated that is one of the benefits at Benevilla – when a volunteer is unable to drive any longer, the volunteer knows that a ride will be available.

Mayor Kavanagh stated that Fountain Hills has no public transportation and it looks like it will be a serious need for them in the future.

Ms. St. Peter noted that MAG would gladly provide the Town with technical assistance. She added that the question arises of what will be the demand for service when the population increase in the 65 and older population is discussed. They are the most talented and educated workforce to date and are a huge asset to a community. Ms. St. Peter stated that the challenge becomes how to tap into that talent.

Mayor Kavanagh requested that Ms. St. Peter provide contact information to the Town staff member working on public transportation.

Mayor Stanton asked the cost to participants in the Northwest Valley program. Ms. Dionisio replied that they are estimating an annual membership fee of \$70, a charge of \$1.40 per mile and a pick up fee of \$3 to \$4. She noted that these costs were determined through their research of best practices and programs across the country and might need to be adjusted as the program is implemented.

St. Peter noted the significance of the relationship with businesses, for example, a doctor or a retail store, that could supply a subsidy or voucher to their customer.

Mayor Cook remarked that surveys usually do not extend into Wickenburg, which is in the Northwest Valley. He expressed that he would like to have Wickenburg included in these surveys. Mayor Cook said that Wickenburg has a large population of adults who are aging and unable to get to the doctor. He also mentioned that taxis come from Phoenix to pick up people on welfare, take them to appointments in Phoenix, drive them back to Wickenburg, and then make the return trip to Phoenix. Mayor Cook stated that this seems a wasteful expenditure of money and there should be a better way to do this.

Ms. St. Peter stated that staff would be in touch with the Town of Wickenburg soon and looked forward to working with the Town.

Councilmember Farrar stated that his Town also has a significant older adult population. He asked if staff was familiar with Foothills Caring Corps. Ms. St. Peter replied that she was and added that Foothills Caring Corps is also involved with the Scottsdale program.

Chair Smith stated that there is a lot of interest in transportation for aging adults. He noted that it will continue to be a huge challenge. There are not enough resources to operate fixed routes. Chair Smith stated that there is still a large segment of the population who will need mobility.

8. MAG Fiscal Balance Report

Scott Wilken, MAG staff, reported that MAG recently updated the MAG Fiscal Balance Report that was originally created in 2001. He said that MAG was approached by the Town of Queen Creek to update the report. Mr. Wilken stated that Applied Economics, the firm that developed the original report, was hired for the update.

Sarah Murley, Applied Economics, continued the report. She said that a regional fiscal model for member agencies in Maricopa and Pinal counties was prepared to analyze impacts of different land use scenarios and provide an understanding of how changes in land use can affect revenue and expenditure of jurisdictions. She noted that the types of services provided and different types of revenue for each community can vary widely. Ms. Murley stated that budget data and tax rates and socioeconomic and land use data from each community in Maricopa and Pinal counties were collected and used to create a set of operating and maintenance revenues and expenditures. She said that cities were grouped by size and level of service provided as part of the analysis. Ms. Murley stated that the land use data were interfaced with the budget data to estimate the fiscal impacts of different types of land use.

Ms. Murley stated that this study can be used in looking at individual developments or general plans. She noted that this study can be used in projections, because it projects 25 years of data and can help determine if a general plan is fiscally sustainable and the impacts of land use choices. Ms. Murley stated that cities can benefit in different ways by different types of developments.

Ms. Murley stated that the study looked at one-acre, non-residential parcels with various land uses (office, industrial, retail). She said that they then looked at five different uses for residential densities. Ms. Murley stated that she would be presenting the results by communities grouped by size, but the results are available for individual communities. She said that without understanding the impacts of individual uses, it is difficult to understand why or why not a general plan is sustainable.

Ms. Murley addressed the ratio of revenues to expenditures. For industrial impacts, cities with no property tax do not benefit as much from industrial development. Ms. Murley stated that industrial development tends to have more capital investment. She stated that sales tax is generated from leased industrial space, but not as much as from office space. Ms. Murley stated that counties are more dependent on property tax. She clarified that this analysis is looking at operations and maintenance impacts and not infrastructure impacts.

Ms. Murley addressed the ratio of revenues to expenditures for office impacts. She said that office development is the highest density among non-residential uses, and there is more value per acre and more employment. Ms. Murley stated that real property values are about 2.5 times the level for industrial or retail development. She said that the assumption is 85 percent leased and generates property tax and sales tax on leases. Ms. Murley stated that office is a net positive for most cities.

Mr. Murley addressed the ratio of revenues to expenditures for retail impacts. She explained that due to the structure of sales taxes in Arizona, retail development generates substantial net positive impact in all cities. Ms. Murley indicated that she thought the need to generate revenue could drive land use decisions.

Ms. Murley addressed key factors in fiscal results that apply to land use fiscal impacts for individual communities: 1) Type and mix of land uses; 2) Local revenue structure (range of services provided, such as public safety); 3) Characteristics of development (density of square footage and population/employment), value of land and improvements, taxable sales or leases; level of service and range of services provided, level of government (city vs. county), and development timing (due to state shared revenue). Ms. Murley stated that the rate of sales tax varies from city to city, and some cities have property tax and others do not.

Ms. Murley then addressed the ratio of revenues to expenditures for the five different types of residential development. She said that residential generally does not generate enough revenues to offset the cost of services, nor does increasing the number of housing units per acre. Ms. Murley noted that one exception was cities that had a high property tax and did not provide services.

Ms. Murley addressed issues for further study. While the model measures the impacts of different land uses, it does not account for the market feasibility of future land use plans. The fiscal model is based on average expenditure levels for city size groups but in reality there are differences between cities of similar sizes and development stages that are not captured in a regional model. Cities in a metro area do not function in isolation from a development perspective. While retail development alone does not create a healthy economy, it is fiscally sustainable as long as there are residents and job opportunities nearby to support it.

Chair Smith thanked Ms. Murley for her report and asked members if they had questions.

Mayor Schoaf recalled that when he first came on the Regional Council, planning for the transportation system was underway, but there was not discussion of the impact of transportation on land use and the sustainability of communities. He expressed he was pleased that MAG was looking into this. Mayor Schoaf stated that Litchfield Park is small and is very conscious of the costs of different types of development. He urged looking at this type of analysis when doing land planning in order to be sustainable from the standpoint of city budgets and residents who can work close to home. Mayor Schoaf stated that this study was a very positive step taken by MAG.

Councilmember Farrar echoed Mayor Schoaf's comments. He asked if the report was available electronically. Mr. Wilken replied that he would email a copy to Councilmember Farrar and he added that it was also available on the MAG website.

Mr. Smith noted that MAG staff could come to council meetings and present the report.

9. Economic Development Data and Analysis Meetings

Anubhav Bagley, MAG staff, reported on the economic development data and analysis tools roadshows MAG staff has been showcasing with member agency economic development department staff. He said that the meetings began in November 2013, and so far, MAG staff has met with 16 jurisdictions and WESTMARC. Mr. Bagley stated that three additional meetings are scheduled for March, and he encouraged agencies to contact him if they would like to meet.

Mr. Bagley stated that MAG has extensive macro data and will be producing reports at quarterly and annual intervals. He noted that a regional economist is on staff at MAG. Mr. Bagley said that MAG maintains and makes available to member agencies an employer database that lists employers with five or more employees. Mr. Bagley stated that the 2012 employer database included approximately 45,000 records.

Mr. Bagley stated that an analysis of employment into clusters and sub-clusters showed that retail is the largest cluster, accounting for approximately 170,000 jobs. Health care is second with approximately 142,000 jobs. Mr. Bagley stated that these clusters can be tracked over time and the results provided to members.

Mr. Bagley stated that MAG has data gathered from the Maricopa County Trip Reduction Program surveys. He explained that surveys are conducted of employers with 50 or more employees, and provide the employers' locations, residence of their employees, and occupations. Mr. Bagley noted that this database consists of approximately 500,000 records, which is about one-third of the jobs in Maricopa County. He added that it is larger than the American Community Survey.

Mr. Bagley then described some of the uses of MAG's data analysis. He said that looking at Mesa's commuting patterns, 65 percent of Mesa's workers commute to the City, and the majority of those reside east of I-17.

Mr. Bagley stated that the City of Peoria has a similar commuting pattern – 74 percent of its workers commute from other cities. Mr. Bagley also noted that the MAG data can be analyzed to show the occupations of a city's workforce.

Mr. Bagley stated that the MAG data can be analyzed to show where residents work. He displayed an analysis of Chandler that showed 77 percent of its residents work mostly east of I-17 and are in engineering and hi-tech occupations.

Mr. Bagley said that the question frequently is asked where people residing in a city are working. He stated that Surprise residents are working mostly in the City of Surprise, at the I-17 and Loop 101 Deer Valley financial district, and in Central Phoenix. Mr. Bagley noted that 18.5 percent of Surprise workers are in the business, financial, and professional fields and Surprise is exporting workers in these fields.

Mr. Bagley stated that the same type of analysis could be conducted for job centers of employers with more than 50 employees, such as the Gilbert Northwest Job Center, which consists of approximately 18,000 workers. He pointed out that data can be analyzed to show the residences and the ages of the workers, which in this case, the average age is lower than that of Maricopa County.

Mr. Bagley stated that the North Goodyear job center, which represents a significant number of health care jobs, consists of approximately 7,000 workers. Mr. Bagley stated that they conducted an analysis of the commute sheds, and the workers reside in a fairly compact area.

Mr. Bagley stated that MAG can conduct an analysis of occupations and show occupational profiles. He displayed a comparison of Glendale to Maricopa County. He noted that the community support/teaching category is nearly twice the number in Glendale as Maricopa County.

Mr. Bagley addressed people living and working in Tempe. He noted that Tempe is a large job generator, with 68 percent of Tempe workers living in other cities, but only 20 percent of Tempe residents working outside of Tempe.

Mr. Bagley stated that another useful analysis shows the occupations being imported and exported. The graph he displayed showed that 73 percent of business, financial and professional workers who reside in the City of Buckeye travel outside the city to work. Mr. Bagley stated that this data might be used from an economic development perspective to see if any businesses might be attracted.

Mr. Bagley stated that much of the work at MAG includes its substantial travel data. He referred to the commute shed for US-60 and Loop 101. He said that there are approximately 420,000 people and 260,000 jobs within a 15 minute travel time of this area. Mr. Bagley stated that household income, population by age, and educational attainment can all be applied, which is interesting information from an economic development perspective.

Mr. Bagley stated that MAG also maintains the Greater Phoenix Rising website, which includes all of the MAG regional data. He said MAG also maintains an online mapping and analysis tool that is quite detailed.

Mr. Bagley stated that three primary themes emerged from the roadshows. 1) High interest to understand workforce and skills data. Explore collaboration with colleges and other institutions to obtain workforce and skills data. 2) High interest to build new online tools for commuting patterns and occupational analytics, live/work charts, and travel-shed and demographic data. 3) High interest in sharing periodic discussion/data sharing meetings of economic development and planning staff.

Chair Smith thanked Mr. Bagley for his report. No questions from the Council were noted.

10. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, reported that the draft FY 2015 MAG Unified Planning Work Program and Annual Budget was on the agenda for information and discussion. Ms. Kimbrough stated that the MAG budget is presented incrementally each year, beginning in January and extending through May, when approval is requested.

Ms. Kimbrough stated that this month, the draft of the proposed dues and assessments, the budget process timeline and the newly proposed projects are presented. She noted that four attachments were included in the agenda packet.

Ms. Kimbrough stated that an updated Attachment D, which is the description and the cost estimates of the newly proposed projects for FY 2015, was at each place. She explained that Attachment D was updated to include three current transportation associates to the project list.

Ms. Kimbrough stated that Attachment A is the proposed dues and assessments which were presented last month; Attachment B, which is the budget timeline; and Attachment C, which is the budget webinar invitation. She noted that the webinar was open to the public and members and was held on Thursday, February 20, 2014, at the MAG office. Ms. Kimbrough stated that they are looking for input throughout the period of development of the draft budget through May; any comments or questions regarding the proposed projects or the draft budget are welcome.

Chair Smith thanked Ms. Kimbrough for her report. No questions from the Council were noted.

11. Legislative Update

Nathan Pryor, MAG staff, provided a report on House Bill 2069. He noted that a copy of the legislation and talking points were at each place. Mr. Pryor stated that HB 2069 would exclude the employees of political subdivisions, such as MAG, who are hired after a certain date, from qualifying for the Arizona State Retirement System (ASRS). He noted that this would result in a two-tiered retirement system at MAG.

Mr. Pryor noted that the organizations impacted by this bill are created by public bodies to conduct a variety of governmental functions. These organizations include such agencies as the state's metropolitan planning organizations, councils of governments, the League of Arizona Cities and Towns, the County Supervisors Association, and the Arizona Municipal Water Users Association. Mr. Pryor stated that participation in ASRS is a recruitment and retention issue.

Mr. Pryor stated that some Legislators might be unaware of the functions provided by MAG in the areas of transportation, air quality, and human services. He said that MAG is coordinating with the League on developing a letter. Mr. Pryor noted that HB 2069 is scheduled to be heard on the House floor the next day, and they are trying to stop the bill at that point. If not, they will work on it at the Senate level. Mr. Pryor provided the talking points to the intergovernmental representatives earlier in the day.

Chair Smith asked if there was legislation to separate out these agencies, would there also be legislation exempting the same agencies from adhering to things such as the Open Meeting Law? Mr. Pryor said that they are pointing out in the letter that MAG is subject to such things as public records requests and the Open Meeting Law.

Chair Smith noted that these groups are treated as public bodies, but in the area of ASRS, they would be exceptions.

Mr. Smith stated that there are approximately 100 staff members at MAG, and 26 percent of them came to MAG from other agencies who would remain eligible ASRS members. Mr. Smith stated that membership in the ASRS is really a tool for MAG to attract and retain staff. He remarked that it is unfortunate that an agency that does the State Implementation Plan, is in State Statute for freeway priorities, is subject to a federal governmental audit and a performance audit by the State Auditor General's Office is not deemed to perform governmental service and it puzzles him as to the intent of the bill.

Chair Smith asked the motivation of the bill's sponsor. Mr. Smith replied he has heard different things. Mr. Smith reported that ASRS has advised this change will result in a \$23 million hit to ASRS and will increase the contribution rate to existing members, so it does not make financial sense.

Councilmember Monachino asked the bill's sponsor. Mr. Smith replied Representative Ugenti.

Mr. Arnett recalled that until about ten years ago MAG was not a member of ASRS, at which time when MAG joined there was great rationale and great support in the Legislature for its membership. He asked Mr. Smith to recount the history of MAG joining ASRS.

Mr. Smith replied that MAG was invited to join ASRS in 2004 and had worked with the Executive Committee to get all of the documents prepared. He said they went to an ASRS Board meeting to be accepted as members when the attorney for ASRS, who was new, expressed his opinion that he did not think MAG was a governmental body. Mr. Smith stated that MAG dealt with the Attorney General and then legislation was drafted to create a public entity. He noted that another Arizona council of governments, WACOG, had been a member of ASRS for more than 30 years at that time, and also the Arizona Association of Counties. Mr. Smith advised that for years, MAG had been encouraged to join ASRS and the Legislature supported MAG's membership. Mr. Smith stated that staff moves among the cities, counties, and MAG all of the time, and membership in ASRS makes good sense for recruiting and retaining staff. He stated that he testified against the bill, which passed the Insurance and Retirement Committee by a vote of four to three, and the Rules Committee, and is on its way to the House Floor. Mr. Smith stated that they are working with other associations to stop the bill on the House Floor and on a draft letter of opposition.

No further questions from the Council were noted.

12. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested.

No requests were noted.

13. 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.

Mayor Rogers wished for good weather at the NASCAR race and events that would be taking place on the upcoming weekend at Phoenix International Raceway in Avondale.

Adjournment

There being no further business, the meeting adjourned at 1:05 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from July 1, 2013, to December 31, 2013. None of the 144 notices received had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was included in the March 12, 2014, Management Committee agenda.

This item was included in the February 27, 2014, Transportation Review Committee agenda.

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Richard Erickson, ADOT, (602) 712-7085



ADOT
 Janice K. Brewer
 Governor
 John S. Halikowski
 Director

**Arizona Department of Transportation
 Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Jennifer Toth
 State Engineer

January 21, 2014

Mr. Dennis Smith
 Executive Director
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, Arizona 85003

Re: Red Letter Report - Notices from July 01, 2013 to December 31, 2013

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2013 to December 31, 2013. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	05	00
City of Avondale	00	00
City of Scottsdale	10	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	03	00
City of Glendale	02	00
City of Goodyear	55	00
Maricopa County	20	00
City of Mesa	02	00
City of Peoria	00	00
City of Phoenix	18	00
City of Surprise	16	00
City of Tempe	00	00
Other	<u>12</u>	<u>00</u>
Total Received	144	00

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

CITY OF SCOTTSDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact responses sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

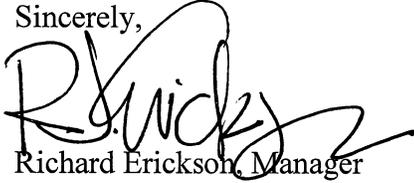
OTHER: No impact responses sent.

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at rerickson@azdot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Erickson", written over a white background.

Richard Erickson, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Paula Gibson, Chief Right of Way Agent
Kwisung Kang, ADOT

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

March 18, 2014

SUBJECT:

Job Access and Reverse Commute Programming Goals and Objectives

SUMMARY:

On March 27, 2013, the MAG Regional Council approved the MAG Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access and Reverse Commute (JARC) receive a suballocation of Section 5307 formula funds to be utilized for a regional competitive process. On October 23, 2013, per Regional Council approval, MAG assumed the role of programming JARC funds. On January 9, 2014, the MAG Transit Committee received a presentation by MAG staff on the draft programming goals and objectives for the JARC program for review and input. The draft goals were based on input from the Elderly and Persons with Disabilities Committee who coordinated the FY 2013 process and national best practices concepts. MAG staff was requested to host additional working group discussions to review the draft recommendations.

The invitation to attend the working group was extended to all members of the Transit Committee. The working group met on January 23, January 30, and February 6, 2014. The working group draft programming goals and objectives for the JARC program were presented at the February 13, 2014, MAG Transit Committee meeting for action. The Transit Committee recommended approval of all elements of the working group discussions, with exception of one item. The item requested for exclusion was the inclusion of participation in the Transportation Ambassador's program in the evaluation criteria. Upon Regional Council approval, the draft programming goals and objectives for the JARC program will be incorporated into the MAG Transit Programming Guidelines.

PUBLIC INPUT:

No comments were received.

PROS & CONS:

PROS: The JARC programming goals and objectives are intended to encourage applicants to apply for funds for programs that meet the needs of the MAG region. It also assist members of the evaluation team in funding projects that are sustainable, serve the target population and best utilize public resources.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Regional Programming Guidelines for Federal Transit Formula Funds would be updated to include guidelines for utilizing and evaluating projects submitted under the JARC program.

POLICY: This request would update the MAG Transit Programming Guidelines to incorporate funding guidelines for providing job access for low income individuals utilizing Federal Transit Administration funds.

ACTION NEEDED:

Approval of the Job Access and Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Administration funding.

PRIOR COMMITTEE ACTIONS:

On March 12, 2014, the MAG Management Committee recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Miranda DeWitt for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Cathy Colbath for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- * Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- * Chris Hillman, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

On February 27, 2014, the Transportation Review Committee recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- * ADOT: Floyd Roehrich
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Parab Abdabala for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- * Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Catherine Hollow, City of Tempe
- * FHWA: Ed Stillings

- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, City of Mesa

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

On February 13, 2014, the Transit Committee recommended approval of the Job Access Reverse Commute Programming Goals and Objectives and updates to the Regional Programming Guidelines for Federal Transit Formula as appropriate. The Town of Gilbert dissented (*italics*).

MEMBERS ATTENDING

- * ADOT: Nicole Patrick
- Avondale: Kristen Sexton
- * Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Jorge Gastelum
- Gilbert: Leslie Bubke*
- Glendale: Matthew Dudley for Cathy Colbath
- Goodyear: Cato Esquivel
- Maricopa: David Maestas
- Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell

- * Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine, Vice Chair
- Phoenix: Ken Kessler for Maria Hyatt
- Queen Creek: Muhamed Youssef for Chris Anaradian
- * Scottsdale: Madeline Clemann, Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes
- * Tolleson: Chris Hagen
- Valley Metro: Ben Limmer for Wulf Grote
- Youngtown: Grant Anderson

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

CONTACT PERSONS:

Alice Chen, Transportation Planner III or DeDe Gaisthea, Human Services Transportation Planner I, (602) 254-6300.

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Alice Chen, Transportation Planner III
DeDe Gaisthea, Transportation Planner I

SUBJECT: MAG TRANSIT PROGRAMMING GUIDELINES FOR JOB ACCESS REVERSE
COMMUTE (JARC) SUBALLOCATED FUNDS

On March 27, 2013, the MAG Regional Council approved the Transit Programming Guidelines for the Phoenix-Mesa Urbanized Area. In Section 703 of the Guidelines, it was recommended that Job Access Reverse Commute (JARC) eligible activities receive a suballocation to be utilized in a regional competitive process.

MAG staff presented draft programming and policy guidelines at the January 9, 2014, Transit Committee for review and input. The Committee requested the opportunity to continue the discussion by an ad-hoc working group. MAG staff has convened three working group discussions. The final draft was recommended for approval at the February 13, 2014, MAG Transit Committee meeting

The recommended draft set of guidelines and principles for the JARC program, upon Regional Council approval, will be incorporated into the MAG Transit Programming Guidelines. A draft set of guidelines and principles for the JARC program is outlined below.

Program Goals

To improve access for low-income persons to jobs and job-related services

Eligibility

The JARC eligible activities can be found in the FTA Circular C9050.1:
([http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf))

Funding Guidelines

Operating

- Two years funding
- May reapply with demonstration of success.

Non-Operating

- One year funding period
- May reapply with demonstration of its success

Funding Amounts

- \$30,000 minimum and \$200,000 maximum funding request. \$400,000 maximum in a multiagency application.

Evaluation Criteria

- Target Population Served (30 percent weight)
- Coordination and outreach (30 percent weight)
- Performance Indicators (20 percent weight)
- Meets Program Intent (20 percent weight)

Evaluation Process/Team

Evaluation Team

- Transit working group plus Chair and Vice-Chair of Elderly and Persons with Disabilities Transportation Committee

Evaluation Process

- Three slides/5 minute discussion
- Question and answer session (5-7 minutes)

Preliminary Call for Projects Timeline

The time line will be finalized upon further coordination with the Elderly and Persons with Disabilities Committee's application for the 5310 program. Staff will develop an application and evaluation process that meets the approval and inclusion in the Transportation Improvement Program prior to the end of the Federal Fiscal Year.

<u>Date</u>	<u>Description</u>
March 2014	Applications made available
April 2014	Applications due to MAG Offices
May 2014	Ad-hoc Evaluation Committee meets to evaluate projects
May 8, 2014	MAG Transit Committee recommends a list of projects for approval
May 29, 2014	MAG Transportation Review Committee recommends a list of projects for approval
June 11, 2014	MAG Management Committee recommends a list of projects for approval
June 18, 2014	MAG Transportation Policy Committee recommends a list of projects for approval
June 25, 2014	Regional Council approves a list of projects for inclusion in the FY 2014-2018 MAG Transportation Improvement Plan

If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov or 602- 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

Approval of Transit Planning Agreement

SUMMARY:

The current Transit Planning Agreement was approved by Regional Council in March 2010 and signed by all parties in April 2010. Since then, a new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in July 2012, which has changed requirements for regional transportation planning. Valley Metro, MAG, and the City of Phoenix have been working on revising the Transit Planning Agreement to meet the new federal requirements since August 2013.

The revisions include clarifications regarding transit representation on MAG Committees, regional transit planning coordination roles, inclusion of the Regional Programming Guidelines for Federal Transit Formula Funds in the programming process, acknowledgement of new funding sources, inclusion of the public hearing requirements, and new sections on performance measurement, safety plans & asset management, Title VI as required under MAP-21.

This MOU recognizes that final guidance and regulations related to some MAP-21 topics are pending and amendments/modifications may be needed as pertinent federal documents are finalized.

PUBLIC INPUT:

No public input has been received concerning this specific request.

PROS & CONS:

PROS: The approval of this agreement will allow MAG, Valley Metro, the City of Phoenix Transit Department, and member agencies that have transit to move forward in coordination with regional transit planning and programming initiatives that address the current federal transportation authorization requirements.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This agreement allows the annual and TIP programming process for federal transit administration funds to proceed, which amounts to approximately \$94 million in FY2014.

POLICY: None.

ACTION NEEDED:

Approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2015 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

On March 17, 2014, the MAG Regional Council Executive Committee recommended approval of the MOU.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown,
Vice Chair
Mayor W.J. "Jim" Lane, Scottsdale,
Treasurer

Mayor Gail Barney, Queen Creek
Mayor Marie Lopez Rogers, Avondale
Mayor Lana Mook, El Mirage
* Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

On March 12, 2014, the MAG Management Committee recommended approval of the MOU.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Miranda DeWitt for Christopher Brady,
Mesa
Matt Busby for George Hoffman,
Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Cathy Colbath for Brenda S. Fischer,
Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park

Gregory Rose, City of Maricopa
* Jim Bacon, Paradise Valley
Jeff Tyne for Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
* Tracy Corman for John Kross,
Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Brad Lundahl for Fritz Behring,
Scottsdale
* Chris Hillman, Surprise
Andrew Ching, Tempe
Chris Hagen for Reyes Medrano,
Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
Wulf Grote for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

On March 31, 2010, the MAG Regional Council approved the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix,
Chair

Mayor Thomas Schoaf, Litchfield Park,
Vice Chair

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

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

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On March 22, 2010 MAG Regional Council Executive Committee recommended approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

MEMBERS ATTENDING

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

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

* Not present

Participated by video or telephone conference call

On March 10, 2010, the MAG Management Committee recommended approval of the transit planning agreement (MOU) to be forwarded to the Federal Transit Administration and included in the FY 2011 MAG Unified Planning Work Program and Annual Budget.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation

- Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
Tami Ryall for Collin DeWitt, Gilbert
Brent Stoddard for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Thomas Remes for David Cavazos, Phoenix
John Kross, Queen Creek

* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson

Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
* John Halikowski, ADOT
David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planning Project Manager, (602) 452-5073

REGIONAL TRANSIT PLANNING, PROGRAMING, AND FUND ALLOCATION AGREEMENT

This AGREEMENT is between and among the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), and the City of Phoenix (COP) regarding transit planning, programming and fund allocation. This AGREEMENT replaces the previous Transit Planning, Programming and Fund Allocation agreement dated April 6, 2010.

This AGREEMENT recognizes the Central Arizona Regional Transit (CART) Partnership that is comprised of the Town of Florence, City of Coolidge, Pinal County, and Central Arizona College. The CART Partnership was created to plan and operate a regional transit system in Pinal County. The CART service currently runs service between Florence, Coolidge, Central Arizona College, and Casa Grande, and is operated by the City of Coolidge.

This AGREEMENT recognizes the transit operators in the MAG region are: RPTA, METRO, City of Phoenix, City of Coolidge, City of Glendale, City of Scottsdale, and City of Peoria.

This AGREEMENT recognizes that final guidance and regulations related to Moving Ahead for Progress in the 21st Century Act (MAP-21) is pending and amendments/modifications may need to be made to this AGREEMENT.

WITNESS THAT:

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

WHEREAS, MAG is the designated Metropolitan Planning Organization (MPO) for transportation planning in Maricopa County and parts of Pinal County. This area includes the Phoenix/Mesa and Avondale/Goodyear UZAs as shown in Appendix 1. MAG is directed by a duly comprised Regional Council of elected officials with a committee structure that represents all of the transit operators in the region to advise the MAG Regional Council on transportation planning and policy questions; and

WHEREAS, RPTA is the regional public transportation authority established in Maricopa County (AR§ 48-5102) and governed by elected officials from 16 member agencies. RPTA is the statutory recipient of transportation excise tax revenues applied to the Public Transportation Fund for implementation of the public transit element of the regional transportation plan, including the development and approval of the Transit Life Cycle Program. RPTA is also the regional public transportation authority designated to receive Arizona Lottery Funds for transit purposes; and

WHEREAS, METRO is the nonprofit public corporation charged with the design, construction and operation of the valley's light rail system and governed by a Board of Directors with representatives consisting of the five Member Cities of Phoenix, Tempe, Mesa, Glendale and Chandler; and

WHEREAS, RPTA and METRO are governed by individual Boards of Directors yet operate under a single Chief Executive Officer and staff, known as Valley Metro (VM); and

WHEREAS, the COP is the Designated Recipient for federal formula funds allocated under the Federal Transportation Act, as amended, in the Phoenix/Mesa UZA, and is the Grant (Direct) Recipient for federal formula funds allocated to the Avondale/Goodyear UZA as noted in the Supplemental Agreement signed by the Arizona Department of Transportation (ADOT) and the City of Phoenix that is submitted with each grant; and

WHEREAS, this AGREEMENT describes the planning and programming relationship among those agencies that is consistent with federal law requiring the MPO and transit operators to work cooperatively in the development of long range transportation plans and Transportation Improvement Programs; and

WHEREAS, the MAP-21 requires MPOs and States to establish performance measures and targets in their Long Range Transportation Plans and their Transportation Improvement Programs (TIP) that address national performance measures issued by the U.S. DOT and are based on national goals outlined in law – safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management; and

WHEREAS, MAG, VM, the COP and other participating local government agencies rely upon a cooperative relationship to foster regional transit planning which feeds directly into state and national planning;

NOW, THEREFORE, in consideration of the mutual benefits to the regional transit system, MAG, VM, the COP agree as follows:

- I. **Purpose.** The purpose of this AGREEMENT is to set forth the basic structure for cooperative planning and decision making regarding transit planning and programming between MAG, VM, the COP and other participating local government agencies.
- II. **Transit Representation on MAG Committees.**
 1. **Regional Council.** The Regional Council is the governing and policy-making body for MAG and comprises of elected officials appointed by each member agency. For the majority of members, the city or town mayor serves as the Regional Council member. The chairs of the Boards of Supervisors represent Maricopa and Pinal Counties on the Regional Council. The State Transportation Board members for Maricopa County represent the Arizona Department of Transportation (ADOT). The chair of the Citizens Transportation Oversight Committee also serves on the Regional Council. The three Native American Communities are typically represented by their governor or president.

- 2. Transportation Policy Committee.** The Transportation Policy Committee (TPC) consists of twenty-three members as follows: seventeen members of the regional planning agency and six members who represent regionwide business interests, one of whom must represent transit interests, one of whom must represent freight interests and one of whom must represent construction interests. The president of the senate and the speaker of the House of Representatives shall each appoint three members to the committee. Members who are appointed to the TPC serve six-year terms. The chairperson of the regional transportation planning agency may submit names to the president of the senate and the speaker of the House of Representatives for consideration for appointment to TPC.
- 3. Management Committee.** All MAG member agencies are invited to serve as voting members of the MAG Management Committee. ADOT and VM are also invited to serve as voting members of the MAG Management Committee on transportation related issues. The Management Committee makes recommendations to the MAG Regional Council.
- 4. Transportation Review Committee (TRC).** All MAG member agencies are invited to serve as voting members of the MAG TRC. ADOT and VM are also invited to serve as voting members of the MAG TRC. The TRC makes recommendations to the MAG Management Committee and Regional Council.
- 5. Transit Committee.** All MAG member agencies are invited to serve as voting members of the MAG Transit Committee. ADOT and VM are also invited to serve as voting members of the MAG Transit Committee. The MAG Transit Committee serves as the primary MAG committee to coordinate regional transit planning and programming of federal transit related funds and makes recommendations to the MAG TRC, Management Committee, and Regional Council.

III. **Regional Transit Planning Coordination.**

MAG agrees to prepare, adopt and maintain, as required, a Regional Transportation Plan (RTP). MAG, VM and the COP agree to work cooperatively with each other and with the other transit operators and local government agencies in the refinement of the RTP through the conduct of and participation in multimodal and operational transportation studies. MAG, VM, and the COP agree to work cooperatively with each other and the other transit operators and local government agencies as described below in the development of those studies. The RTP is updated on a bi-annual basis, unless otherwise noted.

The following definitions clarify the differences in coordination levels.

Lead Agency – is an organization that has the main responsibility of managing a project/study, including the primary recipient of work products and invoices for review.

Co-Manager – is an agency that aids in directing the project/study and receives draft work products after the lead agency receives them and provides input prior to the review by other agencies on the products/project.

Regional Partner – is an organization that participates at a higher level than other agencies and provides guidance on the project/study based on their expertise.

Partner – is an organization who participates with other agencies on the project/study.

1. **Regional Transit System Studies.** For region wide transit system studies MAG will be the lead agency with VM and COP as regional partners.
2. **Sub-Regional Transit Studies.** For sub-regional Studies MAG will be the lead agency with VM as a co-manager. MAG may determine to have a transit operator conduct a specific sub-regional study.
3. **High Capacity Transit Corridor Project Development.** For high capacity transit (HCT) corridor project development VM shall be the lead agency conducting and managing the project with MAG as a regional partner, and the affected local government agency(s) as partner(s). For commuter rail corridor project development, MAG, in cooperation with VM and the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the commuter rail corridor project development.

For HCT project development phase for projects that require a transit corridor to move into the project development phase per federal regulations, and into the National Environmental Policy Act (NEPA) analysis, VM will be the lead agency with MAG as a regional partner in the project. The locally preferred alternative (LPA) resulting from the analysis will be reviewed and approved through the VM and MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected local government agency(s); 2) informational review and approval by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council. To ensure continuity in the planning process, VM will provide periodic updates to the MAG Transit Committee on HCT corridors that are in the project development phase. MAG will provide oversight and quality control over the use of the MAG travel demand model.

4. **Transit System Capital Facilities and Fleet Support Studies.** For regional studies MAG and VM, in cooperation with the affected local government agency(s), shall determine the appropriate agency to lead and manage the study; for site location or community-specific studies, VM or other transit operators/local governments agencies will be the lead.
5. **Regional Transit Operations Planning.** VM will be the lead agency for regional transit service planning. VM coordinates and facilitates the Regional Service Planning Working Group, which includes MAG and VM member agencies.
6. **Community Transit Operations Planning.** For community transit service plans, VM will be the lead agency with MAG as a partner, and will utilize the MAG RTP, related sub-regional transit studies, and other relevant studies as a starting point for analysis.
7. **Sustainability.** Regional sustainability issues should be coordinated at MAG, and project/facility specific sustainability initiatives, should be coordinated by VM in conjunction with the local government agency(s).
8. **Regional Transit Oriented Development (TOD) Planning/Land Use Integration.** VM leads a TOD Working Group that is collaborating on TOD related issues and developing a regional TOD strategy that includes goals, roles, and responsibilities. VM and MAG will work with local government agencies to implement effective TOD.

IV. **Regional Transit Programming and Fund Allocation Coordination.**

As it relates to funding allocation, MAG, VM and the COP agree to work cooperatively with each other and with the other transit operators and local government agencies in ensuring the provision of coordinated, region wide transit services.

- 1. Transportation Improvement Program (TIP) and Program of Projects (POP) Development Process.** The MAG TIP development process shall serve as the focal point for making a five year determination regarding the distribution of federal funds available for allocation by MAG for the Phoenix/Mesa and Avondale/Goodyear UZA. The TIP is updated on a bi-annual basis, unless noted otherwise.

When developing a new TIP, MAG will utilize the Regional Programming Guidelines for Federal Transit Formula Funds and work with VM as a regional partner to collect information regarding projects in the Transit Life Cycle Program (TLCP), which are the region's priorities for regional public transportation/proposition 400 funds. Then MAG, working through the MAG Transit Committee, will develop a recommended prioritized list of projects per year consistent with the TLCP for the allocation of federal funds for five years, which would include all projected FTA 5307, 5337, and 5339 funds apportioned to the UZAs plus additional federal funds that may be available for distribution from FTA and FHWA.

Member agencies submitting a locally funded project or a project for regional competitive funds for inclusion in the TIP, will coordinate with the regional transit operator (i.e. VM and/or COP) to evaluate the proposed project for regional connectivity in accordance with the Transit Standards & Performance Measures. MAG, VM and COP will coordinate if a member agency requests to change/modify regional routes.

On an annual basis, MAG will utilize the Regional Programming Guidelines for Federal Transit Formula Funds to reconcile the current year of the TIP with the Federal funding apportionment to develop the annual transit program of projects (POP). MAG then consults with VM, the COP, transit operators and local government agencies working through the MAG Transit Committee to finalize the proposed program of projects to be adopted, and carries out a public involvement and review process for TIP adoption or amendment, in compliance with 23 CFR Sections 450.312 and 450.324.

The same notices of intent, publication of proposed projects, and public involvement and review also shall be used to fulfill the public hearing requirements of 49 U.S.C. Section 5307, covering review and approval of FTA grant applications for TIP projects. MAG will advertise the proposed public hearing(s), projects to be programmed, and fund amounts to be programmed through their existing public participation process.

This annual transit POP is forwarded to the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee and the Regional Council to be considered for inclusion into the MAG TIP.

- 2. Transportation for Elderly Persons and Persons with Disabilities – Section 5310.** This federal program supports and assists public agencies and private nonprofit groups in meeting the transportation needs of elderly persons and persons with disabilities.

There are three defined areas in the MAG region: the Phoenix-Mesa UZA, the Avondale-Goodyear UZA, and rural/non-urban areas, please see Appendix 1. Transportation providers in the Phoenix-Mesa UZA apply for 5310 funds through the MAG/City of Phoenix process. Transportation providers in the Avondale-Goodyear UZA and the rural/non-urban areas apply for 5310 funds through ADOT. All agencies applying for 5310 funding are required to be included in a Human Services Coordination Transportation Plan. All agencies applying for 5310 funding in the MAG region are required to be included in the MAG Human Services Coordination Transportation Plan.

As the Designated Recipient for the Phoenix-Mesa UZA, COP develops the 5310 application in coordination with MAG, and utilizing the MAG Elderly Persons and Persons with Disabilities Transportation Committee, applications are reviewed and evaluated. ADOT facilitates an application process for rural/non-urban local government agencies and for the Avondale-Goodyear UZA. ADOT also utilizes the MAG Elderly Persons and Persons with Disabilities Transportation Committee to review and evaluate applications through their process. This program requires that applicants demonstrate they are utilizing the coordination strategies identified in the Human Services Coordination Transportation Plan.

- 3. Job Access Reverse Commute Projects – Section 5307.** MAP-21 consolidated a number of federal transportation programs. The Job Access Reverse Commute (JARC) program is no longer a stand-alone program, but is now eligible for funding under the Section 5307 program.

Per the Regional Programming Guidelines for Federal Transit Formula Funds, the region prioritized an annual set aside of the Section 5307 funds – to fund JARC funds for the Phoenix-Mesa UZA, even though it is not federally required. Only agencies in the Phoenix-Mesa UZA are eligible for these sub-allocated funds. The Avondale-Goodyear UZA has not designated a portion of the small UZA 5307 funds to be utilized specific for JARC-related operating activities.

MAG develops and facilitates the application process for Phoenix-Mesa Section 5307 JARC related projects. Projects are not required to be selected from a locally coordinated planning process, but participation in coordination efforts is encouraged.

- 4. Grant Application for Federal Transit Funding.** The COP is the Designated Recipient for the Phoenix/Mesa UZA and Grant (Direct) recipient for the Avondale/Goodyear UZA for federal formula funds allocated under the Federal Transit Act, as amended, the COP will prepare grant applications to the FTA for federal transit funding. MAG works cooperatively with the COP to determine if the TIP is in agreement with the grant applications. If agreement is reached, MAG concurs with the reconciliation. All transit operators and local government agencies agree to work in good faith to develop consistent programming, documentation, and funding requests in a manner consistent with FTA requirements.

- 5. Progress Reports for Active Grants.** Transit operators and local government agencies receiving federal transit funding will assist the COP and MAG's efforts to track the overall progress of transit projects in active grants and the TIP. At a minimum, milestone/progress reports

submitted to FTA and reviewed by MAG shall contain all of the information required in FTA Circular 5010, as amended from time to time, for grant management requirements. If project specific questions are raised by FTA or MAG that cannot be answered through review of the Transportation Electronic Award and Management (TEAM) documentation, the affected transit operator or local government agency will, upon request, provide MAG or the COP, as applicable, additional information. This will be noted in agreements between the COP and sub recipients.

Examples of information that may be periodically requested include the following:

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

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

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

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

V. Performance Measurement, Monitoring, and Reporting.

As required by MAP-21, performance measurements are incorporated in the RTP, and future versions will include targets for the public transportation system as a whole that is based on safety, infrastructure condition/state of good repair, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, and transit asset management. MAG, VM, COP, and providers of public transportation will cooperatively select performance targets through a working group established at VM that includes MAG and VM member agencies. The performance targets are incorporated into the MAG RTP and the MAG TIP that relate to the above mentioned objectives. The MAG TIP will also report on the anticipated progress toward achieving the targets brought about by implementing the TIP.

Additionally, VM in coordination with MAG, COP, transit operators and local government agencies are developing and will implement service standards and performance measures for the region's transit service. In order to provide effective and efficient transit service that is affordable to passengers and taxpayers in the greater Phoenix metropolitan region, tradeoffs are required between the costs and the benefits of providing the service. Service Standards will provide a formal mechanism for making these tradeoffs in an objective and equitable way, and provide both decision-makers and the public with the necessary data and evidence when discussing routing, scheduling, and service change decisions.

VI. **Public Transportation Agency Safety Plans & Transit Asset Management.**

Since FTA has the authority to inspect and audit public transportation systems, VM, COP and recipients of FTA funding are required to develop agency safety plans that include performance targets, strategies, and staff training.

As well, VM, COP, grantees and sub-recipients of FTA funds are required to develop Transit Asset Management Plans (TAMP) that are linked to the FTA "state of good repair" objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. MAG, VM, and the COP will lead the effort in working with grantees and sub-recipients of federal funds in setting targets based on the FTA "state of good repair" performance measures.

The COP will be required to annually report on the progress of the recipients toward meeting the performance targets established for state of good repair in the Transit Asset Management Plan. Projects programmed with 5337-State of Good Repair funds must be included in the TAMP. MAG will integrate these reports into the TIP and RTP development and implementation process to build and improve the plan.

VII. **Air Quality.**

Since the metro-Phoenix area is in nonattainment for air quality standard, MAG is responsible for determining conformity of the TIP and RTP with the State Implementation Plan to achieve air quality standards. The goal is to ensure that transportation plans, programs, and projects do not cause or contribute to violations of the air quality standards.

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

VIII. **Human Services Coordination Transportation Plan.**

The MAG Unified Planning Work Program and Annual Budget includes the Human Services Coordination Transportation Plan as required by MAP-21 regulations. This plan pertains to the entire MAG region per the Metropolitan Planning Area (MPA). The Human Services Coordination Transportation Plan is developed by MAG with the COP, VM, and other regional stakeholders including the private/non-profit transportation providers. The Plan is updated by MAG in conjunction with the development of a new Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

This activity results in the identification of coordination strategies to ensure human services transportation more efficient and seamless as it pertains to the FTA Section 5310 projects. All agencies applying for 5310 funding are required to be included in a Human Services Coordination Transportation Plan.

IX. Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (EJ).

The Title VI of the Civil Rights Act states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Environmental Justice is "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." Title VI and EJ activities are undertaken by VM, the COP, and the other various transit operators in the region. All these partners working closely together ensure that all people in the region have a voice in and benefit from investments made in transportation.

Per FTA Circular 4702.1B, the MPO and all transit providers are required to develop and implement a Title VI and EJ Program and update their Program every three years to ensure Title VI and EJ compliance. MAG is responsible for Title VI and EJ at the metropolitan planning level. This includes regional plans, studies, and analyses of data to support the work of MAG. VM is responsible for Title VI and EJ at the regional transit planning and operating level. This includes documenting all pertinent transit Title VI complaints, developing system-wide service standards and policies, developing service and fare equity policies, and performs regional transit service changes and fare structure equity analysis and analysis for capital transit projects to ensure that these are Title VI and EJ compliant. The COP is the designated recipient of FTA funds and apportions funds to subrecipients. The COP is also responsible for monitoring subrecipients' adherence to FTA requirements. The COP will respond to FTA reviews that report Title VI issues."

X. MAG Unified Planning Work Program and Annual Budget.

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

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

XI. Amendments to the Agreement.

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

XII. Agreement Termination.

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

XIII. Agreement Authorization.

MARICOPA ASSOCIATION OF GOVERNMENTS

Dennis Smith
Executive Director

Date

VALLEY METRO

Stephen Banta
Chief Executive Officer

Date

CITY OF PHOENIX

Maria Hyatt
Interim Public Transit Director

Date

DRAFT

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and, as Appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. The FY 2014 Arterial Life Cycle Program update was approved January 29, 2014. The last modification was approved by the MAG Regional Council on February 26, 2014. Since then, agencies have requested project changes.

The attachment listings in Table A include requested changes and modifications to highway and transit projects in the FY 2014-2018 MAG TIP. The deferrals not related to Transportation Enhancements and/or Safe Routes to School funded projects are first time deferrals.

- Three CMAQ funded projects that are deferring for the first time.
- Multiple projects and their associated work phases that are deferring due to a shortfall in Arizona Department of Transportation (ADOT) administered Transportation Enhancements and/or Safe Routes to School funding.
- The addition of locally funded project work phases and/or projects.
- The Federal Transit Administration (FTA) has reduced local matching requirements for certain projects under the Moving Ahead for Progress in the 21 Century authorization act. Ten 2013 transit projects are affected by this change. It is requested to increase the federal funding share for these projects to 85 percent of total project costs.
- The City of Phoenix has requested that work phase cost savings from Avenida Rio Salado: 51st Avenue to 7th Street right-of-way acquisition be moved to the construction phase of the Arterial Life Cycle Program project. No changes are being made to reimbursement years or work years.

Project changes included in Table B are contingent on approval of the separate agenda item for this meeting titled: *Evaluation of Federal Fiscal Year 2014 Funding Levels, and Tier II and Tier III Proposals*. The associated TIP listing changes required under Option Two, which was recommended for approval by the Transportation Review Committee and the MAG Management Committee, have been prepared and included in this agenda item.

A "Received by" column has been added to the right-hand side of the Tables to note the committees that have reviewed the proposed changes for individual listings. Conformity consultation on these projects is considered under a separate agenda item.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY2014-2018 MAG Transportation Improvement Program, the FY2014 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

This item was recommended for approval at the March 12, 2014 Management Committee meeting.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Miranda DeWitt for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Cathy Colbath for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park

- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- * Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- * Chris Hillman, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

This item was recommended for approval at the February 27, 2014, Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- * ADOT: Floyd Roehrich
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Parab Abdabala for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- * Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings

- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, Mesa

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Stephen Tate, Transportation Improvement Program Planner, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #2																		Reviewed By ²			
Agency	Section	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCF	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C S	R C
ADOT	Highway	2014	DOT14-416	Grant Street and UPRR crossing, west of 7th St. Phoenix, AZ	Construct Railroad Safety Project	0.1	2	2	0	No	STP-RGC	----	144,000	-	-	144,000	Amend: New TIP listing. Add construction phase for a railroad safety project to the TIP.				
ADOT	Highway	2014	DOT14-417	Apache Rd. north of Baseline. Buckeye, AZ	Construct Railroad Safety Project	0.1	2	2	0	No	STP-RGC	----	75,000	-	-	75,000	Amend: New TIP listing. Add construction phase for a railroad safety project to the TIP.				
Apache Junction	Highway	2015	APJ14-401	Ironwood Drive: Elliot Avenue to Baseline Avenue	Construct Safety Pullouts (Phase 1)	1.0	4	4	----	No	HSIP-MAG	----	232,805	-	14,072	246,877	Amend: Defer project from FY 2014 to FY2015.				
Apache Junction	Highway	2015	APJ15-401	Ironwood Drive: Elliot Avenue to Baseline Avenue	Construct Safety Pullouts (Phase 2)	1.0	4	4	----	No	HSIP-MAG	----	301,068	-	18,198	319,266	Amend: Defer project from FY 2014 to FY2015.				
Avondale	Highway	2015	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	4	4	----	No	CMAQ	----	1,077,405	-	2,250,000	3,327,405	Amend TIP: Defer work phase to 2015. With approval of this deferral the agency has exercised its one time deferral option.	✓	✓		
Cave Creek	Highway	2014	CVK07-601C	Town wide	Pave dirt roads program – Construct	0.5	0	0	----	No	CMAQ	----	180,000	-----	-----	180,000	Amend Tip: Delete work phase from the TIP				
Fountain Hills	Highway	2016	FTH14-102	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	2.0	2	2	----	No	CMAQ	----	255,364	-	15,436	270,800	Amend TIP: Defer work phase to 2016. With approval of this deferral the agency has exercised its one time deferral option.	✓	✓		
Glendale	Highway	2014	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct multi-use pathway	1.0	0	0	----	No	TAP-MAG	----	132,222	-----	7,992	140,214	Amend: Delete work phase. Lost funding to be replaced by increasing funding for GLN08-802. This change does not affect overall federal funding for the project.			✓	
Glendale	Highway	2015	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.0	0	0	----	No	STP-TEA	----	632,222	-	38,215	670,437	Amend: Defer project to 2015 and increase STP-TEA funding by \$132,222 and adjust the local match. This replaces TAP-MAG funding from GLN08-C2. This change does not affect overall federal funding for the project.			✓	
Glendale	Highway	2015	GLN11-704	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	0.0	0	0	----	No	STP-TEA	----	369,276	-	22,321	391,597	Amend: Defer project from 2014 into 2015.			✓	

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #2																	Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C S	R C
Mesa	Highway	2015	MES11-111C1	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	1.0	0	0	----	No	SRTS	----	291,000	-	-	291,000	Amend: Transfer unused design federal funding to construction. This increases the amount programmed with SRTS from \$170,000 to \$291,000		✓		
Mesa	Highway	2016	MES16-441	Consolidated Canal from Adobe to Lindsay	Install lighting on shared use path	2.6	-	-	----	No	Local	----	-	-	1,150,000	1,150,000	Amend TIP: Add new locally funded bicycle project to the TIP.	✓	✓		
Peoria	Highway	2014	PEO13-902c2	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	STP-TEA	----	117,778	-	184,585	302,363	Amend: Transfer \$132,222 in federal funds to TAP-MAG funded work phase of the project and adjust local match. This change does not affect total federal funding for the overall project.			✓	
Peoria	Highway	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construct multi-use path	1.1	4	4	----	No	TAP-MAG	----	320,822	-	19,392	340,214	Amend: Increase federal funding by \$132,222 and adjust the local match. The funds are from work phase PEO13-902c2. This change does not affect overall federal funding for the project.			✓	
Phoenix	Highway	2015	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	0.3	2	2	----	No	SRTS	----	251,000	-	-	251,000	Amend: ADOT Requested to defer project from FY2014 to FY2015.			✓	
Phoenix	Highway	2015	PHX12-107C	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	0.3	2	2	----	No	SRTS	----	310,800	-	-	310,800	Amend: ADOT Requested to defer project from FY2014 to FY2015.			✓	
Queen Creek	Highway	2015	QNC12-100	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Contract a one mile 8' wide multi-use path	1.0	-	-	----	No	STP-TEA	----	486,926	-	29,432	516,358	Amend: Defer work phase to 2015 due to lack of ADOT administered TEA funding.	✓	✓		
Queen Creek	Highway	2015	QNC13-901C	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	1.0	-	-	----	No	CMAQ	----	525,000	-	110,000	635,000	Amend: Defer work phase to 2015 due to lack of ADOT administered TEA funding in associated project.	✓	✓		
Glendale	Transit	2014	GLN12-815T	Region wide	Purchase bus: < 30 foot - 1 replace (GUS)	-	-	-	11.12.04	No	STP-Flex	2013	101,045	17,831	-	118,876	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #2																	Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C S	R C
Glendale	Transit	2014	GLN13-110T	Region wide	Purchase bus: 30 foot - 1 replacement (GUS)	-	-	-	11.12.03	No	STP-Flex	2013	144,099	25,429	-	169,528	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix	Highway	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	6.0	0	6	-----	Yes	STP-MAG	-----	15,188,621	-	6,509,409	21,698,030	Admin: Decrease ROW costs and reimbursement by \$8,000,000. Transfer savings to construction phase.				
Phoenix	Highway	2012	PHX12-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct Roadway Widening	6.0	0	6	-----	Yes	STP-MAG	-----	8,000,000	-	3,428,571	11,428,571	Admin: New TIP listing. Decrease ROW costs and reimbursement by \$8,000,000. Transfer savings to construction phase.				
Phoenix	Highway	2015	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17thAve between Broadway Rd to Roeser Rd	0.3	2	2	-----	No	SRTS	-----	251,000	-	-	251,000	Amend: ADOT Requested to defer project from FY2014 to FY2015.				
Phoenix	Highway	2015	PHX12-107C	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	0.3	2	2	-----	No	SRTS	-----	310,800	-	-	310,800	Amend: ADOT Requested to defer project from FY2014 to FY2015.				
Phoenix-Mesa UZA	Transit	2014	PNP13-109T	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Chandler Gilbert Arc: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	2013	49,014	-	8,649	57,663	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-110T	Chandler, Tempe, Mesa, Phoenix	The Centers for Habilitation (TCH): 2 Cutaway with Lift	-	-	-	11.12.04	No	5310	2013	98,028	-	17,299	115,327	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-111T	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	STARS: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	2013	49,014	-	8,649	57,663	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-112T	North Central Phoenix, Paradise Valley, Glendale, Peoria	United Cerebral Palsy (UCP): 3 Cutaways with Lift	-	-	-	11.12.04	No	5310	2013	147,041	-	25,948	172,989	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-114T	Region-wide	Arizona Spinal Cord Injury Assoc: 1 Cutaway with Lift	-	-	-	11.12.04	No	5310	2013	49,014	-	8,649	57,663	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #2																	Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	TRC	MC	TPCS	RC
Phoenix-Mesa UZA	Transit	2014	PNP13-115T	Mesa	Marc Center: 3 Cutaways with Lift	-	-	-	11.12.04	No	5310	2013	147,041	-	25,948	172,989	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-116T	Region-wide	Hacienda Healthcare: 2 Cutaway with Lift; 1 Minivan with Ramp	-	-	-	11.12.04	No	5310	2013	128,402	-	22,659	151,061	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Phoenix-Mesa UZA	Transit	2014	PNP13-120T	Glendale, Paradise Valley, Phoenix	Beatludes: Minivan with Ramp	-	-	-	11.12.04	No	5310	2013	30,374	-	5,360	35,734	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local. Change the year of work from 2013 to 2014.	✓	✓		
Scottsdale	Highway	2015	SCT14-104	Arizona Canal from Chaparral to Indian Bend Wash	Design and Construct multi-use path	2.0	0	0	-----	No	CMAQ	-----	1,600,000	-	1,911,700	3,511,700	Amend: Defer project from 2014 into 2015. Approval of this item is contingent upon Regional Council approval of Agenda Item "Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale"				

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.
5. A TPC meeting was not held in March, 2014

TABLE B: Requested amendments and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and as appropriate the 2035 Long Range Plan. Changes are contingent on approval of Tier II and Tier III, recommendations and approvals.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MM/YY	Length, miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Reviewed By		
															TRC	MC	RC
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014	2015	7	0	0	CMAQ	26,932	445,568	-	472,500	Amend: Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	✓	✓	
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85); Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	17,100	282,900	-	300,000	Admin: Reduce local match to 5.7%. Increase federal funding by \$72,900.	✓	✓	
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2014	10.5	2	2	CMAQ	26,928	445,485	-	472,413	Amend: Utility relocation in FY2014, agency requesting CMAQ to cover additional overall all construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	✓	✓	
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	24,178	400,000	-	424,178	No Change, for information only.	✓	✓	
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	93,096	1,540,170	-	1,633,266	Amend: Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Currently requesting an additional \$640,170 of federal funds. Additional carry forward from FY2013 project savings to come.		✓	
MAG10-621P2	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	19,983	330,599	-	350,582	No Change, for information only.: Carry forward from cost savings FY2010.	✓	✓	
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	2015	0	0	0	CMAQ	10,513	173,924	-	184,437	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$47,987 additional federal funds. Meets requirements for projected authorization.	✓	✓	
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	2015	5	0	0	CMAQ	104,607	1,730,596	-	1,835,203	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$949,140 additional federal funds. Meets requirements for projected authorization.	✓	✓	
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	09/15	1	6	6	CMAQ	-	1,809,018	-	1,809,018	Amend: Local match is coming for ROW purchased by Mesa. Requesting \$810,148 additional federal funds. Meets requirements for projected authorization.		✓	
MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013	09/15	1	6	6	Local	225,943	-	-	225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.		✓	

TABLE B: Requested amendments and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and as appropriate the 2035 Long Range Plan. Changes are contingent on approval of Tier II and Tier III, recommendations and approvals.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MM/YY	Length, miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Reviewed By		
															TRC	MC	RC
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Procure and install: Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	42109	N/A	N/A	N/A	CMAQ	48,998	810,618	-	859,616	Amend: Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	✓	✓	
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	42170	3 (MI)	N/A	N/A	CMAQ	65,265	1,079,735	-	1,145,000	Amend: Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	✓	✓	

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike
2. The following are used to indicate MAG Committees reviewing thes TIP listings for amendment: TRC = Transportation Committee, MC = Mangement Committee,
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.

Resolution by the Maricopa Association of Governments Regional Council supporting inclusion of:
MAG adopted, illustrative corridors; independent segments for environmental assessment; and further study of the Alternative C through eastern Pima County as identified as part of the Interstate I I and Intermountain West Corridor Study.

Whereas, the most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), amended the CANAMEX Corridor by adding the Interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas; and

Whereas, ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter "I-11 Study"), which was initiated in 2012 and is scheduled for completion in mid-2014; and

Whereas, according to the I-11 Study's "Corridor Vision Summary" from October 2012, "The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity." The document also states that, "If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deepwater ports, intersecting Interstate highways, and railroads."; and

Whereas, the current I-11 Study involves two levels of effort. A detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border; and

Whereas, the Maricopa Association of Governments is the designated transportation planning agency under federal law for Maricopa County and portions of Pinal County.

Whereas, the MAG Regional Council adopted certain illustrative corridors for future consideration and analysis as a result of the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstate 8 and 19/Hidden Valley Roadway Framework Study. Through an extensive transportation planning and public involvement effort for both studies, the Hassayampa Freeway Corridor, which provides the link between I-10 and U.S. 93 in Wickenburg and also provides a corridor south of I-10 into Pinal County.

Whereas, for the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled "Draft Level I Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative, identified through this evaluation, include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic; and

Whereas, federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the

metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)); and

Whereas, the Pima Association of Governments Regional Council approved a resolution on January 23, 2014, supporting further study of the Southern Arizona Connectivity Segment's Alternative C through Eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study; and

Whereas, the Maricopa Association of Governments and Pima Association of Governments participate in the Joint Planning Advisory Council to address issues of growth, development and economic opportunity in the Sun Corridor megaregion.

Therefore, be it resolved that:

The MAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.

The MAG Regional Council respectfully requests that the MAG adopted, illustrative corridors, including the Hassayampa and Hidden Valley studies, be shown on all of the relevant maps of study alternatives and as part of the I-11 studies.

The MAG Regional Council requests that the current I-11 study also identify I-11 segments that are of independent utility with logical termini that will allow subsequent environment assessments for each segment to move forward as soon as possible.

The MAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada.

The MAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act.

PASSED AND ADOPTED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS this _____ day of _____, 2014.

Scott Smith, Mayor of Mesa, Chair

ATTEST:

Dennis Smith, Executive Director

MAG Illustrative Corridors

Interstate 10/Hassayampa Valley Transportation Framework Study (Figure I6-2, Attached)

On February 27, 2008, the MAG Regional Council accepted the findings of the Interstate 10/Hassayampa Valley Transportation Framework Study. A key aspect of this action was to accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

In taking this action, it was recognized that the study recommendations are not funded. Figure I6-2 depicts the illustrative corridors recommended by this study, which includes potential freeway facilities, parkway facilities, interchanges, and high capacity transit corridors.

Interstates 8 and 10/ Hidden Valley Transportation Framework Study (Figure I6-3, Attached)

On September 30, 2009, the MAG Regional Council accepted the findings of the Interstates 8 and 10 - Hidden Valley Transportation Framework Study. A key aspect of this action was to accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

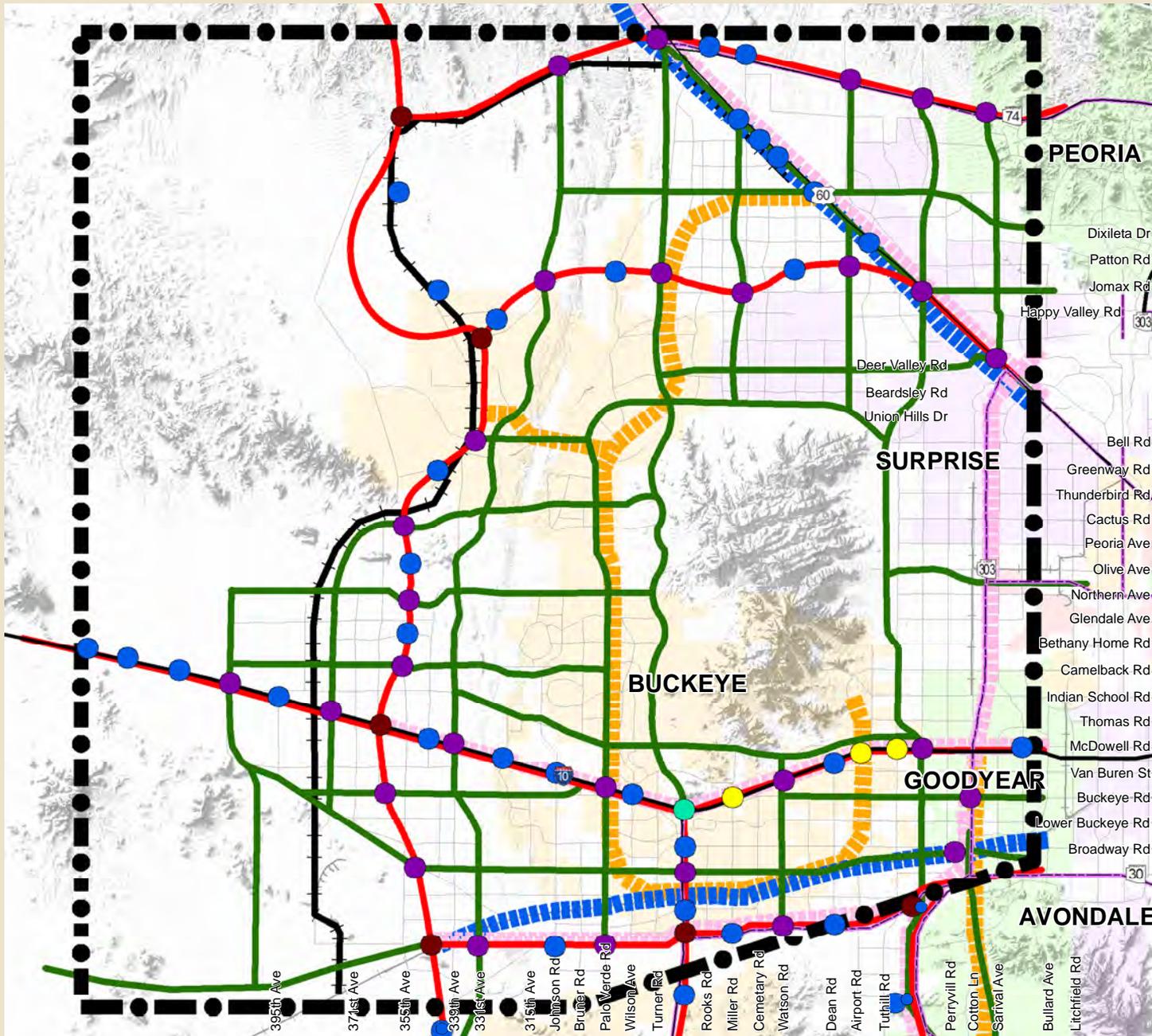
In taking this action, it was recognized that the study recommendations are largely unfunded. Figure I6-3 depicts the illustrative corridors recommended by this study, which includes potential freeway facilities, parkway facilities, interchanges, and high capacity transit corridors.

2035 Regional Transportation Plan

Fig. 16-2



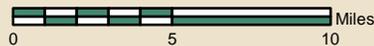
Hassayampa Illustrative Corridors



- Study Area Boundary
- Existing Traffic Interchanges
- Illustrative Traffic Interchanges
- Existing System Interchange
- Illustrative System Interchanges
- Illustrative Parkway Traffic Interchanges
- Illustrative Freeways/Improvements
- Illustrative Parkways
- Adopted Regional Transportation Plan Facilities
- Illustrative and Adopted Bus Rapid Transit
- Illustrative High Capacity Transit (Peak Service)
- Illustrative High Capacity Community Transit
- Illustrative Freight Rail Connector
- Existing Railroads
- Existing Freeway
- Major Roads
- Metropolitan Planning Area



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



Alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

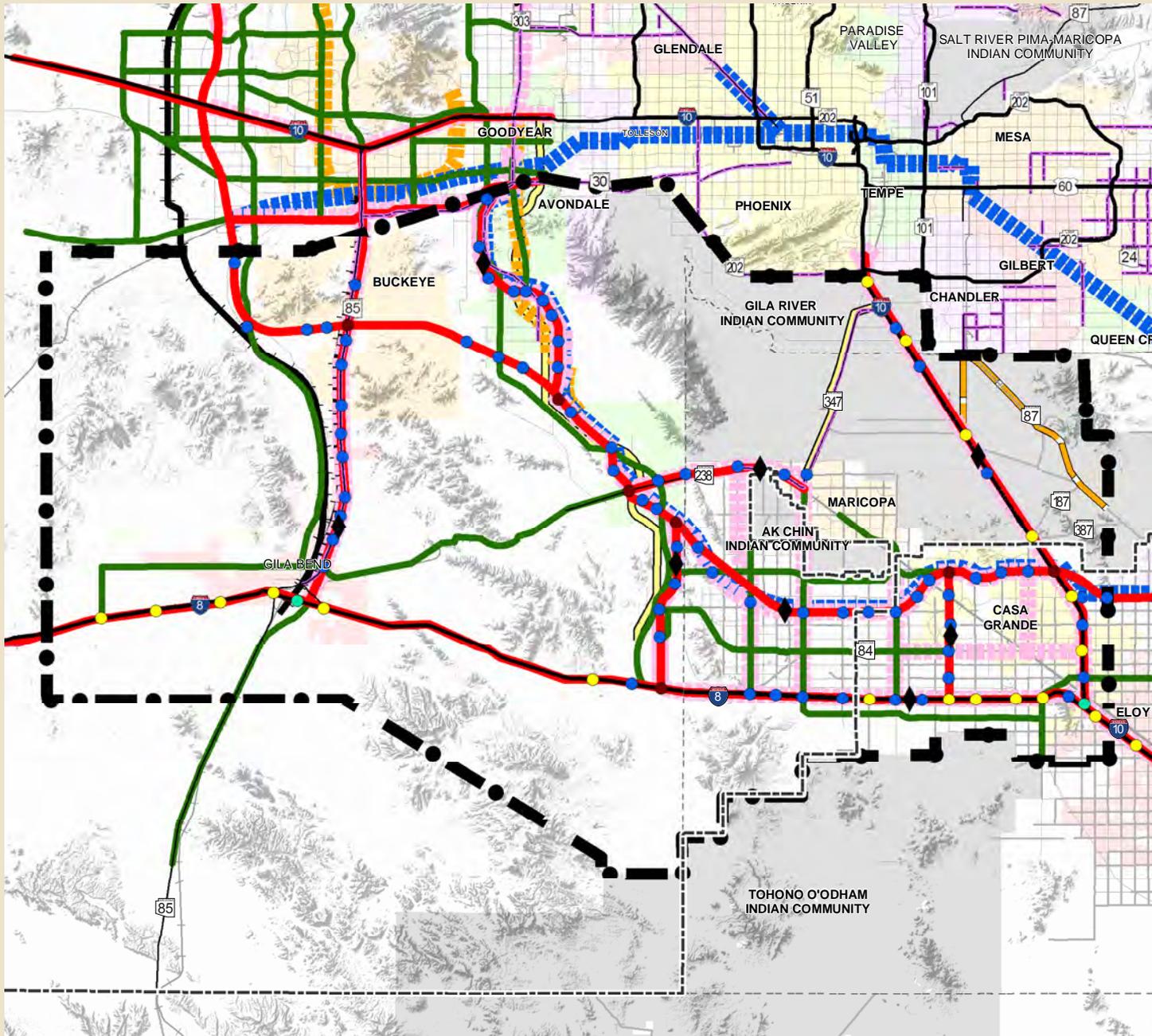
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2035
Regional Transportation Plan
Fig. 16-3



Hidden Valley
Illustrative Corridors

- Study Area Boundary
- Existing Traffic Interchange
- Illustrative Traffic Interchange
- Existing System Interchange
- Illustrative System Interchange
- Illustrative High Occupancy Vehicle Lane
- Illustrative Freeways/Improvements
- Illustrative Parkways; Scenic Parkway
- Adopted Regional Transportation Plan Facilities
- Illustrative and Adopted Bus Rapid Transit
- Illustrative High Capacity Community Transit
- Illustrative High Capacity Transit (Peak Service)
- Freight Connector
- Enhanced Transit Corridor
- Safety and Operational Improvements Corridor
- Existing Freeway
- Major Roads
- Existing Railroads
- Metropolitan Planning Area Boundary
- County Boundaries



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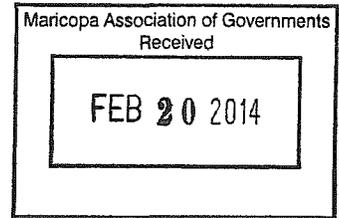


Alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

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Dennis Smith, MAG Executive Director
Member, Joint Planning Advisory Committee
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003



February 14, 2014

RE: Request for Letter of Support

Dear Mr. Smith:

On January 23, 2014 the Pima Association of Governments (PAG) Regional Council unanimously approved a resolution of support for further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the ADOT/NDOT I-11 and Intermountain West Corridor Study.

As a member of the Joint Planning Advisory Committee (JPAC), we believe that the work completed to date on the Freight Transportation Framework Study underscores the importance of being able to efficiently move freight through the Sun Corridor Mega-region. Currently as part of the I-11 and Intermountain West Corridor Study, ADOT is evaluating several corridor alternatives for connectivity between Phoenix and the U.S.-Mexico border. We believe that Alternative "C" that connects Phoenix to Nogales through eastern Pima County should be selected for further study.

On behalf of the PAG Regional Council Chair, Mayor Ed Honea, we request that your organization consider adopting a similar resolution of support for alternative "C" and provide it to ADOT to be made as part of the record and findings of the I-11 and Intermountain West Corridor Study.

Sincerely,

A handwritten signature in black ink, appearing to be "Farhad Moghimi".

Farhad Moghimi, P.E.
Executive Director



RESOLUTION NO. 2014-1

Resolution of the Pima Association of Governments supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study

Recitals

Whereas:

- A. Two interstate highways pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – which connect communities within and outside of the region and the state of Arizona. Moreover, both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System (P.L. 102-240 Section 1105, as amended), connecting Mexico, the United States, and Canada.
- B. Current Arizona Department of Transportation (ADOT) plans for I-10 and I-19 in Pima County show the ultimate, future roadway configuration. While some segments have already been widened, ADOT may build out additional capacity on those roadways.
- C. The most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), amended the CANAMEX Corridor by adding the interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas.
- D. ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter “I-11 Study”), which was initiated in 2012 and is scheduled for completion in mid-2014.
- E. According to the I-11 Study’s “Corridor Vision Summary” from October 2012, “The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity.” The document also states that, “If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads.”
- F. The current I-11 Study involves two levels of effort. Detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border.

- G. For the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled "Draft Level 1 Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative identified through this evaluation include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic.
- H. Federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)).

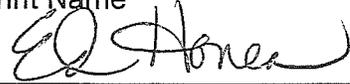
Resolution

Therefore, be it resolved that:

1. The PAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.
2. The PAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada. The comprehensive, statewide corridor plan could then be advanced as part of a federal funding request.
3. The PAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act compliance regulations, guidelines, and policies.
4. The PAG Regional Council clarifies that this resolution only supports further study of Alternative C and, therefore, no support for any particular alignment is explicit or implied. Additionally, no regional transportation infrastructure project funding or programming priorities are implied based upon this resolution.

Pima Association of Governments
PAG Regional Council Chair

ED Honea
Print Name


Signature

Date: 2/14/14

Alternative C

Description

This alternative travels through the Tucson region to connect to Mexico at Nogales; specific alignments could use existing or new transportation corridors

Recommendation

- **Recommended for Further Analysis**

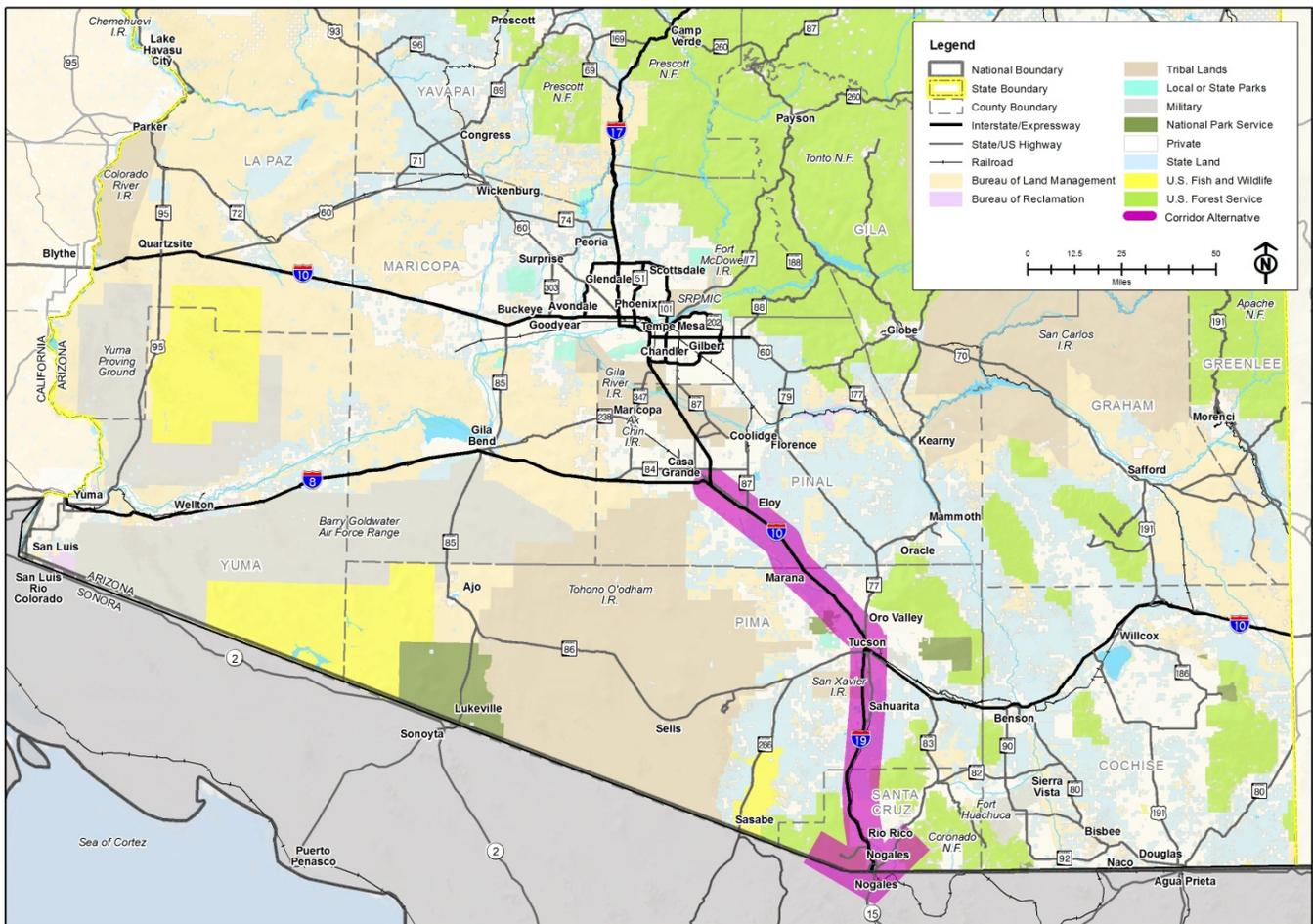


Opportunities

- Connects major freight and economic activity centers within Arizona and Mexico throughout entire corridor (e.g., Phoenix, Tucson, Hermosillo and Mexico City)
- Mariposa and DeConcini LPOEs have capacity or can be expanded to accommodate major passenger and freight traffic (including existing freight rail)
- Strong multimodal and intermodal opportunities

Constraints

- Potential environmental constraints, including potential conflict with Tucson Mitigation Corridor and/or Pima County Biological Core Management Areas



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

Evaluation of Federal Fiscal Year 2014 Funding Levels and Tier II and Tier III Proposals - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

SUMMARY:

In anticipation of balancing the suballocation of Federal Highway Administration (FHWA) funding to the MAG region, a mid year analysis was completed and two options was prepared to utilize expected available Congestion Mitigation and Air Quality (CMAQ) funding for FFY2014 that relate to existing bicycle-pedestrian, Intelligent Transportation Systems (ITS), and paving of unpaved roads projects.

Based on the Arizona Department of Transportation (ADOT) estimated level of suballocation of federal funding to the MAG region, the analysis displays that \$111,306,568 was available as of the January 2014 ledger report. With an additional \$4,166,420 of final vouchers and project cost savings, less \$451,758 of negative carry forward and subtracting current project costs of \$114,534,317, there is an ending positive balance of \$486,913 for FFY 2014.

Two options were developed to balance the CMAQ program:

- Option One is the single Tier II request received that advances the project from FY 2016 to FY 2014, identified in the TIP as PHX16-414, City of Phoenix, resulting in a positive overall balance of \$41,345. This option assumes no additional projects will defer and no additional final vouchers and cost savings will be processed at ADOT.
- Option Two includes the Tier II request and adds in the Tier III requests received in the amount of \$3,510,352. Option Two assumes that additional final vouchers will be processed and that additional positive funding will be realized. Last year the MAG region received more than \$8.1 million in final vouchers.

Following the Federal Fund Guidelines and Procedures, agencies were notified to submit requests for future year existing CMAQ funded projects that could advance their schedule to FY 2014 (Tier II requests), and for projects that have eligible unmet federal funding needs for their currently programmed FY 2014 projects (Tier III requests). The information on CMAQ funded projects for federal fund Tier II and Tier III agency proposals was requested on January 30, 2014, and closed on February 14, 2014. Conformity consultation on these projects is considered under a separate agenda item.

Additionally, two agencies submitted requests for advancement of, or additional federal CMAQ funding for their Arterial Lifecycle Program (ALCP) projects. The ALCP project reimbursement advancement requests will be addressed in the April-May-June 2014 time frame, if funding is

identified as being available. All ALCP project modifications will follow the ALCP Policies and Procedures.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of an option and the related TIP amendment and administrative modification will allow the projects to proceed in a timely manner and will protect suballocated regional funding.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Tier II and Tier III process of evaluating projects is included in the Federal Fund Programming Guidelines. Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they will commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines. The TIP is required to be fiscally constrained. Based on projected final voucher revenues, the region can cover both options proposed. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. On February 26, 2014, the MAG Regional Council approved the project changes that relate to the MAG Federally Funded Project Development Status Report, January 2014. Included in the report are bicycle-pedestrian, intelligent transportation system (ITS), and paving of unpaved roads projects that are partially or wholly funded with Federal Highway Administration (FHWA) funds that are suballocated to the MAG region and in some cases awarded by the Arizona Department of Transportation (ADOT). The January 2014 report and related project changes completed the Tier I evaluation as outlined in the adopted Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in October 2011.

ACTION NEEDED:

Approval to proceed with Option Two: FY 2014 Tier II federal funding advancement of projects, and the FFY 2014 Tier III increased federal funding for projects that submitted requests for additional Congestion Mitigation and Air Quality (CMAQ) funding for FFY 2014 in the Bicycle/Pedestrian, Intelligent Transportation System (ITS), and Air Quality programs and of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On March 12, 2014, the MAG Management Committee, recommended for approval Option Two.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Miranda DeWitt for Christopher Brady,
Mesa
Matt Busby for George Hoffman,
Apache Junction
David Fitzhugh, Avondale

Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence

Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
 Ken Buchanan, Fountain Hills
 Rick Buss, Gila Bend
 * David White, Gila River Indian Community
 Patrick Banger, Gilbert
 Cathy Colbath for Brenda S. Fischer, Glendale
 Brian Dalke, Goodyear
 # Rosemary Arellano, Guadalupe
 Darryl Crossman, Litchfield Park
 Gregory Rose, City of Maricopa
 * Jim Bacon, Paradise Valley
 Jeff Tyne for Carl Swenson, Peoria
 Ed Zuercher, Phoenix
 # Greg Stanley, Pinal County

* Tracy Corman for John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa Indian Community
 Brad Lundahl for Fritz Behring, Scottsdale
 * Chris Hillman, Surprise
 Andrew Ching, Tempe
 # Chris Hagen for Reyes Medrano, Tolleson
 Joshua Wright, Wickenburg
 Jeanne Blackman, Youngtown
 Brent Cain for John Halikowski, ADOT
 John Hauskins for Tom Manos, Maricopa County
 Wulf Grote for Steve Banta, Valley Metro/RPTA

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

This items was heard at the February 27, 2014 Transportation Review Committee, and Option Two was recommended for approval.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
 Phoenix: Rick Naimark, Vice Chair
 * ADOT: Floyd Roehrich
 * Buckeye: Scott Lowe
 * Cave Creek: Ian Cordwell
 Chandler: Dan Cook
 El Mirage: Jorge Gastelum
 * Fountain Hills: Randy Harrel
 Gila Bend: Ernie Rubi
 Gila River: Tim Oliver
 Gilbert: Leah Hubbard
 Glendale: Parab Abdabala for Debbie Albert
 Goodyear: Cato Esquivel
 Litchfield Park: Woody Scoutten

* Maricopa (City): David Maestas for Paul Jepson
 Maricopa County: John Hauskins
 Mesa: Jeff Martin for Scott Butler
 * Paradise Valley: Jim Shano
 Peoria: Andrew Granger
 Queen Creek: Mohamed Youssef
 Scottsdale: Todd Taylor for Paul Basha
 Surprise: Dick McKinley
 Tempe: Shelly Seyler
 Valley Metro: John Farry
 # Wickenburg: Mark Lemon for Vince Lorefice
 Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Charles Andrews, Avondale
 * ITS Committee: Catherine Hollow, Tempe
 * FHWA: Ed Stillings

Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
 * Transportation Safety Committee: Renate Ehm, City of Mesa

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

CONTACT PERSON:

Eric Anderson, MAG, or Teri Kennedy, MAG (602) 254-6300.

FFY 2014 CMAQ Federal Funding Project Tier II Requests (Advancements from future years)														CMAQ Match Rates			5.7%	94.3%	100%
Currently Programmed														New Project Changes and Request					
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY2014 CMAQ funds (advancement)	Requested Date
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014 2016	2015	7	0	0	CMAQ	26,932	445,568	-	472,500	Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	26,932	445,568	472,500	\$ 445,568	2/13/2014

FFY 2014 CMAQ Federal Funding Project Tier III Requests (Additional federal funding requests)														CMAQ Match Rates			5.7%	94.3%	100%	
Currently Programmed														New Project Changes and Request						
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase of funding.	Requested Date	
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	2015	6	4	4	CMAQ	90,000	210,000	-	300,000	Reduce local match to 5.7%.	17,100	282,900	300,000	72,900	9/18/2013	
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	472,413	-	-	472,413	Utility relocation in FY2014, agency requesting CMAQ to cover additional overall all construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	26,928	445,485	472,413	445,485	9/18/2013	
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	24,178	400,000	-	424,178	No Change	24,178	400,000	424,178	-	-	
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	54,401	900,000	-	954,401	Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Carry Forward from FY2013 amount to come.	93,096	1,540,170	1,633,266	640,170	2/12/2014	
MAG10-621P2	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	2015	0	0	0	CMAQ	19,983	330,599	-	350,582	Carry forward from cost savings FY2010, no change	19,983	330,599	350,582	-	-	
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	2015	0	0	0	CMAQ	58,500	125,937	-	184,437	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	10,513	173,924	184,437	47,987	2/13/2014	
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	2015	5	0	0	CMAQ	638,544	781,456	-	1,420,000	ITS Project: Updated engineering cost estimate submitted. Meets requirements for projected authorization.	104,607	1,730,596	1,835,203	949,140	2/13/2014	
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	09/15	1	6	6	CMAQ	428,087	998,870	-	1,809,018	Local match is coming for ROW purchased by Mesa. The total federal funds requested total \$1,809,018.	-	1,809,018	1,809,018	810,148	2/12/2014, Clarified 2-27-2014.	
MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013	09/15	1	6	6	Local	225,943	-	-	225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.	225,943	-	225,943	-	clarified 2-27-2014.	
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	42109	N/A	N/A	N/A	CMAQ	213,785	645,831	-	859,616	Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	48,998	810,618	859,616	164,787	2/13/2014	
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	42170	3 (MI)	N/A	N/A	CMAQ	300,000	700,000	-	1,000,000	Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	65,265	1,079,735	1,145,000	379,735	2/13/2014	
																		\$	3,510,352	

FFY 2014 Federal Funding Project Requests (Advancement of ALCP and Transit Project Federal funding from future years)

Currently Programmed														New Project Changes and Request					Requested Date	
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Open to Traffic: MMY	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Local Cost	New Federal Cost	New Total Cost Work Phase	Net Federal increase to FY 2014 (ALCP Advancement)		
VMR14-101PEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Engineering	2014		2	4	2	Local	2,623,457	-		2,623,457	Project work phase is locally funded with CMAQ reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponsor will accept partial advancement.	2,808,707	3,250,000	6,058,707	3,250,000	2/13/2014	
VMR14-101RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - ROW Acquisition	2014		2	4	2	CMAQ	37,677	623,323		661,000	Project work phase is locally funded with reimbursement programmed in the ALCP Phase III. Request advancement of CMAQ funding. ACI-LRT-10-03. Project sponsor will accept partial advancement.	80,427	1,373,323	1,453,750	750,000	2/13/2014	
																		\$	4,000,000	

CMAQ Match Rates 5.7% 94.3% 100%

2/24/2014

Current MAG Sub Allocated FFY 2014 Ledger: Federal Funding (estimated)	
Total 2014 Estimated Funding (Obligation Authority January 2014 ADOT report)	\$ 111,306,568
Obligation Authority Carry Forward from FFY2013	\$ (451,758)
Final Vouchers, Project Savings (January 2014 ADOT report)	\$ 4,166,420
Total FFY2014 TIP Project Costs (with estimated changes pending)	\$ (114,534,317)
Ledger Balance	\$ 486,913

Tier II and Tier III Requests	
Advancements (Tier II)	\$ 445,568
Additional Funding (Tier III)	\$ 3,510,352

Option One: Advancement of Projects (Tier II)	
Ending Balance: Ledger balance, less Tier II request	\$ 41,345

Option Two: Advancement of Projects (Tier II), and funding increases (Tier III)*	
Ending Balance: Ledger balance, less Tier II and Tier III requests	\$ (3,469,007)

* assumes additional Final Vouchers and Project Savings will occur.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of transit projects.

Since the March 12, 2014 Management Committee meeting, additional projects have been added to the amendment and administrative modification to the TIP. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A new table with the additional projects (shaded) is attached. Comments on the conformity assessment are requested by March 21, 2014.

PUBLIC INPUT:

At the March 12, 2014 MAG Management Committee meeting, two citizens commented on this agenda item. The comments made were not germane to conformity consultation.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity

Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the March 12, 2014 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Miranda DeWitt for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Cathy Colbath for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- * Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- * Chris Hillman, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

CONTACT PERSON:

Dean Giles, Air Quality Planning Program Specialist, (602) 254-6300.

March 18, 2014

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Sharon Mitchell, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018
MAG TRANSPORTATION IMPROVEMENT PROGRAM

We are providing notification of an update to the information included in the March 4, 2014 memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A new table with additional projects (shaded) is attached. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

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

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality
Scott Omer, Arizona Department of Transportation

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
ADOT	2014	DOT14-416	Grant Street and UPRR crossing, west of 7th St. in Phoenix	Construct Railroad Safety Project	-----	Surface Transportation Program- Rail Grade Crossing (STP-RGC)	\$ 144,000	\$ -	\$ -	\$ 144,000	Amend: New TIP listing. Add construction phase for a railroad safety project to the TIP.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT14-417	Apache Rd. north of Baseline in Buckeye	Construct Railroad Safety Project	-----	STP-RGC	\$ 75,000	\$ -	\$ -	\$ 75,000	Amend: New TIP listing. Add construction phase for a railroad safety project to the TIP.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2015	APJ14-401	Ironwood Drive: Elliot Avenue to Baseline Avenue	Construct Safety Pullouts (Phase I)	-----	Highway Safety Improvement Program (HSIP)-MAG	\$ 232,805	\$ -	\$ 14,072	\$ 246,877	Amend: Defer project from FY 2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Apache Junction	2015	APJ15-401	Ironwood Drive: Elliot Avenue to Baseline Avenue	Construct Safety Pullouts (Phase 2)	-----	HSIP-MAG	\$ 301,068	\$ -	\$ 18,198	\$ 319,266	Amend: Defer project from FY 2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2015	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	-----	CMAQ	\$ 1,077,405	\$ -	\$ 2,250,000	\$ 3,327,405	Amend TIP: Defer work phase to 2015. With approval of this deferral the agency has exercised its one time deferral option.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Cave Creek	2014	CVK07-601C	Town wide	Pave dirt roads program - Construct	-----	CMAQ	\$ 180,000	\$ -	\$ -	\$ 180,000	Amend Tip: Delete work phase from the TIP	The deleted project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Fountain Hills	2016	FTH14-102	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Construct/Pave Dirt Shoulders	-----	CMAQ	\$ 255,364	\$ -	\$ 15,436	\$ 270,800	Amend TIP: Defer work phase to 2016. With approval of this deferral the agency has exercised its one time deferral option.	A minor project revision is needed to defer to 2016. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct multi-use pathway	-----	Transportation Alternatives Program (TAP)-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Delete work phase. Lost funding to be replaced by increasing funding for GLN08-802. This change does not affect overall federal funding for the project.	The deleted project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Glendale	2015	GLN08-802	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	----	STP-Transportation Enhancement Activities (TEA)	\$ 632,222	\$ -	\$ 38,215	\$ 670,437	Amend: Defer project to 2015 and increase STP-TEA funding by \$132,222 and adjust the local match. This replaces (Transportation Alternatives Program) TAP-MAG funding from GLN08-C2. This change does not affect overall federal funding for the project.	A minor project revision is needed to defer project to 2015 and change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN11-704	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	----	STP-TEA	\$ 369,276	\$ -	\$ 22,321	\$ 391,597	Amend: Defer project from 2014 into 2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2015	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved shared use path	----	Safe Routes To School (SRTS)	\$ 291,000	\$ -	\$ -	\$ 291,000	Amend: Transfer unused design federal funding to construction. This increases the amount programmed with Safe Routes To School (SRTS) from \$170,000 to \$291,000	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Mesa	2016	MES16-441	Consolidated Canal from Adobe to Lindsay	Install lighting on shared use path	----	Local	\$ -	\$ -	\$ 1,150,000	\$ 1,150,000	Amend TIP: Add new locally funded bicycle project to the TIP.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2014	PEO13-902c2	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	----	STP-TEA	\$ 117,778	\$ -	\$ 184,585	\$ 302,363	Amend: Transfer \$132,222 in federal funds to TAP-MAG funded work phase of the project and adjust local match. This change does not affect total federal funding for the overall project.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construct multi-use path	----	TAP-MAG	\$ 320,822	\$ -	\$ 19,392	\$ 340,214	Amend: Increase federal funding by \$132,222 and adjust the local match. The funds are from work phase PEO13-902c2. This change does not affect overall federal funding for the project.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	----	SRTS	\$ 251,000	\$ -	\$ -	\$ 251,000	Amend: ADOT requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Phoenix	2015	PHX12-107C	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	----	SRTS	\$ 310,800	\$ -	\$ -	\$ 310,800	Amend: ADOT requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Queen Creek	2015	QNC12-100	North Bank Queen Creek Wash: Hawes Rd and Ellsworth	Construct a one mile 8' wide multi-use path	----	STP-TEA	\$ 486,926	\$ -	\$ 29,432	\$ 516,358	Amend TIP: Defer work phase to 2015 due to lack of ADOT administered TEA funding.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Queen Creek	2015	QNC13-901C	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	----	CMAQ	\$ 525,000	\$ -	\$ 110,000	\$ 635,000	Amend TIP: Defer work phase to 2015 due to lack of ADOT administered TEA funding in associated project.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN12-815T	Region wide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	STP-Flex	\$ 101,045	\$ 17,831	\$ -	\$ 118,876	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2014	GLN13-110T	Region wide	Purchase bus: 30 foot - 1 replacement (GUS)	11.12.03	STP-Flex	\$ 144,099	\$ 25,429	\$ -	\$ 169,528	Amend: Change match from 80% federal / 20% local to 85% federal / 15% local.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	----	STP-MAG	\$ 15,188,621	\$ -	\$ 6,509,409	\$ 21,698,030	Admin: Decrease ROW costs and reimbursement by \$8,000,000. Transfer savings to construction phase.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2012	PHX12-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct Roadway Widening	----	STP-MAG	\$ 8,000,000	\$ -	\$ 3,428,571	\$ 11,428,571	Admin: New TIP listing. Decrease ROW costs and reimbursement by \$8,000,000. Transfer savings to construction phase.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX12-106C	Jorgensen Elementary School - 1701 W Roeser Rd	Construct Sidewalk, Curb and Gutter, ADA Ramps and Street Lighting installation- west side of 17th Ave between Broadway Rd to Roeser Rd	----	SRTS	\$ 251,000	\$ -	\$ -	\$ 251,000	Amend: ADOT Requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Phoenix	2015	PHX12-107C	Yuma St: 28th - 27th Ave	Construct: Sidewalk, Curb and Gutter, ADA Ramps, Street Lighting installation- north side of Yuma St between 27th Ave and 28th Ave.	-----	SRTS	\$ 310,800	\$ -	\$ -	\$ 310,800	Amend: ADOT Requested to defer project from FY2014 to FY2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-109T	Chandler, Gilbert, Mesa, Tempe, Queen Creek, Phoenix	Chandler Gilbert Arc: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-110T	Chandler, Tempe, Mesa, Phoenix	The Centers for Habilitation (TCH): 2 Cutaway with Lift	11.12.04	5310	\$ 98,028	\$ -	\$ 17,299	\$ 115,327	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-111T	Chandler, Gilbert, Mesa, Tempe Apache Junction, Ahwatukee	STARS: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-112T	North Central Phoenix, Paradise Valley, Glendale, Peoria	United Cerebral Palsy (UCP): 3 Cutaways with Lift	11.12.04	5310	\$ 147,041	\$ -	\$ 25,948	\$ 172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-114T	Region wide	Arizona Spinal Cord Injury Assoc: 1 Cutaway with Lift	11.12.04	5310	\$ 49,014	\$ -	\$ 8,649	\$ 57,663	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-115T	Mesa	Marc Center: 3 Cutaways with Lift	11.12.04	5310	\$ 147,041	\$ -	\$ 25,948	\$ 172,989	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix-Mesa UZA	2014	PNP13-116T	Region wide	Hacienda Healthcare: 2 Cutaway with Lift; 1 Minivan with Ramp	11.12.04	5310	\$ 128,402	\$ -	\$ 22,659	\$ 151,061	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

Agency	Year	TIP ID	Location	Work	Activity Line Item (ALI)	Funding	Federal	Regional	Local	Total	Requested Change	Conformity Assessment
Phoenix-Mesa UZA	2014	PNP13-120T	Glendale, Paradise Valley, Phoenix	Beatitudes: Minivan with Ramp	11.12.04	5310	\$ 30,374	\$ -	\$ 5,360	\$ 35,734	Amend: Change Funding from 80/20 based on estimated vehicle pricing to 85/15 based on actual vehicle pricing.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Scottsdale	2015	SCT14-104	Arizona Canal from Chaparral to Indian Bend Wash	Design and Construct multi-use path	-----	CMAQ	\$ 1,600,000	\$ -	\$ 1,911,700	\$ 3,511,700	Amend: Defer project from 2014 into 2015.	A minor project revision is needed to defer to 2015. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Conformity Assessment
PHX16-414	Phoenix	32nd Street Bike Lanes: SR51 to Reach 11	Construct bike lanes	2014	CMAQ	\$ 26,932	\$ 445,568	\$ -	\$ 472,500	Amend: Advance the construction phase of the project from FY 2016 to FY 2014. Agency meets requirements.	The project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
BKY10-801	Buckeye	Miller Rd: Hazen Rd to I-10 & Monroe Rd (MC-85): Miller Rd to Apache Rd	Interconnect traffic signals	2014	CMAQ	\$ 17,100	\$ 282,900	\$ -	\$ 300,000	Admin: Reduce local match to 5.7%. Increase federal funding by \$72,900.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
BKY13-901C2	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	CMAQ	\$ 26,928	\$ 445,485	\$ -	\$ 472,413	Amend: Utility relocation in FY2014, agency requesting CMAQ to cover additional overall construction costs due to extensive utility relocation & updated engineering estimated costs. Construction can be authorized in FFY2014.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MAG14-103	MAG	Region wide	Purchase PM-10 certified street sweepers	2014	CMAQ	\$ 93,096	\$ 1,540,170	\$ -	\$ 1,633,266	Amend: Current Call For Projects can fund 6 sweepers with CF from 2010. Requesting to fund 7 additional. Currently requesting an additional \$640,170 of federal funds. Additional carry forward from FY2013 project savings to come.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA14-101	Maricopa County	Region wide	Upgrade Regional Archive Data Center Equipment & Systems to enhance archiving capacity & utility of real time traffic data.	2014	CMAQ	\$ 10,513	\$ 173,924	\$ -	\$ 184,437	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$47,987 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA14-102	Maricopa County	MC 85, 75th Ave to Litchfield Rd	Construct/Install ITS traffic management capabilities along MC 85	2014	CMAQ	\$ 104,607	\$ 1,730,596	\$ -	\$ 1,835,203	Amend: ITS Project: Updated engineering cost estimate submitted. Requesting \$949,140 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES12-814	Mesa	Fiesta Paseo Nodes Southern Ave from Alma School to Dobson Rd	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	CMAQ	\$ -	\$ 1,809,018	\$ -	\$ 1,809,018	Amend: Local match is coming for ROW purchased by Mesa. Requesting \$810,148 additional federal funds. Meets requirements for projected authorization.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MES12-814RW	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	ROW acquisition required for the construction of pedestrian refuge shelters for the Fiesta Pathway	2013	Local	\$ 225,943	\$ -	\$ -	\$ 225,943	Amend: Add new right-of-way project to the project. All or part of this right-of-way may be used for local match of programmed federal funding.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change-Notes	Conformity Assessment
PE014-101	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Procure and install: Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	CMAQ	\$ 48,998	\$ 810,618	\$ -	\$ 859,616	Amend: Engineering estimate increase. Adjust project local match to 5.7%. CMAQ increase is \$164,787.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PE013-901	Peoria	83rd Ave: Lone Cactus & continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	2014	CMAQ	\$ 65,265	\$ 1,079,735	\$ -	\$ 1,145,000	Amend: Project was originally programmed at 70/30 match for construction. Update to current project total and 5.7% local/93.4% federal. Increase CMAQ by \$379,735. Total cost increase of \$145,000.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

March 18, 2014

TO: Members of the MAG Regional Council

FROM: Mayor Scott Smith, Mesa, Chair

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

On March 17, 2014, 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 for calendar year 2013, in November, a survey was sent to the members of the Regional Council to comment on the performance of the Executive Director.

On January 21, 2014 and February 18, 2014, the Executive Committee reviewed the comments from the Regional Council and Executive Committee and discussed the performance of the Executive Director. On March 17, 2014, the Executive Committee took action to increase the base salary of the Executive Director by the agreed upon amount of increase which would be 50 percent of the ultimate pool percentage increase for the employees, plus four days of vacation and the increase for the Executive Director would be retroactive to January 1, 2014, and the cap of the pool of funds budgeted for performance-based staff salaries would be 4.64 percent.

The Executive Committee discussed that the final pool percent increase for employees will be determined with the approval of the MAG FY 2015 Unified Planning Work Program and Annual Budget at the May 28, 2014 Regional Council meeting.

If you have any questions regarding the action of the Executive Committee, please contact me at (480) 644-2066.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 18, 2014

SUBJECT:

Discussion of the Development of the Draft FY 2015 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in the spring by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the first draft of the Fiscal Year (FY) 2015 "MAG Programs in Brief" and the FY 2015 MAG Unified Planning Work Program and Annual Budget represent the development of the budget documents to date. The elements of the budget document are about 60 percent complete.

The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained through FY 2014. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. A motion was made and approved at the May 22, 2013, Regional Council meeting that member Dues and Assessments would continue at the 50 percent rate for FY 2014 with the understanding that the Dues and Assessments rate would be increased to 100 percent for FY 2015. Last month MAG staff proposed that draft Dues and Assessments be set at 100 percent of the FY 2009 Dues and Assessments amount with the average CPI-U change of 8.59 percent from calendar year 2009 through 2013 applied to this overall amount. Changes in dues and assessments for individual members are due to an increase in membership, population shifts and application of the CPI-U.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2015 were first presented at the February 12, 2014, Management Committee meeting, the February 18, 2014 Executive Committee meeting, and the February 26, 2014, Regional Council meeting. Since new projects were presented in February, the 2015 On-Board Survey of Transit Users pass-through project has been added. This project description is included along with all of the newly proposed projects in the Draft FY 2015 "MAG Programs in Brief."

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, "MAG Programs in Brief," a summary budget document, is produced that allows our members to quickly decipher the financial implications of the MAG budget. The summary document includes the list of new projects with summary narrative.

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

- Draft of the FY 2015 “MAG Programs in Brief.” The draft document presents the newly proposed projects.
- Draft FY 2015 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

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

The draft of the FY 2015 MAG Unified Planning Work Program and Annual Budget includes narratives by division and associated program costs, draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, dues and assessments, consultant pages for new and carryforward consultants, and the draft of the updated agreement among the transit operators .

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed dues and assessments and new projects were reviewed. MAG is presenting a draft summary for the FY 2015 budget document, “MAG Programs in Brief.” The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the March 17, 2014, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown,
Vice Chair

Mayor W.J. “Jim” Lane, Scottsdale,
Treasurer
Mayor Gail Barney, Queen Creek

Mayor Marie Lopez Rogers, Avondale
Mayor Lana Mook, El Mirage

* Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the March 12, 2014, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Miranda DeWitt for Christopher Brady, Mesa
Matt Busby for George Hoffman, Apache Junction
David Fitzhugh, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Peter Jankowski, Cave Creek
Rich Dlugas, Chandler
Charles Montoya, Florence
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Cathy Colbath for Brenda S. Fischer, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park

Gregory Rose, City of Maricopa
* Jim Bacon, Paradise Valley
Jeff Tyne for Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
* Tracy Corman for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
* Chris Hillman, Surprise
Andrew Ching, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
Wulf Grote for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

This item was on the February 26, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
Mayor Michael LeVault, Youngtown, Vice Chair
* Vice Mayor Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Councilmember Mike Farrar, Carefree
Councilmember Reginald Monachino, Cave Creek
Mayor Jay Tibshraeny, Chandler
Mayor Lana Mook, El Mirage
Mayor Tom Rankin, Florence

* President Ruben Balderas, Fort McDowell Yavapai Nation
Mayor Linda Kavanagh, Fountain Hills
* Mayor Steven Holt, Gila Bend
* Governor Gregory Mendoza, Gila River Indian Community
Mayor John Lewis, Gilbert
Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Mayor Christian Price, City of Maricopa
* Supervisor Steve Chucuri, Maricopa County

- * Mayor Scott LeMarr, Paradise Valley
- # Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River
- Pima-Maricopa Indian Community
- * Mayor W. J. "Jim" Lane, Scottsdale

- * Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Jack Sellers, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation
- Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the February 18, 2014 MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Treasurer

- * Mayor Gail Barney, Queen Creek
- # Mayor Marie Lopez Rogers, Avondale
- Mayor Lana Mook, El Mirage
- * Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the February 12, 2014, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Amber Wakeman for Dr. Spencer Isom, El Mirage
- Scott Butler for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Jess Knudson for Charles Montoya, Florence
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Jenna Goad for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear

- Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Chris Hillman, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Jyme Sue McLaren for Steve Banta, 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 29, 2014, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- * Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- # Vice Mayor Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- * Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Steven Holt, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- # Mayor Georgia Lord, Goodyear
- Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- * Supervisor Steve Chucuri, Maricopa County
- * Mayor Scott LeMarr, Paradise Valley
- Councilmember Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the January 21, 2014, MAG Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- * Mayor Scott Smith, Mesa, Chair
- Mayor Michael LeVault, Youngtown, Vice Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Treasurer
- * Mayor Gail Barney, Queen Creek
- Mayor Marie Lopez Rogers, Avondale
- Mayor Lana Mook, El Mirage
- Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the January 8, 2014 MAG Management Committee for information and discussion.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Christopher Brady, Mesa, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Rodney Glassman, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- * Charles Montoya, Florence
- * Phil Dorchester, Fort McDowell Yavapai Nation
- # Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Marc Skocypec for Patrick Banger, Gilbert
- Brent Stoddard for Brenda S. Fischer, Glendale
- * Brian Dalke, Goodyear

Rosemary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
* Trisha Sorensen, City of Maricopa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Greg Stanley, Pinal County
John Kross, Queen Creek
* Bryan Meyers, Salt River
Pima-Maricopa Indian Community

Brad Lundahl for Fritz Behring,
Scottsdale
Chris Hillman, Surprise
Marge Zylla for Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Brent Cain for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
John Farry for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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

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

DATE:

March 18, 2014

SUBJECT:

Second Deferral Request on the Construction Phase of the Bicycle and Pedestrian Improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash by the City of Scottsdale

SUMMARY:

The MAG Federal Fund Programming Guidelines and Procedures document was approved by the MAG Regional Council on October 26, 2011, and outlines project requirements for requesting deferrals of federally funded projects. The City of Scottsdale has requested a second deferral for the construction phase of bicycle and pedestrian improvements located on the Arizona Canal from Chaparral Road to Indian Bend Wash.

In November 2011, the MAG Regional Council approved two Congestion Mitigation and Air Quality (CMAQ) funded Scottsdale projects to be combined and deferred to 2014. Details for the two projects that were combined are listed below:

- SCT12-810: Arizona Canal: Chaparral Road to McDonald Drive, design and construct a 10-foot to 12-foot multi-use path with \$500,000 in CMAQ, for construction in federal Fiscal Year (FFY) 2012.
- SCT13-901: Along the Arizona Canal from McDonald Drive to the Indian Bend Wash, Arizona Canal Path: McDonald to the Indian Bend Wash/Shared-use path with \$1,100,000 in CMAQ for construction in FFY 2013.

The combined project details are as follows:

- SCT14-104: Arizona Canal from Chaparral Road to Indian Bend Wash, design and construct multi-use path with \$1,600,000 in CMAQ for construction in FFY 2014. Total project work phase cost is \$3,511,700.

At the time the projects were deferred it was indicated in the TIP amendment approved by the Regional Council and in the Project Status Report that the combined project had “exercised its one deferral request” under the MAG Federal Fund Programming Guideline and Procedures.

The City of Scottsdale has requested to defer SCT14-104 due to delays necessary to authorize design and complete extensive public outreach efforts to neighborhoods affected by the project. The public involvement process required eleven months to complete and involved multiple public meetings.

Substantial work has been completed on the environmental clearance and design of the project and the City may be able to complete the necessary clearances and design requirements prior to the Arizona Department of Transportation (ADOT) deadline for submission of documents. However, this would leave little or no room for possible delays and would entail considerable risk of possible loss of funding should the project not be able to obligate as programmed. An updated schedule is attached.

Project deferrals and deletions are covered in section 600 of the MAG Federal Fund Programming Guidelines and Procedures as follows:

- If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.
- Project development actions that are 'in an agency's control' refer to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries, such as developer or other agency projects.
- If there is not continuous progress on the project due to external factors that are not within a project sponsor's control, the decision to continue, reschedule, or delete a project will be based on the following factors:
 - ▶ Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g., the actions of outside actors) or failure to achieve a required milestone.
 - ▶ Demonstration of financial commitment (e.g., staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
 - ▶ The previous MAG status reports show that the agency has initiated development of the project and has worked continuously to develop the project for obligation.
 - ▶ A revised schedule and plan that address the specific issues identified.
 - ▶ If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of the reason the revised approach will address the problem causing the delay.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: If it is agreed that progress on the project was delayed due to actions outside of the agency's control, a second deferral is recommended and the project will move forward.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Arizona Department of Transportation and agency project managers have determined that the updated project schedule is achievable. Air quality benefits from completing the project as currently proposed have been evaluated.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures were approved by the MAG Regional Council on October 26, 2011. As per Section 600, each project is allowed a one-time deferral option. A second deferral would require the project be deleted from the TIP if the actions that caused the second deferral were within the agency control. Policy requires that a determination be made that the actions that caused the schedule delay were outside of the agency’s control and the agency can meet the revised schedule and that the project will proceed.

ACTION NEEDED:

Approval of a second deferral for the construction phase of the bicycle and pedestrian improvements on the Arizona Canal from Chaparral Road to Indian Bend Wash project.

PRIOR COMMITTEE ACTIONS:

This item was heard and the project was recommended for a second deferral at the March 12, 2014, Management Committee meeting.

MEMBERS ATTENDING

- Dr. Spencer Isom, El Mirage, Chair
- Miranda DeWitt for Christopher Brady, Mesa
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Rich Dlugas, Chandler
- Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Cathy Colbath for Brenda S. Fischer, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Gregory Rose, City of Maricopa
- * Jim Bacon, Paradise Valley
- Jeff Tyne for Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- # Greg Stanley, Pinal County
- * Tracy Corman for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- * Chris Hillman, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Brent Cain for John Halikowski, ADOT
- John Hauskins for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

This item was heard and the project was recommended for a second deferral at the February 27, 2014 Transportation Review Committee meeting.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- Phoenix: Rick Naimark, Vice Chair
- * ADOT: Floyd Roehrich
- * Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- Gila Bend: Ernie Rubi
- Gila River: Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Parab Abdabala for Debbie Albert
- Goodyear: Cato Esquivel
- Litchfield Park: Woody Scoutten

- * Maricopa (City): David Maestas for Paul Jepson
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Dick McKinley
- Tempe: Shelly Seyler
- Valley Metro: John Farry
- # Wickenburg: Mark Lemon for Vince Lorefice
- Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings

- Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
- * Transportation Safety Committee: Renate Ehm, City of Mesa

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

At the February 11, 2014 meeting the Bicycle and Pedestrian Committee recommended a second deferral for the project.

MEMBERS ATTENDING

- Katherine Coles, Phoenix, Chair
- Tracy Stevens, Avondale, Vice-Chair
- Michael Sanders, ADOT
- Raquel Schatz, Apache Junction
- Robert Wisener, Buckeye
- * D.J. Stapley, Carefree
- * Ian Cordwell, Cave Creek
- Jason Crampton, Chandler
- Jose Macias, El Mirage
- * Nicole Lance, Gilbert
- # Steve Hancock, Glendale
- * Joe Schmitz, Goodyear

- # Dave Gue for Thomas Chlebanowski, Litchfield Park
- David Maestas, Maricopa
- # Denise Lacey, Maricopa County
- Jim Hash, Mesa
- # Brandon Forrey, Peoria
- Rich Purcell, Queen Creek
- Ben Limmer, Valley Metro
- Susan Conklu, Scottsdale
- Stephen Chang, Surprise
- Eric Iwersen, Tempe
- * Robert Carmona, Wickenburg
- # Grant Anderson, Youngtown

*Members neither present nor represented by proxy

#Attended via audio-conference

CONTACT PERSON:

Stephen Tate or Teri Kennedy, 602-254-6300

MAG Status Workbook

Schedule Information: Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

Phase	Step	Critical Deadline	Actual/Planned Date		Status	Notes
			Start	End		
Design	Construction - Only					
	Preliminary Project Assessment		12/2/2013	2/7/2014	Submitted for Review	
	Design Concept Report				Not Applicable	
	30 Percent Plans		12/2/2013	2/7/2014	Submitted for Review	
	60 Percent Plans	Draft Plans, 6/30/13*	2/11/2014	5/13/2014	Underway	
	95 Percent Plans		5/13/2014	8/21/2014	Not Started	
	Construction Or Procurement					
	Plans, Specifications & Estimates	Completed, 6/30/2014**	8/21/2014	9/17/2014	Not Started	
Environmental	Hazmat Report	Submitted, 6/30/13*	12/30/2013	2/28/2014	Underway	
	Biological Report	Submitted, 6/30/13*	12/30/2014	3/10/2014	Underway	
	Cultural Report	Submitted, 6/30/13*	12/2/2013	3/5/2014	Underway	
	Envir Document/Clearance	Submitted, 6/30/13* and Completed 6/30/14**	12/2/2013	6/13/2014	Underway	
Right-of-Way	Inventory Completed	Submitted, 6/30/13*			Not Applicable	
	Acquisitions Completed				Not Applicable	Project is entirely within Salt River Project ROW, City will have a license agreement.
	ROW Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Requested Clearance	Will perform ROW clearance in-house since City is self-certified.
Other	Utilites Clearance	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	Materials Memo	Completed, 6/30/14**	2/7/2014	8/13/2014	Underway	
	IGA/JPA (Typically at least requires 6 months, Not applicable for CA Agencies)	Completed, 6/30/14**			Not Applicable	
	Authorize Project	Authorized, 9/15/14***	12/22/2014	1/30/2015	Not Started	

* MAG requirement for the project to be kept in the year programmed. If the project has been previously deferred, the project will be deleted if it fails to meet this deadline.

** ADOT requirement to insure that the State can re-allocate funding to insure that federal obligation authority is not lost (meets "use it or lose it" federal requirements).

*** Expiration date for the authority to authorize federal funding - federal "use it or lose it" provision.