

February 20, 2013

TO: Members of the MAG Transportation Review Committee

FROM: David Meinhart, City of Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 28, 2013, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

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

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

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

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

## TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft January 24, 2013 Minutes</u>	2. Approve Draft minutes of the January 24, 2013 meeting.
3. <u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u>  Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u>  Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.

## CONSENT AGENDA\*

*5A. <u>Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program</u>  The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update	*5A. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update.
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were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-two times with the twenty-third modification pending approval on February 27, 2013. Since then, there is a need to modify projects in the programs. Refer to Tables A, B, and C for a list of proposed administrative corrections and project changes in the Arterial Life Cycle, Highway, and Transit Programs. These modifications are mainly minor adjustments to financial information. Please refer to the enclosed material.

\*5B. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects. Please refer to the enclosed material.

\*5B. For information, discussion and possible action to recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and of the amendments and administrative modifications to the Regional Transportation Plan - 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

\*5C. Development of the FY 2014 - FY 2018  
MAG Transportation Improvement  
Program and Update of the Arterial Life  
Cycle Program (ALCP)

MAG is required by federal statutes and regulations to develop a Transportation Improvement Program (TIP) of specific project listings that are planned to be constructed across the region. At a minimum, the TIP must cover a four-year horizon and must contain all projects funded with federal transportation dollars and all non-federally funded projects that are regionally significant. MAG has developed two mechanisms to collect the data needed for the development of the new TIP. A simple database application will be used to collect data on all non-Arterial Life Cycle Program (ALCP) projects.

ALCP data will be collected through a workbook. Project information and updates to the TIP, Freeway Life Cycle Program, ALCP, and locally developed projects are needed and due to MAG by Monday, March 4, 2013. Project updates to the Transit Life Cycle Program, rail, and local transit projects are due by March 11, 2013. Federal requirements mandate that an air quality conformity analysis, and the public review process' are completed prior to Regional Council action. Approval by Federal Highway Administration, Federal Transit Administration and Arizona Department of Transportation of the new FY 2014-2018 TIP and new FY 2013 RTP Update is dependant on the information collected from agencies in the region. Please assure appropriate staff and resources are identified and dedicated to supply project information to MAG by the due dates. Please refer to enclose material.

\*5C. For information.

## ITEMS TO BE HEARD

6. FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY 2015 Congestion Mitigation and Air Quality (CMAQ) Projects

Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP) funding began in December and was approved by Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY 2015 construction projects that is pending Regional Council approval on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY 2013 for the FY 2015 construction projects. A remaining balance of \$3.4 million will be carried forward to address the over-programming of FY 2014 CMAQ project phases. This leaves the TIP fiscally constrained and in balance.

All projects that are proposed to receive CMAQ funding for the design phase in FY 2013 must submit required paperwork to Arizona Department of Transportation by June 28, 2013 to be eligible for the closeout funding. Please see attached list of proposed design phase projects.

7. Proposed Funding Scenarios and Project Changes for the Transportation Alternatives Program

Under MAP-21, a new Transportation Alternatives (TA) Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$4.2 million and \$4.8 million respectively. Under SAFETEA-LU,

6. Recommend approval to forward the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. Recommendation for approval of the lists of FY 2015 Congestion Mitigation and Air quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY 2015-2017 projects to the Draft FY 2015-2018 MAG Transportation Improvement Program.

7. For information, discussion and recommendation of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, the FY 2010 RTP Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft FY 2014 RTP Update as appropriate.

ADOT had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FY 2013 and FY 2014. Under MAP-21 the programs have sunset. A list of projects and a proposed programming methodology will be reviewed. Please refer to the attachment for a list of project changes.

8. MAG Regional Programming Guidelines for Federal Transit Formula Funds And Project Application

The Regional Programming Guidelines for Federal Transit Formula Funds outlines the process for programming Federal Transit Funds in the region.

The set of guidelines was developed in coordination with working group meetings and Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing the projects for inclusion in the Transportation Improvement Program. Please refer to Attachment One for the full guideline.

In order to meet the deadline for development and approval of the Transportation Improvement Program, the competitive evaluation process is required to be initiated prior to Regional Council approval of the Guidelines and Project Application. The call for project information and project application may be found on the MAG website here: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>.

9. Request for Future Agenda Items

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

10. Member Agency Update

8. For information, discussion and possible action to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

9. For information and discussion.

10. For information.

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

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, March 28, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

January 24, 2013

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

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	Maricopa County: John Hauskins
Avondale: David Fitzhugh, Vice-Chair	Mesa: Jeff Martin for Scott Butler
ADOT: Kwi-Sung Kang for Floyd Roehrich	*Paradise Valley: Jim Shano
Buckeye: Scott Lowe	Peoria: Andrew Granger
Chandler: Dan Cook for Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Sue McDermott	Queen Creek: Troy White
Fountain Hills: Randy Harrel	Surprise: Bob Beckley
*Gila Bend: Eric Fitzer	Tempe: Chad Heinrich
*Gila River: Doug Torres	*Valley Metro: John Farry
Gilbert: Kurt Sharp for Leah Hubbard	*Wickenburg: Rick Austin
Glendale: Debbie Albert	Youngtown: Grant Anderson for Lloyce Robinson
Goodyear: Cato Esquivel	
*Guadalupe: Gino Turrubiarres	
Litchfield Park: Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
ITS Committee: Vacant Position	*Transportation Safety Committee: Julian Dresang, City of Tempe

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

OTHERS PRESENT

Eric Anderson, MAG	Monique de los Rios-Urban, MAG
John Bullen, MAG	Greg Haggerty, Dibble Engineering
Kiran Guntupalli, MAG	Andres Paiva, Fort McDowell Yavapai Nation
Roger Herzog, MAG	Paul Ward, Fort McDowell
Sarath Joshua, MAG	Mark Wavering, Gannett Fleming
Teri Kennedy, MAG	Clem Ligocki, McDOT

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:00 a.m. He began by informing the committee of the two handouts available related to Agenda 5a Project Changes and Agenda 9 National Highway System Revisions.

2. Call to the Audience

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

3. Approval of Draft October 25, 2012 Minutes

Chairman Meinhart asked if there were any changes or amendments to the December 13, 2013 meeting minutes, and there were none.

Mr. Rick Naimark from City of Phoenix motioned to approve the minutes. Jeff Martin from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by Eric Anderson, MAG Transportation Director.

Mr. Anderson reported that RARF revenues are up 5.6 percent over December 2011. Year to date revenues are up 5.4 percent, tracking pretty close to forecast. The December revenues were higher than November in terms of rate of change. HURF continues flat, 0.2% growth in December minus 1.5% year to date. Gas tax continues trend downwards, use fuel is up, VLT is down the components.

Mr. Anderson explained that staff is working on boundary issues for planning area from 2010 census. Map-21 says that boundaries shall include all urbanized area as defined by the decennial census which includes portions of Pinal County including the Santan valley area. MAG staff is currently working with ADOT and FHWA on defining the boundaries.

Mr. Anderson informed the committee that in December 2012, City of Maricopa passed a resolution to join MAG by 4 to 3 vote of the City Council. Staff is working on the changes in that bylaws necessary to incorporate City of Maricopa and the other Pinal County areas.

The Governor released her executive budget last week. It continues to propose using HURF money for the Department of Public Safety which amounts to about \$119 million as proposed for 2014. Although \$20 million is the statutory limit, the legislature has to fund at a much higher level. ADOT assumes that this level of funding will continue as they develop the new five year highway construction program. COG and MPO directors are

discussing options for how to get that changed. Over the next five years, it is about 500 million going to DPS over and above what is allowed by state law.

Mr. Anderson announced that MAG will be hosting many meetings next week including the intermountain MPO. Representatives from Spokane, Boise, Denver, Salt Lake, Colorado Springs and Las Vegas will meet to discuss common issues. NARC has a session on Thursday to discuss MAP-21. The Arizona COG and MPO directors will meet on Friday.

Mr. Martin inquired if the Association of General Contractors has tried to reduce the amount taken from HURF. Mr. Anderson replied that it was tied up in Prop 204 and was not very effective. This topic may be addressed at a luncheon attended by key legislature.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding consent Agenda item 5A Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, 5B Arterial Life Cycle Program Status Report - April 2012 through November 2012, 5C, and the Arizona Department of Transportation Red Letter Process. There were none. Mr. Cook motioned to approve the remaining consent agenda. Mr. Marin seconded, and the motion passed with a unanimous voice vote of the Committee.

6. Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft 2014-2018 MAG Transportation Improvement Program

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present on Programming of Projects for Federal Congestion Mitigation and Air Quality Funding in the Draft 2014-2018 MAG Transportation Improvement Program.

Ms. Kennedy communicated that the planning process began in March 2012. Review of CMP requirements Modal Committee presentations and discussions. Criteria identification Applications released August 6, 2012 one Working Group Meeting held on August 13, 2012. Two additional working group meetings with technical assistance Modal Committee reviews, evaluations, AQ scores, recommended ranking. Funding estimates are from ADOT and RTP distribution. Three years of programming; FY 2015, 2016, and 2017 projects are collected. Overflow on draft 2014-2018 TIPS. The ranking is important because our funding is unknown. Approximate funding agreed upon with ADOT and all projects will be programmed to that level.

Ms. Kennedy explained that Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. The CMAQ Programs MAG manages include FLCP, ALCP and ITS, Transit, Bike/Pedestrian and Air Quality which includes Paving and street sweepers. There were 29 bicycle and pedestrian applications received and of those 26 were funded. One additional project was recommended for other funding. There

were 35 applications ITS projects received and 31 are funded. For paving projects there were twelve paving applications received, with one retracted and eleven fully funded. One project was split in order to make funding accommodations.

Ms. Kennedy noted that the reason to include the 2015 projects in the current TIP was to make them eligible for close out and possibly design funds.

Mr. Martin commented that in previous years funding for bicycling led concerns from FHWA regarding its use to mitigate air quality. Ms. Kennedy assured him that funding split is based on the Regional Transportation Plan and as well, there is an FHWA member on the panel providing additional oversight.

Mr. Cook inquired why in TIP years 2015-2017 there were \$14 million available for PM-10. However, in Scenario 3, paving applications add up to 11 million. Ms. Kennedy explained that the difference was due to street sweeper and paving projects. The street sweepers are a separate item and currently working through the committee process and will be discussed at a later meeting.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Cook motioned to approve the lists of FY2015 Congestion Mitigation and Air Quality funded projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, and to add the list of FY2015-2017 projects to the Draft FY 2015-2018 MAG Transportation Improvement Program. Mr. Naimark seconded, and the motion passed with a unanimous voice vote of the Committee.

7. Road Safety Assessments at Intersections

Chairman Meinhart invited Mr. Sarath Joshua, MAG Safety and ITS Program Manager, to present the agenda item on Road Safety Assessments (RSAs) at intersections.

Mr. Joshua introduced the topic and the Transportation Safety Committee recommendation to carryout RSAs at ten intersections. In October 2012, MAG issued a call for projects for RSAs at intersections and corridors. In response, ten applications were received. He explained that the RSA concept originated out of England and Australia and has now been adopted by many states in the US including ADOT. The MAG program was developed along the same lines as the ADOT program with the assistance of the ADOT RSA Program Manager. MAG is one of the few urban areas to have developed a formal RSA process. It is a proactive approach to identifying road safety issues and may not necessarily be based on high crash occurrence. The RSA team consists of a traffic engineer, a police officer, a human safety expert and a safety planner. Staff from the affected local agencies are not included in the RSA team. The MAG RSAs utilized human factor experts from a local consulting firm and a retired psychology professor from ASU. Each RSA produces a final report with a list of recommendation. While MAG had safety on-call consultants under contract, only one firm had experience in performing RSAs. With help from FHWA, MAG organized a workshop in December 2010 that provided hands-on training on performing RSAs. The

on-call consultants were required to attend; local agency staff and local police officers were also part of the workshop. Initially ADOT led in performing seven RSAs while the consultants also participated and helped with documentation. The next eleven RSAs were led by the consultant teams.

Mr. Joshua explained that the RSA field review includes a walk through and drive through and took place during various times of the day, including school discharge times, AM/PM peak periods, mid-day and night time. As well, they talked to bicyclists and pedestrians. The consultant's final report is provided to MAG, which is then forwarded to the affected local agencies. MAG has recommended that the local agencies develop a response plan and a timeline for the response. The findings of RSAs are subject to discovery in the event of potential litigation resulting from a crash at these sites. However, the legal opinion has shown that agencies which have a mitigation approach can better present a defense.

Mr. Hauskins asked if local agencies participated in the audit process. Mr. Joshua responded that the RSA multidisciplinary team does not typically include staff from the local agency at which the site is located, as that is the recommended RSA best practice. Mr. Hauskins indicated that Maricopa County has performed a few RSAs using County staff based on the recommendation of the local FHWA office.

Mr. Lowe asked when the call for projects occurred. Mr. Joshua replied that it occurred back in October 2012. However, there more funds available than projects requested so a future call for projects is expected next fiscal year for around \$300k. The remaining funds from the previous round will be added to the balance.

Mr. Meinhart inquired about the local agency notification process regarding the call for RSA projects. According to Mr. Joshua, the memo calling for RSA projects was sent to the MAG Management Committee with copies sent to the Transportation Safety Committee and the Intergovernmental Representatives. This occurred around the same time as the TIP applications. Mr. Anderson encouraged committee members to review the information on the RSA process available at the MAG website citing their value regarding scope and outcome of the process. Mr. Meinhart also voiced City of Scottsdale's support for the process.

Ms. Albert requested a clarification on funding years. Mr. Joshua replied that the goal is to fund all projects in FY 2013.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Lowe moved to recommended approval of the list of ten intersections for performing RSAs. Mr. Naimark seconded and the motion passed with a unanimous voice vote of the Committee.

8. 2010 Census Boundary Smoothing Methodology

Chairman Meinhart invited Teri Kennedy to present on 2010 Census Boundary Smoothing Methodology.

Ms. Kennedy introduced the two issues to discuss: Smoothing boundary and MPO planning area for 2010. The methodology included looking at all roadways to make sure there were no fragments, both in the urban and rural areas. The results of this process will affect STP, 5310, and transit funding. The process also ensures that the reporting on principal arterials are coded correctly.

ADOT developed nine methodologies for conducting the smoothing boundaries. A few of the key ones include incorporating the previous smoothing boundaries, filling in "donut holes" in the region, such as Carefree and Cave Creek, and including urban islands such as Estrella in Goodyear. The rule also allowed incorporating entire roadways that are otherwise fragmented into rural and urban, into the urban boundary. Other item of note includes consideration of State and Federal lands. The rule also included consideration for roadways that connect residents of urbanized areas traveling to commercial areas outside the urbanized area. Ms. Kennedy invited committee members to review the maps on line.

Ms. Kennedy stated that the timeline for approval include sending any recommendations to ADOT by March 1, 2013. ADOT staff would review the changes and submit the final recommendations to FHWA. FHWA will provide concurrence or corrections by 2014. Ms. Kennedy advised the Ms. Garrison from MAG will be the primary contact on the project.

Mr. Naimark inquired as to why the census boundary does not automatically include all areas? Ms. Kennedy explained that the census is largely determined by population density and large areas of tract with no residential property or density are initially excluded. Mr. Naimark confirmed with Ms. Kennedy that these would merge at one point and the justification to connect commercial centers outside of urbanized areas.

Mr. Anderson added that the census bureau made the decision to not combine Avondale-Goodyear and Phoenix-Mesa planning areas. This will impact transit funding and applications. Avondale-Goodyear 5307 funds will remain within the UZA. Ms. Kennedy added that ADOT will continue to program for Avondale-Goodyear UZA regardless of smoothing and for statewide. On the highway and street side, it will impact HPMS reporting, however, funding will not be affected.

Mr. Lowe inquired as to why Buckeye is considered an urbanized area given that the Avondale-Goodyear planning boundary extends several miles into the city. Ms. Kennedy responded that the smoothing can be expanded slightly or justified with travel to a commercial area. With regard to transit funding, it is eligible for both 5307 and 5311.

Mr. Grant Anderson asked how the smoothing impacts STP funding. Ms. Kennedy explained that Mr. Anderson and Mr. Smith are currently working on that through that with ADOT. Mr. Eric Anderson added that according to ADOT financial management. There is about 120 thousand people in Pinal County will be part of the MAG region, which will impact STP allocation. However, it will not affect CMAQ in the region with the new allocation of PM 2.5 for Maricopa and Nogales.

Mr. Grant Anderson inquired about air quality boundaries. Discussion ensued. The air quality area stays the same. Some areas are smoothed but not others due to limits to expansion. The smoothing methodology for SRPMIC was due to travel to their central business as well it this enhances their eligibility for competitive projects. As well, it was due to trips to the community along Loop 101.

Mr. Meinhart requested the smoothing boundaries include Via Linda and 96th Street.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Cook moved to approve the presented map of the smoothed MAG urbanized area boundaries, adjusted to include the segment within the Salt River Pima-Maricopa Indian Community west of the 96th Street alignment to SR-101 and north from East Via de Ventura to East Via Linda. Mr. Martin seconded and the motion passed with a unanimous voice vote of the Committee.

9. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

Chairman Meinhart invited Monique de Los Rios-Urban to present on Revisions to the National Highway System and Principal Arterial Network in the MAG Region.

Ms. de los Rios-Urban began with an overview of the National Highway System and Principal Arterial Network. As part of MAP-21, there is a new funding source - the NHPP which actually is the result of combining NHS, Interstate Maintenance and Bridge Funding. NHPP Funding allocations are to be made at the State level by ADOT. All qualified projects to receive this funding are to be located on the NHS. MAP-21 expands the NHS to include a number of rural and urban principal arterials. In Maricopa County, the increase in miles of facilities is 137%, adding 850 miles.

It is important to note that funding levels did not increase, NHPP is a replacement of funds which are substantially already committed by ADOT mainly to the Arizona State Highway System. It is unlikely that funding will be available for improvements to the additional mileage and to comply with performance measures, meet targets and requirements. Federal regulations do allow for the removal of routes from the NHS.

With NHPP funding there is also increased federal oversight and additional requirements. Since work performed on these facilities is funded from federal sources, it is subject to increased federal oversight and numerous Federal requirements including:

- Requiring to comply with Design standards and exceptions that need to be approved by FHWA.
- An independent quality assurance program is required to be done by an ASHTO certified or equivalent laboratory, with personnel that are certified and have detailed data collection and testing plans. Additional requirements concerning value engineering for large projects, warranties, outdoor sign control and the control of junkyards.

A list of full requirements is located at your places and is also available on the MAG website.

The proposal is to request the removal of the principal arterials that are not critical to the nation's economy and defense. Two maps, existing and proposed are located at your places and on the MAG website, as well as a list of facilities proposed to be eliminated. The existing map includes all the principal arterials currently under MAP-21.

The removal of the principal arterials is depicted on the proposed map, including the following exceptions:

- 1- Addition of US60 from the 202 Red Mountain to the Maricopa County border
- 2- Addition of proposed Williams Gateway Freeway from the 202 Santan to the Maricopa County border
- 3- Addition of the proposed 303 South from I-10 to the alignment of the I-10 Reliever
- 4- Addition of the I-10 Reliever from the Proposed 303 alignment to the 202 South Mountain alignment
- 5- Deletion of County Club Drive /Arizona Avenue from the 202 Santan to the 202 Red Mountain
- 6- Deletion of S. 44th Street (formerly SR153) from Washington Street to University Drive

Mr. Anderson asked about the advantages of roadways being in NHS. Ms. De Los Rios-Urban replied that it offered the potential for federal funding; however, it requires additional oversight.

Mr. Esquivel inquired about the impact of SR 153 now being designated as 44th Street. Mr. Anderson replied that although projects built with federal funds does not necessarily have to be in the NHS.

Ms. Albert requested the removal of 51st Avenue as intermodal connector. The facility is currently served by Grand Avenue. The trucking center has limited use and is being considered for relocation. Given the restrictions under NHS, it is requested that the facility be removed.

Ms. de Los Rios-Urban advised that any requested changes be referred to ADOT by March 1st. Mr. Eric Anderson clarified that any recommended change by the committee will be reflected on the Management Committee agenda.

Mr. Cook asked about the federal funds impacted. Ms. Kennedy replied that these funds are designated as National Highway Performance Program funds but will not affect STP. NHPP is a new program under MAP-21 that combined previous funding programs under SAFETEA-LU. Mr. Anderson added that National Highway program is fully programmed by ADOT to be used for freeways. No additional funds were made available under NHPP.

Mr. Meinhart stated the city experienced challenges associated with having Shea Blvd on the NHS, including the inability to have the City manage projects on the roadway and additional oversight regardless of funding source. He requested Shea Blvd within the City of Scottsdale

be removed. Town of Fountain Hills did not object to Scottsdale's request. Ms. Albert inquired about the process for future changes. Ms. de Los Rios-Urban agreed to research and post the process for future changes.

Mr. Anderson noted that SR 74 from I-17 to west valley is not included but perhaps it should be and requested further research.

Chairman Meinhart asked if there were any questions or comments. There were none. Mr. Martin moved to approve the presented map and listing of roadways, with recommendation of removal of Shea Blvd from Loop 101 to Route 87 and 51st Avenue Intermodal connector within City of Glendale, to be included in the NHS system for FHWA and ADOT. Mr. Cook seconded and the motion passed with a unanimous voice vote of the Committee.

10. Request for Future Agenda Items

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

11. Member Agency Update

Mr. Lowe share with the committee an Art Fair hosted by City of Buckeye and encouraged participants to join in.

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, February 28, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room. There being no further business, Chairman Meinhart adjourned the meeting at 11:09 a.m.

# **ATTACHMENT #1**

**Agenda #5A**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 20, 2013

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program (ALCP), FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update.

**SUMMARY:**

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified twenty two times. The twenty third modification is pending approval on February 27, 2013.

The attachment listings in Table A (modifications to the TIP) and Table B (non-TIP modifications) are for the FY 2013 Arterial Life Cycle Program (ALCP) and include changes to the Southern Avenue at Country Club Drive project in Mesa. All changes to the project relate to an updated cost and work schedule and the balance for annual programmed reimbursements will be maintained. Table A also includes a change to SCT13-106DZ, which is not eligible for CMAQ closeout.

Table C in the attachment are project change requests from ADOT. The requests reflect changes to ITS projects; the changes will be presented to the ITS committee on March 6, 2013.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

**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:**

Recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

**Table A. Arterial Life Cycle Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

2/19/2013

ALCP			TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.
Mesa	2013	--	<del>MES181-015DZ</del>	<del>Southern Ave at Country Club Dr</del>	<del>Design intersection improvement</del>	0.5	6	6	Local	\$ -	\$ -	\$ -	\$ 378,501	--	\$ -	Amend: New TIP listing to reflect FY2013 design costs.
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.
Mesa	2014	2014	MES181-10RW2	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ 1,588,495	\$ 196,505	\$ 1,785,000	RARF	\$ 1,588,495	Amend: New TIP listing to reflect FY2014 right-of-way costs.
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.

Changes to TIP in Red

Strike through denotes project deletion and change to TIP.

**TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)**

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	--	<del>Southern Ave at Country Club Dr</del>	<del>Project savings for intersection improvement</del>	0.5	6	6	RARF	<del>\$ -</del>	<del>\$ 3,605,458</del>	<del>\$ -</del>	<del>\$ 3,605,458</del>	RARF	<del>\$ 3,605,458</del>	Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.

**Table C. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

2/19/2013

HIGHWAY		REQUESTED CHANGE TO THE FY2011-2014 TIP												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	Dec-14	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	Apr-16	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.

Text in RED indicates changes to the TIP

# **ATTACHMENT #2**

**Agenda Item #5B**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 20, 2013

**SUBJECT:**

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

**SUMMARY:**

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects. Please refer to the enclosed material.

**PUBLIC INPUT:**

At the January 16, 2013, MAG Management Committee meeting, a citizen expressed concern on light rail because it is at-grade and there have been accidents. The citizen stated that light rail has benefits: it provides transit and is electric. The citizen stated that cities do not vote on major amendments but they need to take more interest in the transfer of federal funds.

**PROS & CONS:**

**PROS:** The Gilbert Road extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program.

**CONS:** The proposed action deletes funds from the Arterial Life Cycle Program (ALCP) which reduces the amount of federal highway funds available for street improvements. However, most of the street projects have been or will be completed as development occurs adjacent to the streets.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the ALCP. Most of the street projects have been or will be completed as development occurs adjacent to the streets. The Higley projects are not deemed feasible due to neighborhood concerns and have been determined by Mesa as not being a viable concept.

POLICY: The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added. The deletion of the projects from the ALCP are not subject to the major amendment requirements in state law for the RTP. The movement of federal highway funds from the ALCP to the transit program is a change in the RTP. Although the transfer of Proposition 400 sales funds between modes is not allowed under the terms of the proposition and state law, the transfer of federal highway funds is not subject to the same restriction.

**ACTION NEEDED:**

Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan - 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

**PRIOR COMMITTEE ACTIONS:**

On January 30, 2013, the Regional Council approved proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair  
Mayor Scott Smith, Mesa, Vice Chair  
#Councilwoman Robin Barker, Apache Junction  
Mayor Jackie Meck, Buckeye  
#Mayor David Schwan, Carefree  
#Councilman Dick Esser, Cave Creek  
Mayor Jay Tibshraeny, Chandler  
Mayor Lana Mook, El Mirage  
\*President Clinton Pattea, Fort McDowell  
Yavapai Nation  
Mayor Linda Kavanagh, Fountain Hills  
\*Mayor Ron Henry, Gila Bend  
\*Governor Gregory Mendoza, Gila River Indian  
Community  
Mayor John Lewis, Gilbert  
Mayor Jerry Weiers, Glendale  
Mayor Georgia Lord, Goodyear  
\*Mayor Yolanda Solarez, Guadalupe

Mayor Thomas Schoaf, Litchfield Park  
\*Supervisor Steve Chucru, Maricopa Co.  
Mayor Scott LeMarr, Paradise Valley  
\*Mayor Bob Barrett, Peoria  
Mayor Greg Stanton, Phoenix  
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  
Mayor Michael LeVault, Youngtown  
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

On January 23, 2013, the Transportation Policy Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

## MEMBERS ATTENDING

Mayor W. J. "Jim" Lane, Scottsdale, Chair  
Mayor Jackie Meck, Buckeye, Vice Chair  
# F. Rockne Arnett, Citizens Transportation  
Oversight Committee  
Ron Barnes, Total Transit  
\* Mayor Bob Barrett, Peoria  
\* Dave Berry, Swift Transportation  
\* Jed Billings, FNF Construction  
Councilmember Ben Cooper, Gilbert  
Mayor Mark Mitchell, Tempe  
Councilmember Dick Esser, Cave Creek  
\* Joseph La Rue, State Transportation Board  
\* Mark Killian, The Killian Company/Sunny  
Mesa, Inc.

\* Lt. Governor Stephen Roe Lewis, Gila River  
Indian Community  
\* Garrett Newland, Macerich  
# Mayor Marie Lopez Rogers, Avondale  
Mayor Georgia Lord, Goodyear  
Mayor Jerry Weiers, Glendale  
Councilmember Jack Sellers, Chandler  
\* Mayor Scott Smith, Mesa  
Mayor Greg Stanton, Phoenix  
Karrin Kunasek Taylor, DMB Properties  
\* Supervisor Max W. Wilson,  
Maricopa County  
Mayor Sharon Wolcott, Surprise

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

On January 16, 2013, the MAG Management Committee recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

## MEMBERS ATTENDING

David Cavazos, Phoenix, Chair  
Dr. Spencer Isom, El Mirage, Vice Chair  
# George Hoffman, Apache Junction  
Charlie McClendon, Avondale  
\* Stephen Cleveland, Buckeye  
# Gary Neiss, Carefree  
\* Usama Abujbarah, Cave Creek  
Rich Dlugas, Chandler  
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  
Horatio Skeete, Glendale  
Jim Rumpeltes for Brian Dalke, Goodyear  
\* Bill Hernandez, Guadalupe  
Darryl Crossman, Litchfield Park

Christopher Brady, Mesa  
\* Jim Bacon, Paradise Valley  
Carl Swenson, Peoria  
# Wendy Kaserman for John Kross,  
Queen Creek  
\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Dan Worth, Scottsdale  
# Chris Hillman, Surprise  
Charlie Meyer, Tempe  
Reyes Medrano, Tolleson  
Joshua Wright, Wickenburg  
Lloyce Robinson, Youngtown  
Floyd Roehrich for John Halikowski, ADOT  
John Hauskins for Tom Manos, Maricopa Co.  
JymeSue McLaren for Steve Banta,  
Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.



## MEMBERS ATTENDING

Mayor W. J. "Jim" Lane, Scottsdale, Chair  
Mayor Jackie Meck, Buckeye, Vice Chair  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee  
Ron Barnes, Total Transit  
# Mayor Bob Barrett, Peoria  
\* Dave Berry, Swift Transportation  
\* Jed Billings, FNF Construction  
\* Councilmember Ben Cooper, Gilbert  
Mayor Mark Mitchell, Tempe  
\* Councilmember Dick Esser, Cave Creek  
Joseph La Rue, State Transportation Board  
\* Mark Killian, The Killian Company/Sunny  
Mesa, Inc.

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

## **CONTACT PERSON:**

Eileen Yazzie, (602) 254-6300

\* Lt. Governor Stephen Roe Lewis, Gila River  
Indian Community  
\* Garrett Newland, Macerich  
\* Mayor Marie Lopez Rogers, Avondale  
Mayor Georgia Lord, Goodyear  
# Mayor Elaine Scruggs, Glendale  
Councilmember Jack Sellers, Chandler  
Mayor Scott Smith, Mesa  
\* Mayor Greg Stanton, Phoenix  
# Karrin Kunasek Taylor, DMB Properties  
Supervisor Max W. Wilson,  
Maricopa County  
Mayor Sharon Wolcott, Surprise

TABLE MA. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2013 ALCP

Revised

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd- Power Rd to Ellsworth Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$-1,307,009	\$-1,307,009	STP-MAG	\$-914,694	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd- Power Rd to Ellsworth Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	\$-----	\$-----	\$-3,919,236	\$-3,919,236	STP-MAG	\$-2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-121DZ	Baseline Rd- Ellsworth Rd to Meridian Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$-1,306,701	\$-1,306,701	STP-MAG	\$-914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-127DZ	Crismen Rd- Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	\$-----	\$-----	\$-1,738,755	\$-1,738,755	STP-MAG	\$-1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-114DZ	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	\$-----	\$-----	\$-1,206,591	\$-1,206,591	STP-MAG	\$-844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2013	2013	VMR13-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	CMAQ	\$ 943,000	\$ -	\$ 57,000	\$ 1,000,000	CMAQ	\$ 943,000	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 388,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

TABLE MA2. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd- Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6	-	STP-MAG	<del>\$ 5,277,575</del>	<del>\$ -</del>	\$ 2,261,818	\$ 7,539,393	<del>STP-MAG</del>	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Acquisition of right of way for roadway widening	3	4	6	-	STP-MAG	<del>\$ 2,743,148</del>	<del>\$ -</del>	\$ 1,176,871	\$ 3,920,019	<del>STP-MAG</del>	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6	-	STP-MAG	<del>\$ 5,703,575</del>	<del>\$ -</del>	\$ 2,444,389	\$ 8,147,965	<del>STP-MAG</del>	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AD	Country Club at Brown Rd- Intersection Improvements	Design Intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 362,132</del>	<del>\$ -</del>	\$ 155,364	\$ 517,495	<del>CMAQ</del>	<del>\$ 362,132</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd- Intersection Improvements	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 1,167,875</del>	<del>\$ -</del>	\$ 500,981	\$ 1,668,856	<del>CMAQ</del>	\$ 1,167,875	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd- Intersection Improvements	Construct Intersection improvement	0.5	4	6	-	CMAQ	<del>\$ 2,499,715</del>	<del>\$ -</del>	\$ 1,071,618	\$ 3,571,333	<del>CMAQ</del>	\$ 2,499,715	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2016	2016	None	Crismon Rd- Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	<del>\$ 3,645,460</del>	<del>\$ -</del>	\$ 1,566,591	\$ 5,212,051	<del>STP-MAG</del>	\$ 3,645,460	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Mesa	2017	2017	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	<del>-\$ 4,200,000</del>	<del>-\$</del>	\$ 1,800,000	\$ 6,000,000	<del>STP-MAG</del>	\$ 4,200,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 4,662,769	\$ 4,662,769	<del>STP-MAG</del>	\$ 3,263,938	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	STP-MAG	<del>-\$ 1,268,467</del>	<del>-\$</del>	\$ 544,054	\$ 1,812,521	<del>STP-MAG</del>	\$ 1,268,467	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Acquisition of right of way for roadway widening	2	2	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 5,263,687	\$ 5,263,687	<del>STP-MAG</del>	\$ 3,684,691	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	Local	<del>-\$</del>	<del>-\$</del>	#####	#####	<del>STP-MAG</del>	\$ 7,842,165	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 718,918	\$ 718,918	<del>STP-MAG</del>	\$ 502,961	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 2,650,715	\$ 2,650,715	<del>STP-MAG</del>	\$ 1,855,925	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 3,164,897	\$ 3,164,897	<del>STP-MAG</del>	\$ 2,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 6,022,467	\$ 6,022,467	<del>STP-MAG</del>	\$ 4,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd- Hawes Rd to Crismen Rd	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 2,615,833	\$ 2,615,833	<del>STP-MAG</del>	\$ 1,831,083	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 3,376,814	\$ 3,376,814	<del>STP-MAG</del>	\$ 2,363,770	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Construct roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 6,752,166	\$ 6,752,166	<del>STP-MAG</del>	\$ 4,726,517	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd- Crismen to Meridian	Design roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	\$ 1,125,449	\$ 1,122,449	<del>STP-MAG</del>	\$ 787,815	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Mesa	2018	2019	None	Guadalupe Rd- Crismon to Meridian	Acquisition of right of way for roadway widening	2	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,621,318</del>	<del>-\$3,621,318</del>	-STP-MAG-	<del>-\$2,534,922</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd- Crismon to Meridian	Construct roadway widening	2	4	6	-	STP-MAG	<del>-\$4,235,374</del>	<del>-\$</del>	<del>-\$1,815,160</del>	<del>-\$6,050,535</del>	-STP-MAG-	<del>-\$4,235,374</del>	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Design roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,205,854</del>	<del>-\$1,205,854</del>	-CMAQ-	<del>-\$844,097</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,872,798</del>	<del>-\$3,872,798</del>	-CMAQ-	<del>-\$2,710,959</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,590,424</del>	<del>-\$3,590,424</del>	-CMAQ-	<del>-\$2,513,297</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,590,425</del>	<del>-\$3,590,425</del>	-CMAQ-	<del>-\$2,513,297</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Design roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,205,854</del>	<del>-\$1,205,854</del>	-STP-MAG-	<del>-\$843,968</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Acquisition of right of way for roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,872,798</del>	<del>-\$3,872,798</del>	-STP-MAG-	<del>-\$2,710,959</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- Brown to US60	Construct roadway widening	3.5	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$7,180,849</del>	<del>-\$7,180,849</del>	-STP-MAG-	<del>-\$5,026,594</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Design Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$4,018,422</del>	<del>-\$4,018,422</del>	-STP-MAG-	<del>-\$2,812,896</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Acquisition of right of way for intersection improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>#####</del>	<del>#####</del>	-STP-MAG-	<del>-\$8,440,000</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$7,142,857</del>	<del>-\$7,142,857</del>	-STP-MAG-	<del>-\$5,000,000</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$3,026,711</del>	<del>-\$3,026,711</del>	-STP-MAG-	<del>-\$2,118,698</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Mesa	2020	2024	None	Higley Rd Pkwy- US 60 to SR 202L- (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	<del>-----</del>	<del>-----</del>	#####	#####	-STP-MAG-	<del>-\$ 4,118,698</del>	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6	-	CMAQ	<del>-\$ 566,002</del>	<del>-----</del>	<del>-\$ 242,572</del>	<del>-\$ 808,574</del>	-CMAQ-	<del>-\$ 566,002</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	<del>-\$ 802,965</del>	<del>-----</del>	<del>-\$ 344,192</del>	<del>-\$ 1,147,157</del>	-CMAQ-	<del>-\$ 802,965</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6	-	CMAQ	<del>-\$ 2,024,417</del>	<del>-----</del>	<del>-\$ 867,607</del>	<del>-\$ 2,892,025</del>	-CMAQ-	<del>-\$ 2,024,417</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$ 40,708</del>	<del>-----</del>	<del>-\$ 75,257</del>	<del>-\$ 115,964</del>	-STP-MAG-	<del>-\$ 40,708</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$ 167,508</del>	<del>-----</del>	<del>-\$ 71,832</del>	<del>-\$ 239,340</del>	-STP-MAG-	<del>-\$ 167,508</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right of way for intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$ 235,623</del>	<del>-----</del>	<del>-\$ 100,981</del>	<del>-\$ 336,604</del>	-STP-MAG-	<del>-\$ 235,623</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6	-	STP-MAG	<del>-\$ 2,466,935</del>	<del>-----</del>	<del>-\$ 1,057,258</del>	<del>-\$ 3,524,193</del>	-STP-MAG-	<del>-\$ 2,466,935</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	<del>-----</del>	<del>-----</del>	<del>-\$ 1,206,591</del>	<del>-\$ 1,206,591</del>	-STP-MAG-	<del>-\$ 844,614</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd- Baseline Rd to Ray	Acquisition of right of way for roadway widening	4	0	6	-	STP-MAG	<del>-\$ 5,063,952</del>	<del>-----</del>	<del>-\$ 2,170,266</del>	<del>-\$ 7,234,218</del>	-STP-MAG-	<del>-\$ 5,063,952</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund	Reimb. Amount	Note
Mesa	2018	2018	None	Meridian Rd-Baseline Rd to Ray	Construct roadway widening	4	0	6	-	STP-MAG	<del>-\$10,470,638</del>	<del>-\$</del>	<del>-\$4,487,416</del>	<del>#####</del>	<del>STP-MAG</del>	<del>#####</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd-Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,808,095</del>	<del>-\$1,808,095</del>	<del>STP-MAG</del>	<del>-\$1,265,667</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Meridian Rd-Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	<del>-\$3,797,884</del>	<del>-\$</del>	<del>-\$1,627,665</del>	<del>-\$5,425,549</del>	<del>STP-MAG</del>	<del>-\$3,797,884</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd-Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	<del>-\$7,657,578</del>	<del>-\$</del>	<del>-\$2,281,819</del>	<del>#####</del>	<del>STP-MAG</del>	<del>-\$7,657,578</del>	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$538,488</del>	<del>-\$538,488</del>	<del>STP-MAG</del>	<del>-\$376,942</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Acquisition of right of way for roadway widening	2	0	4	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$1,997,934</del>	<del>-\$1,997,934</del>	<del>STP-MAG</del>	<del>-\$1,398,231</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2021	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4	-	Local	<del>-\$</del>	<del>-\$</del>	<del>-\$5,633,161</del>	<del>-\$5,633,161</del>	<del>STP-MAG</del>	<del>-\$2,970,765</del>	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

# **ATTACHMENT #3**

**Agenda Item #5C**

February 20, 2013

TO: Members of MAG Transportation Review Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager  
Stephen Tate, Transportation Planner III

SUBJECT: INFORMATION REQUEST: DEVELOPMENT OF THE FISCAL YEAR (FY)  
2014 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

The MAG Transportation Improvement Program (TIP) is a five-year, region-wide program of transportation projects developed by MAG in cooperation with ADOT and the region's public transportation operators. Pursuant to Title 23 and Title 49 of the US Code, the TIP must be updated at least every four years and include all regionally significant surface transportation projects and all projects that are to receive federal surface transportation funds except for some emergency and planning projects.

MAG staff requests that MAG Member Agencies submit highway and ALCP project updates for inclusion in the TIP by Monday, March 4<sup>th</sup>, 2013 and transit project updates by Monday, March 11<sup>th</sup>, 2013. Based on existing programming efforts, submission of updates for the TIP will be addressed as follows:

- Arterial Life-Cycle Projects (ALCP): Data collection for the ALCP will be implemented through workbooks that are used to program ALCP projects. MAG staff distributed the workbooks to lead agencies on February 13, 2013.
- Other Highway Projects: This category includes all non-transit and non-ALCP projects to be programmed in the TIP by member agencies other than ADOT. Updates for these projects will be implemented through the use of an MS Access database application that has been pre populated with data from the current TIP. MAG staff will e-mail members with a download link to the application.
- Freeway and ADOT Projects: The above due date does not apply to freeway and ADOT projects. Updates for ADOT projects will be developed jointly beginning in mid February.
- Transit Projects: Updates for transit projects are to be provided through an Access database that will be released after the transmission of this memo.

Once updates are received they will be reviewed and incorporated into draft documents to be submitted for MAG committee and public review. They will also be incorporated into the MAG models for air quality conformity analysis. Given the long lead times necessary to complete these tasks, it is important that MAG receive updates on a timely basis.

If you have questions or need additional information, please contact Steve Tate ([state@azmag.gov](mailto:state@azmag.gov)) or John Bullen ([jbullen@azmag.gov](mailto:jbullen@azmag.gov)) at (602) 254-6300.

cc: Street Committee members  
Intergovernmental Representatives  
ADOT Local Government Section

**ATTACHMENT  
#4**

**Agenda Item #6**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 20, 2013

**SUBJECT:**

FY2013 MAG Close-Out Funds for a Design Phase of proposed FY2015 Congestion Mitigation and Air Quality (CMAQ) Projects.

**SUMMARY:**

Closeout of the federal fiscal year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) program and the Surface Transportation Program (STP) funding began in December and was approved by Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY2015 construction projects that is pending Regional Council approval on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY2013 for the FY2015 construction projects. A remaining balance of \$3.4 million will be carried forward to address the over-programming of FY2014 CMAQ project phases, this leaves the TIP fiscally constrained and in balance.

All projects that are proposed to receive CMAQ funding for the design phase in FY2013 must submit required paperwork to ADOT by June 28, 2013 to be eligible for the closeout funding. Modal committees are reviewing projects and an update will be provided. Please see attached list of proposed design phase projects, Table DP.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Approval of these recommendations will allow additional project design phases to be federally funded and will ensure that obligation authority is utilized.

**CONS:** If a project sponsor accepts and expends federal funds for the project design phase, the project must be completed or the federal funds must be returned to ADOT.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Each year all federal funding obligation authority must be programmed or is at risk. Closeout funding allows projects to receive federal funds if available. The project sponsor must receive federal authorization for their project phase in the year that they are programmed for or the funding will be reprogrammed to another project in the MAG region. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

**POLICY:** Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

**ACTION NEEDED:**

Recommend approval to forward the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with low budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- |                                       |  |
|---------------------------------------|--|
| Charles Andrews, Avondale, Chairman   | Chris Plumb, Maricopa County               |
| Bret Anderson for Lupe Harriger, ADOT | Maria Deeb, Mesa                           |
| * Jose Heredia, Buckeye               | * James Shano, Paradise Valley             |
| Dan Cook, Chandler                    | Ben Wilson, Peoria                         |
| Bob Senita, El Mirage                 | Shane L. Silsby, Phoenix                   |
| * Tony Rodriguez,                     | Janet Martin, Queen Creek                  |
| Gila River Indian Community           | * Elaine Cabrera, Salt River Pima-Maricopa |
| * Michael Gillespie, Gilbert          | Indian Community                           |
| Bob Darr, Glendale                    | Phil Kercher, Scottsdale                   |
| Hugh Bigalk, Goodyear                 | Jason Mahkovtz, Surprise                   |
| * Gino Turrubiates, Guadalupe         | * Shelly Seyler, Tempe                     |
| # Daymara Cesar for Darryl Crossman,  | * Jason Earp, Tolleson                     |
| Litchfield Park                       | * Jim Fox, Youngtown                       |

\*Members neither present nor represented by Proxy  
+ Attended by Videoconference # Attended by Audioconference

On February 6, 2013, the ITS Committee reviewed and recommended the list of ITS design phase projects.

MEMBERS ATTENDING

- |  |                                      |
|--|--------------------------------------|
| Reza Karimvand, ADOT                     | Nicolaas Swart, Maricopa County      |
| * Soyoung Ahn, ASU                       | Avery Rhodes, City of Mesa           |
| Chris Hamilton, City of Avondale         | Ron Amaya, City of Peoria            |
| # Daymara Cesar for Thomas Chlebanowski, | Marshall Riegel, City of Phoenix     |
| Town of Buckeye                          | # Bill Birdwell, Town of Queen Creek |
| Mike Mah, City of Chandler               | Steve Ramsey for Bruce Dressel,      |
| Captain Burley Copeland, DPS             | City of Scottsdale                   |
| Jorge Gastelum, City of El Mirage        | Albert Garcia for Nicholas Mascia,   |
| * Jennifer Brown, FHWA                   | City of Surprise                     |
| Erik Guderian, Town of Gilbert           | Catherine Hollow, City of Tempe      |
| Debbie Albert, City of Glendale          | Ratna Korepella, RPTA                |
| Luke Albert, City of Goodyear            |                                      |

\*Members neither present nor represented by Proxy

+ Attended by Videoconference # Attended by Audioconference

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300.

Call For Projects: FY 2015 CMAQ funded projects, Request for Design Phase and Amendments to the FY 2011-2015 TIP													2/14/2013	
Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2013	BKY-Pave-1	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	215,000	12,996	227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-4	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I	Air Quality	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	No	220,000	13,298	233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-6	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	37,500	2,267	39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-Pave-1	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	50,000	3,022	53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-BikePed-1	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	167,000	10,094	177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	CVK-BikePed-1	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	320,000	19,343	339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MES-BikePed-1	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	146,500	8,855	155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-BikePed-1	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	99,000	5,984	104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-ITS-1-R	AVN15-461d	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	88,850	5,371	94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MES-ITS-1 R	MES15-461d	City of Mesa	Radio Communications Upgrade	ITS	Design: 4 access points per radio tower on 12 existing radio towers; total of 38 access points, and procure 40 remotes to support field device communications back to the radio towers.	3	NA	NA	No	35,080	2,120	37,200	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-1 R	PHX15-461d	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	108,000	6,528	114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-3 R	PHX15-463d	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	73,000	4,413	77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	SCT-ITS-3 R	SCT15-463d	City of Scottsdale	Highway Advisory Radio Deployment	ITS	Design: Highway Advisory Radio (HAR), 60 flashing advisory signs, fiber, and activation of existing elements.	101	NA	NA	No	38,000	2,297	40,297	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	TMP-ITS-1	TMP15-461d	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	36,000	2,176	38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-ITS-1 R	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	No	300,000	18,134	318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.
<b>Totals</b>											<b>\$ 1,933,930</b>	<b>\$ 116,897</b>	<b>\$ 2,050,827</b>	

**ATTACHMENT  
#5**

**Agenda Item #7**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 20, 2013

**SUBJECT:**

Review of Transportation Enhancement Projects in the MAG region and evaluation of proposed funding scenarios for the MAP-21 Transportation Alternatives Program.

**SUMMARY:**

Under MAP-21, a new Transportation Alternatives Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$6.2 million and \$6.8 million respectively. Under SAFETEA-LU, ADOT had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY2013 and FFY2014. Under MAP-21 the programs have sunset. However many of the activities from the TE and SRTS projects are eligible under MAP-21 TA program. Funding for the statewide TA program is substantially reduced from the previous levels and is now over-programmed. MAG has generated a programming scenario to address regional needs and to assist with the statewide over-programming.

ADOT is expecting to be able to cover all SRTS programmed projects statewide. The TE and SRTS projects additional costs will be addressed. The proposal includes a two step approach that includes short term and long term needs. In the short term MAG will program for unfunded projects phases for the currently selected FY2013 and FY2014 ADOT programmed TE projects, utilizing TA funding to ensure that the project is fully funded. The balance of the obligation authority for FY2013 and FY2014 will be loaned back to ADOT to address statewide needs for current TE programmed projects. For the long term needs, MAG will develop an evaluation method for project selection, hold a call for projects to program in FY2015, 2016, and 2017 this summer and will be amended into the next FY2014-2018 TIP pending approval by Regional Council in August 2013. Please see attachments.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Approval of the funding scenario for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. Approval will also assist with the statewide over-programming in FY2013 and FY2014. There is no guarantee that the federal program will be extended beyond FFY2014 if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to substantial change.

**CONS:** If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Project selection criteria has been fully addressed by ADOT and MAG technical advisory committees under SAFETEA-LU authorization.

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

**ACTION NEEDED:**

Approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, FY2010 RTP Update, and for inclusion in the Draft FY2014-2018 TIP, and Draft FY2014 RTP Update.

**PRIOR COMMITTEE ACTIONS:**

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with low budget amounts were reviewed and corrections are included in the current listing of project changes.

**MEMBERS ATTENDING**

- Charles Andrews, Avondale, Chairman
- Bret Anderson for Lupe Harriger, ADOT
- \* Jose Heredia, Buckeye
- Dan Cook, Chandler
- Bob Senita, El Mirage
- \* Tony Rodriguez,
- Gila River Indian Community
- \* Michael Gillespie, Gilbert
- Bob Darr, Glendale
- Hugh Bigalk, Goodyear
- \* Gino Turrubiates, Guadalupe
- # Daymara Cesar for Darryl Crossman,
- Litchfield Park

- Chris Plumb, Maricopa County
- Maria Deeb, Mesa
- \* James Shano, Paradise Valley
- Ben Wilson, Peoria
- Shane L. Silsby, Phoenix
- Janet Martin, Queen Creek
- \* Elaine Cabrera, Salt River Pima-Maricopa
- Indian Community
- Phil Kercher, Scottsdale
- Jason Mahkovtz, Surprise
- \* Shelly Seyler, Tempe
- \* Jason Earp, Tolleson
- \* Jim Fox, Youngtown

\*Members neither present nor represented by Proxy  
+ Attended by Videoconference # Attended by Audioconference

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300.

Table TA: Proposed changes to the FY2011-2015 Transportation Improvement Program

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	----	No	----	Bicycle	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	----	No	----	Safety	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	----	Bicycle	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000). Total construction project cost = \$ 1,384,889.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	----	No	----	Pedestrian	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.
Queen Creek	2013	QNC12-102D2	North Bank Queen Creek Wash: Hawes Rd and Ellsworth Phase 1	Design a one mile 8' wide multi-use path	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 24,131	\$ -	\$ 1,459	\$ 25,590	Amend: Add additional 25,590 TA-MAG funding. Design project split into two design phases.
Queen Creek	2013	QNC12-102D3	North Bank Queen Creek Wash: Hawes Rd and Ellsworth Phase 2	Design a one mile 8' wide multi-use path	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 37,392	\$ -	\$ 2,260	\$ 39,652	Amend: Add additional 39,652 TA-MAG funding. Design project split into two design phases.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.

Changes to TIP in Red

MAG Total \$ 5,683,237 \$ - \$ 343,525 \$ 6,026,762

Total year breakouts:	2013	TA-MAG	FY2013	\$ 2,005,373
	2014	TA-MAG	FY2014	\$ 3,677,863

# **ATTACHMENT #6**

**Agenda Item #8**

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 20, 2013

**SUBJECT:**

MAG Regional Programming Guidelines for Federal Transit Formula Funds And Project Application

**SUMMARY:**

After a continuous six month effort with the MAG Transit Committee, a set of guidelines has been drafted that outlines the region's programming priorities for Federal Transit Formula Funds .

The set of guidelines outlines the process for programming Federal Transit Funds in the region. It was developed in coordination with working group meetings and Transit Committee input through various phases of the development cycle. It includes the roles of the various agencies and the process of developing projects for inclusion in the Transportation Improvement Program. The programming priorities are outlined below. Please refer to Attachment 1 for the full guideline.

1. Provide services and improvements as required by law
  - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
  - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
  - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

In order to meet the deadline for development and approval of the Transportation Improvement Program, the competitive evaluation process under priority #9 listed above will be initiated prior to Regional Council approval of the Guidelines and Project Application. The call for project information and project application may be found on the MAG website here:

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: The Regional Programming Guidelines for Federal Transit Formula Funds integrates the needs and priorities of the region, funds the regional projects through the TLCP, sets a baseline allocation for preventive maintenance/operations, and apportions funds to be addressed through a competitive process both through 5307 and JARC.

The Project Application will provide the information necessary for the evaluation committee to make decisions about funding projects and addressing critical needs.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: MAG staff has worked closely with the Transit Committee to develop the guidelines and project application as presented. Staff will continue to work with RPTA, City of Phoenix and the member agencies to carry out the recommendations in the guideline.

POLICY: The Regional Programming Guidelines for Federal Transit Formula Funds provides a framework for programming transit federal funds in the MAG region. It addresses both regional and local priorities through coordination with RPTA, City of Phoenix and MAG member agencies.

**ACTION NEEDED:**

For information, discussion and possible action to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

**PRIOR COMMITTEE ACTIONS:**

On February 14, 2014, the Transit Committee voted to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application.

**MEMBERS ATTENDING**

- #ADOT: Nicole Patrick
- Avondale: Kristen Sexton for Rogene Hill
- \*Buckeye: Andrea Marquez
- Chandler: Dan Cook for RJ Zeder
- El Mirage: Sue McDermott
- \*Gilbert: Nicole Dailey
- Glendale: Matthew Dudley for Cathy Colbath, Chair
- Goodyear: Cato Esquivel
- Maricopa County DOT: Mitch Wagner
- Mesa: Jeff Martin for Jodi Sorrell

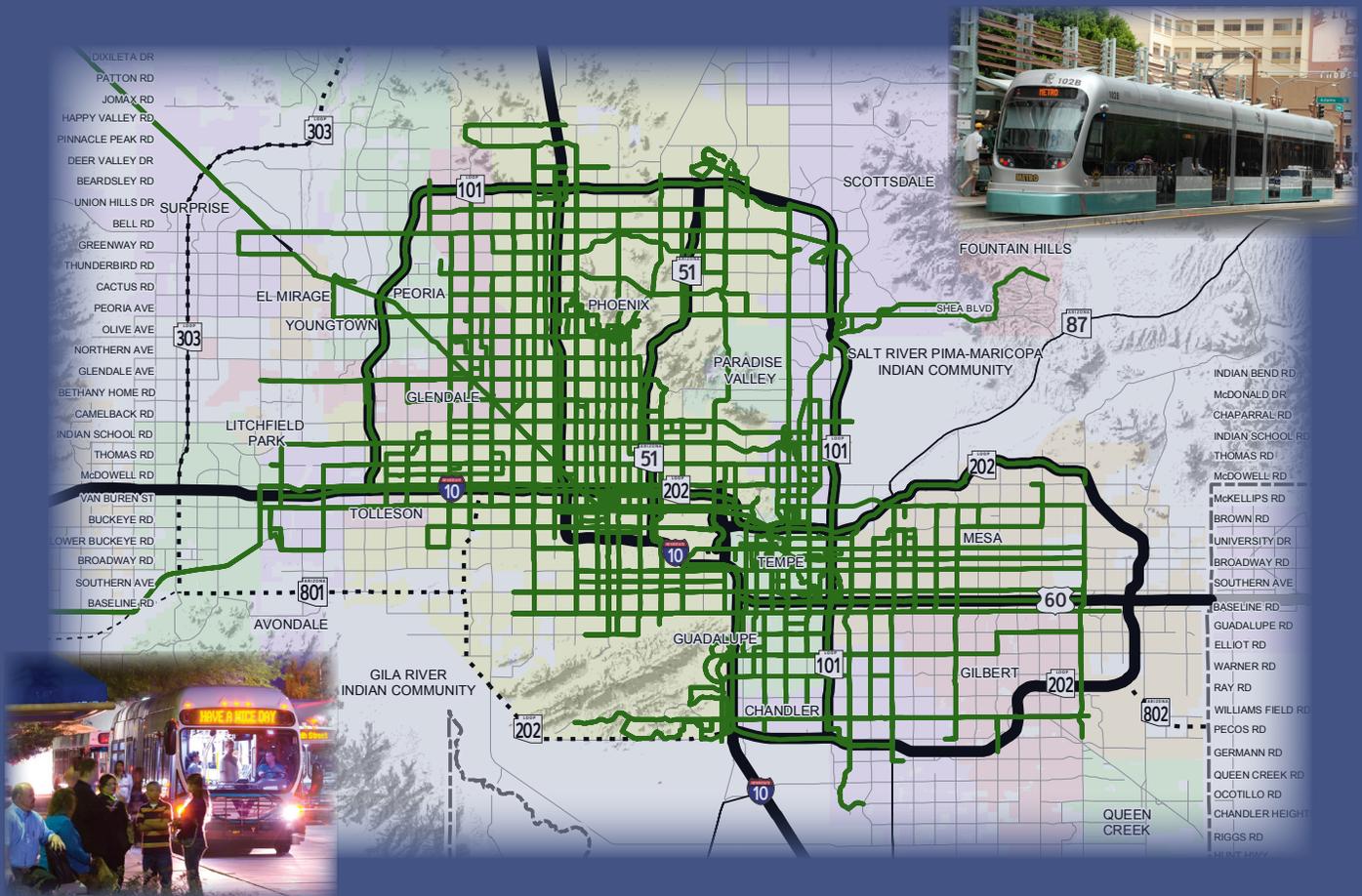
- Paradise Valley: Jeremy Knapp
- Peoria: Maher Hazine
- Phoenix: Ken Kessler for Neal Young
- \*Queen Creek: Vacant/proxy not present
- Scottsdale: Madeline Clemann, Vice Chair
- Surprise: David Kohlbeck
- # Tempe: Robert Yabes for Greg Jordan
- \*Tolleson: Chris Hagen
- Valley Metro: Wulf Grote
- Youngtown: Grant Anderson for Jim Fox

\*Members neither present nor represented by Proxy  
+ Attended by Videoconference # Attended by Audioconference

**CONTACT PERSON:**

Alice Chen, Transportation Planner II, (602) 254-6300.

# Regional Programming Guidelines for Federal Transit Formula Funds



February 2013

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## **100. GUIDING PRINCIPLES**

1. The MAG Regional Programming Guidelines for Federal Transit Administration (FTA) formula funds shall comply with all federal laws. The Guidelines will be reviewed and updated for compliance as new state and federal laws are adopted, or as deemed necessary by Regional Council.
2. The MAG Regional Programming Guidelines for FTA formula funds will incorporate policy direction, as appropriate, from Regional Council approved MAG Transportation Plans.
3. The MAG Regional Programming Guidelines for Federal Transit Formula Funds and changes to the Guidelines will be approved through the MAG Committee Process including the Transit Committee, the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see Appendix A: MAG Committee Structure Chart.
4. The MAG Regional Programming Guidelines for Federal Transit Formula Funds, including 5307, JARC, 5340, 5337-FGM, 5337-HI Bus, 5339(d)(2), CMAQ, STP-AZ, are applicable to federal formula funds received from the Federal Transit Administration, and flexed Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds from the Arizona Department of Transportation (ADOT).
5. The MAG Regional Programming Guidelines for FTA formula funds will abide by federal guidance regarding federal and local shares depending on funding and project type.
6. FTA formula funds will be used within the period of apportionment. Funds flexed from FHWA, have an extended period of availability, however due to the deficit at the federal level, it is the region's goal to follow the same guidelines as FTA formula apportionments and program them within the appropriate years.
7. Transit operators and recipients of federal funds are required to work with MAG and the City of Phoenix, the designated grant recipient, to submit information for the Transit Service Inventory Report/ Transit Asset Management Plan. The information is necessary to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process.
8. It is recognized that the Regional Public Transportation Authority (RPTA) is the agency designated to manage the Transit Life Cycle Program (TLCP).

## **200. PUBLIC TRANSPORTATION SUPPORTED BY THE REGION TRANSPORTATION PLAN**

### **201. Regional Transportation Plan**

The MAG Regional Transportation Plan (RTP) that was approved in 2003 established the Transit Life Cycle Program (TLCP) that is supported by the regional half-cent sales tax/public transportation fund (PTF), federal funds from transit formula accounts, farebox receipts, transit discretionary awards, and 'flexed' highway funds from Congestion Mitigation Air Quality (CMAQ) and state Surface Transportation Program (STP-AZ). Since the initial approval, the RTP has been updated several times.

### **202. Transit Life Cycle Program**

The TLCP is a 20 year (2006-2026) program that includes:

- Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit ).
- Construction and acquisition of high capacity and light rail transit corridors, including associated park and rides, transit centers, maintenance facility upgrades and vehicles.
- Regional transit expansion program: Expansion of regional public transportation service including capital, procurement, and operations.
- Regional Park and Rides identified from the 2000 Regional Park and Ride Study. Please note, locations and scopes may have been modified since 2000; no additional regional park and rides have been added.
- Regional Transit Centers as identified in the 2003 RTP. Please note, locations and scopes may have been modified since 2003; no additional regional transit centers have been added.
- Regional operations and maintenance facilities to support an expanded regional transit system, including new and upgraded bus facilities, paratransit facilities, rural and vanpool facilities.
- Local routes that are identified to turn into supergrid routes in the TLCP. Refer to the latest version of the TLCP for route detail.
- ADA service, which is the service required by the Americans with Disabilities Act (ADA) for all areas within ¼ mile of a fixed route; and alternative transportation services for ADA certified passengers.
- Bus stop improvements Safety and Security
- Intelligent Transportation System projects including fare collection and communication systems

The TLCP does not include:

- Operations for local routes
- Operations for light rail or other high capacity fixed guideway modes
- Operations for vanpool services

## ***DRAFT*** *MAG Regional Programming Guidelines for Federal Transit Formula Funds*

- Operations for non-ADA paratransit or alternative transportation services
- Preventive maintenance
- Expansion of local public transportation since 2003, including fleet purchase, replacements, and operations
- Expansion of non-ADA paratransit/dial-a-ride service since 2003, including fleet purchase, replacements, and operations
- Bike/Ped connections

### **300. TRANSPORTATION PROGRAMMING PRIORITIES**

1. Provide services and improvements as required by law
  - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
  - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
  - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Fund the Job Access Reverse Commute program using the process outlined in Section 703 Job Access Reverse Commute (JARC).
5. Support the Transit Life Cycle Program (TLCP) capital bus program
6. Support the TLCP capital facility program
7. Support the TLCP regional transit supergrid service
8. Support the other TLCP projects as the program is updated.
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

### **400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS**

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so 'phasing out' of the old methodology between FY2012 and FY2014.

## **DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a 'phase out' approach and use the May 25, 2011 approved preventive maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.
3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose utilize Operating Assistance in lieu of Preventive Maintenance.<sup>1</sup> This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

### **500. PROGRAMMING PROJECTS FOR A NEW MAG TRANSPORTATION IMPROVEMENT PROGRAM**

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially. **Please see for Appendix B for a typical schedule.**

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

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<sup>1</sup> Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

## **DRAFT** MAG Regional Programming Guidelines for Federal Transit Formula Funds

2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.
3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.
5. If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.

### **600. TRANSIT PROGRAM OF PROJECTS**

The Transit Program of Projects is a list of transit projects for a given fiscal year, that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule for MAG to move forward with a Transit Program of Projects is dependent on Congressional action. **Please Appendix B.**

### **700. REGIONAL COMPETITIVE EVALUATION PROCESS**

#### **701. PHOENIX-MESA-GLENDALE UZA**

The Phoenix-Mesa-Glendale UZA will conduct a Regional Competitive Evaluation Process to program remaining Federal Transit Funds. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee. **Please refer to Appendix B and Appendix C for detailed guidance on the evaluation criteria and application.** The application will be made available on the MAG website.

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than once a year. In the event it is necessary to program a balance of funds subject to FTA obligation and/or utilization deadlines, the Committee may recommend:

1. Funding additional projects submitted during the evaluation process but not initially chosen;
2. Increasing funding of awarded projects;
3. Allocating additional resources to regional Preventive Maintenance;

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4. Other options subject to MAG Regional Council Approval.

### 702. AVONDALE-GOODYEAR UZA

The utilization of Avondale-Goodyear (AVN-GDY) UZA Federal Transit Funds will be discussed during working group meetings comprising members of the AVN-GDY UZA. The interested members will conduct a sub-regional discussion with general guidelines and adhering to Arizona Open Meeting Laws under A.R.S. § 38-431. Recommendations from the working group would be reviewed by the Transit Committee and forwarded to MAG Regional Council for approval. Additional guidelines may be evaluated and established as the UZA's Transit planning and network becomes more established.

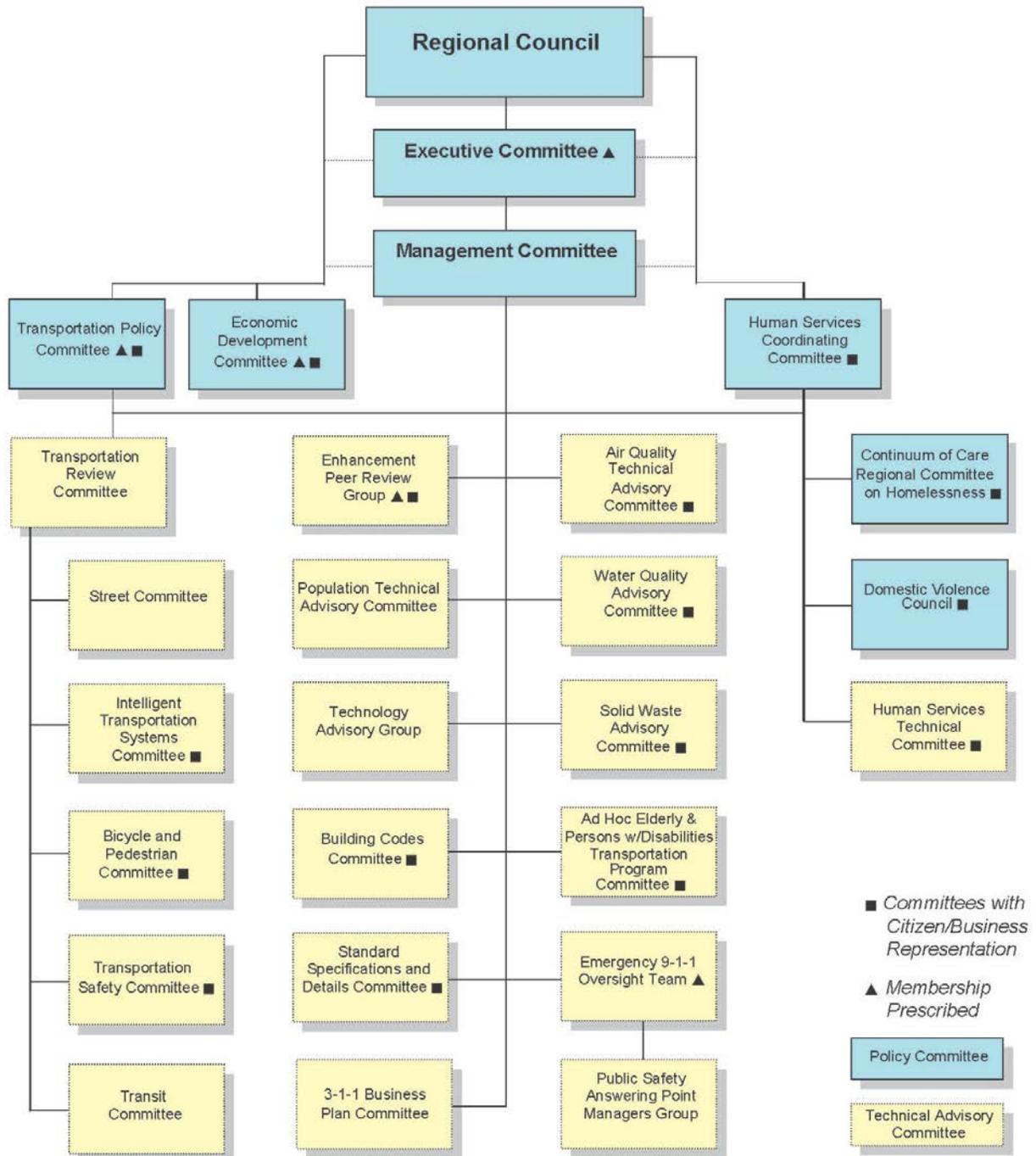
### 703. JOB ACCESS REVERSE COMMUTE (JARC)

Under SAFTEA-LU, the MAG region was allocated \$1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds.

JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

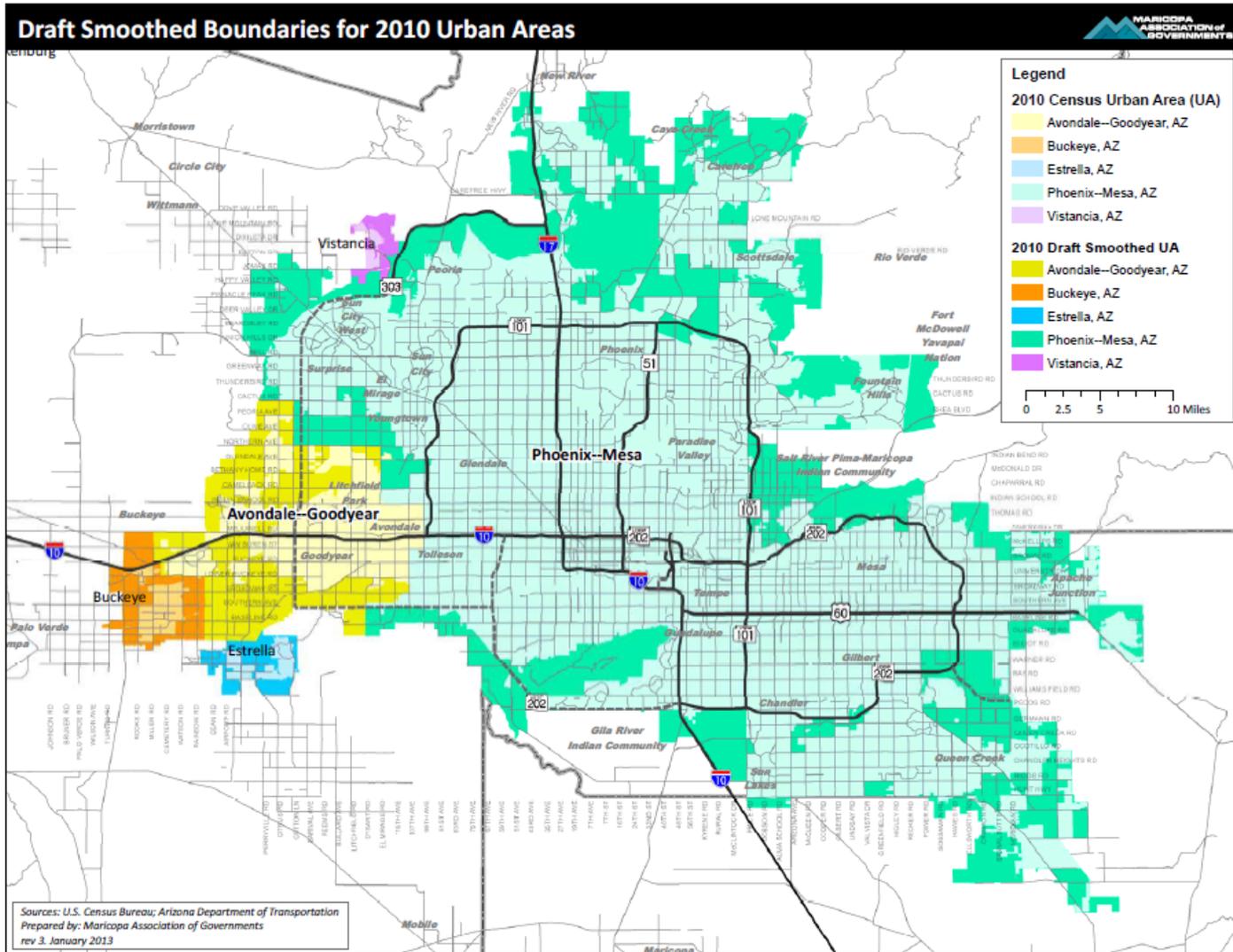
1. For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 - 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.
2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.
3. In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.

## Appendix A: MAG COMMITTEE STRUCTURE CHART



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## Appendix B: MAG DRAFT SMOOTHED URBANIZED AREA



## Appendix C: TRANSIT PROGRAMMING CYCLE

<b>Transit Programming Process</b>	
<b>Typical Schedule</b>	
<b>2012</b>	
June	Send Transit Service Inventory/Transit Asset Management Plan workbook to agencies and transit operators.
August	<b>DUE DATE</b> for Transit Service Inventory Workbook/Transit Asset Management Plan submittal
September	MAG Transit Committee
October	Transit Service Inventory Report Available
	TLCP project listing and funding are submitted to MAG.
November	MAG conducts analysis of TLCP funding requirements, baseline Preventive Maintenance funding and available funds for regionally competitive projects.
December	MAG Committees as need
<b>2013</b>	
January	MAG Committees as need
February	MAG Transit Committee – Regional competitive process initiated
March	Potential projects qualifying information and applications due
	MAG Transit Committee reviews initial submittals
	Applications sent to ad-hoc evaluation committee
April	Ad –hoc evaluation committee provides initial ranking to MAG
	Ad –hoc evaluation committee meets to evaluation project during interview process
May	Transit Committee to review and recommend projects
	MAG TRC, TPC, Management, RC for approval
June	MAG Committees as need, public input
July	MAG Committees as need, public input
August	MAG TIP and RTP Approved

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Appendix D: TRANSIT ACCESSIBILITY EVALUATION CRITERIA

**Performance Based**

Goal		Possible Metrics	Points Available
1	Improve access to the riders	a) Measured by LOS on Roadway	3
		b) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project	3
		c) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project	3
		d) Traffic count	3
2	Improve system connectivity and system	a) Connecting different modes	3
		b) Addresses missing link in the system	3
		c) Routes impacted	3
		d) Individuals Impacted	3
3	How it relates to land use	a) Supports transit accessible Land Use goals and infrastructure	3
		b) Support complete streets principles	3
4	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			<b>40% Weight</b>

**Equitable / Title VI /Special Needs**

Goal (As Stated in the NOFA)		Possible Metrics	Points Available
5	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/2 miles (low,med,high)	3
		b) Percentage Non-drivers within 1/2 miles (low,med,high)	3
		c) Percentage Senior Citizens within 1/2 miles (low,med,high)	3
		d) Percentage Persons with disabilities within 1/2 miles (low,med,high)	3
		e) number of driver licenses (low,med,high)	3
		f) minority population within 1/2 miles (low,med,high)	3
		g) ADA compliance	5
		h) Population analysis - human services	5
			<b>30% Weight</b>

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**Safety - keep general until FTA guidance comes out**

Description		Possible Metrics	Points Available
6	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
7	Directly addresses transit crime concerns including bike and pedestrian	a) Nice to have/ Will need to be addressed at one point/High Priority	3
8	Directly addresses pedestrian and bicyclists traffic safety concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
9	Improves security of the transit location	a) Nice to have/ Will need to be addressed at one point/High Priority	3
<b>20% Weight</b>			

**Other Considerations**

Description		Possible Metrics	Points Available
10	Committee Reading Score Ranking	Rank of the project relative to others	
11	Local Commitment	a) Match %>=30%	2
		b) Match %>=60%	2
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
<b>10% Weight</b>			

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Appendix E: STATE OF GOOD REPAIR EVALUATION CRITERIA

**Performance Based**

Description		Possible Metrics	Points Available
1	The age relative to its useful life.	a) Almost Met Useful life b) Met Useful life c) refurbishment (higher rating)	3 3 3
2	The project is critical to the type of service it provides, whether it is bus replacement, midlife rebuilt, parts replacement or facility maintenance issue.	a) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project b) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Cost of project/requested funding relative to individuals served d) increases lifecycle of product e) Routes impacted f) Individuals Impacted	3 3 3 3 3 3
3	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			<b>40% Weight</b>

**Equitable / Title VI /Special Needs**

Description		Possible Metrics	Points Available
4	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/4 miles walking distance b) Percentage Non-drivers within 1/4 miles walking distance c) Percentage Senior Citizens within 1/4 miles walking distance d) Percentage Persons with disabilities within 1/4 miles walking distance e) Is it within 1/4 mile of a school walking distance	3 3 3 3 3

**Safety**

Description		Possible Metrics	Points Available
5	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
6	Directly addresses transit crime concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
<b>20% Weight</b>			

**Other Considerations**

Description		Possible Metrics	Points Available
7	Committee Reading Score Ranking	Based on number of projects available.	
8	Local support is demonstrated by availability of local match and letters of support for the project.	a) Match %>=30%	2
		b) Match %>=60%	2
		c) price reasonability	3
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
<b>10% Weight</b>			

## Appendix F: APPLICANT RESOURCES

**Census 2010** – For data related to Census 2010: <http://2010.census.gov/2010census/#>

**Human Services Coordination Plan** – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: [http://www.azmag.gov/Documents/EaPWD\\_2012-05-01\\_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf](http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf)

**Job Access Reverse Commute (JARC)** – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: [http://www.fta.dot.gov/13093\\_7172.html](http://www.fta.dot.gov/13093_7172.html)

**MAG- 21** – Updates to MAP-21 as provided by the Federal Administration can be found here: <http://www.fta.dot.gov/map21/>

**MAG Population Data** – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. [http://azmag.gov/Information\\_Services/default.asp](http://azmag.gov/Information_Services/default.asp)

**MAG Transit Committee** – For upcoming agenda items and additional resources, view the MAG transit committee web site: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

**MAG Transportation Improvement Program** – <http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation>

**MAG Urbanized Areas** – To view the draft maps of the smoothed Urbanized Areas: [http://www.azmag.gov/Documents/TIP\\_2012-12-04\\_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf](http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf)

**Transit Operators Eligible for Operating Assistance** – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: [http://www.fta.dot.gov/documents/Table\\_3-A\\_Revised\\_12-7-12.xlsx](http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx)

## Appendix G: GLOSSARY OF TERMS

**A.R.S. § 38-431** – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

**Applicant/Designated Recipient (for this application only)** – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the “Applicant” to the FTA and the designated recipient of the awarded funds.

**Asset Management** – A system that includes functionality for:

1. Storing a complete asset inventory;
2. Recording condition and performance data for the inventory;
3. Identifying deficiencies in existing assets;
4. Providing decision support capability for predicting future conditions and needs;
5. Tracking data on work accomplishments, including maintenance actions and capital projects; and
6. Supporting monitoring and reporting.

**Competitive Selection Process** – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

**Designated Recipient** – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

**Federal Share** – amount of funds being requested as part of the grant application.

**FTA** – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

**Local Share** – the amount of funds the sponsoring local agencies will invest in the project.

**MPO** – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

**MAP-21** - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

**Subrecipient** (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

**State of Good Repair** – Projects that emphasizes one or more of the following concepts:

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1. Maintaining rolling stock and infrastructure as needed;
2. Performing maintenance, repair, rehabilitation and renewal; and/or
3. Reducing or eliminating an agency's backlog of unmet capital needs.

**Transit Accessibility** – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.