

October 15, 2014

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 23, 2014, 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 Alex Oreschak 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 August 21, 2013 all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership based on the attendance of the three (3) previous MAG TRC meetings. 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 Alex Oreschak at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

| | COMMITTEE ACTION REQUESTED |
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| <p>1. <u>Call to Order</u></p> <p>For the October 23, 2014 meeting, the quorum requirement is 13 committee members.</p> | |
| <p>2. <u>Approval of Draft September 25, 2014 Minutes</u></p> | <p>2. Approve Draft minutes of the September 25, 2014 meeting.</p> |
| <p>3. <u>Call to the Audience</u></p> <p>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.</p> | <p>3. For information and discussion.</p> |
| <p>4. <u>Transportation Director's Report</u></p> <p>Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.</p> | <p>4. For information.</p> |
| <p>5. <u>Consent Agenda</u></p> <p>Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.</p> | <p>5. Recommend approval of the Consent Agenda.</p> |
| CONSENT AGENDA* | |
| <p>*5A. <u>2014 Annual Report on the Status of the Implementation of Proposition 400</u></p> <p>Proposition 400 was approved by the voters of Maricopa County in November</p> | <p>5A. For information and discussion.</p> |

2004, and authorized the extension of a half-cent sales tax for use on transportation projects in the MAG Regional Transportation Plan. A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400, addressing factors such as project status, funding, and priorities. The 2014 Annual Report is the ninth report in the series and covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website. Please refer to the enclosed material.

*5B. Acceptance of the Central Phoenix Transportation Framework Study

The Central Phoenix Transportation Framework Study was recently completed to identify the long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, and west, and the Gila River Indian Community on the South. Since beginning the study in 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, and Valley Metro/RPTA. Through stakeholder meetings, geographic dialogues, two planning charettes, and fourteen Planning Partner events, the project has identified varying transportation opportunities to meet future travel demand and thereby inform development of the NextGen Regional Transportation Plan. During the tenure of this project, study findings have been used to launch other major planning efforts for Metropolitan Phoenix, including the Southeast Corridor Major Investment Study, MAG's COMPASS (Corridor Optimization, Access Management Plan, and Systems Study) initiatives for US-60/Grand Avenue and 99th Avenue, the MAG Managed Lanes Network Development Strategy, and the

5B. Recommend acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans.

Interstate 10/Interstate 17 Corridor Master Plan. The Transportation Review Committee received its final briefing on this project on Thursday, September 25, 2014, as well as a companion effort in association with the City of Phoenix for the Downtown Phoenix Core Connections and Operations Study.

*5C. Arterial Life Cycle Program Status Report – May 2014 through September 2014

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between May 2014 and September 2014. This is the program's twentieth status report and the first published in FY 2015. Please refer to the enclosed material.

5C. For information and discussion.

ITEMS TO BE HEARD

6. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. September 12, 2014, the State Transportation Board recommended approval, on September 18, 2014, the Regional Public Transportation Authority

6. Approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline 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.

recommended approval, and on September 25, 2014, the Maricopa County Board of Supervisors recommended approval of the proposed major amendment. The next step in the Major Amendment process is to hear the proposed amendment for approval at MAG. Please refer to the enclosed material.

7. Recommendation of Projects for FY 2015 Traffic Signal Optimization Program (TSOP)

On September 3, 2014, MAG announced a request for new projects for the FY2015 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is \$300,000. A total of fourteen project applications were received. On October 7, 2014, the MAG ITS Committee reviewed all applications and recommended nine (9) of the proposed projects, plus two additional projects that would involve performing before-and-after evaluations and a workshop to provide training on traffic signal timing software. The execution of these projects would help improve traffic signal coordination along a number of major arterial corridors in addition to freeway-arterial coordination in the I-10 corridor. The total estimated cost for all eleven (11) projects is estimated to be \$303,000. The additional \$3000 required will be met by remaining TSOP funds carried over from FY2014. All projects will be carried out using MAG on-call consultants. Please refer to the enclosed material for a listing of TSOP projects recommended for funding by the ITS Committee.

8. Southeast Valley Transit System Study

Marc Pearsall of MAG and Jorge Luna of Valley Metro will present an update on the ongoing Southeast Valley Transit System

7. For information, discussion and possible action to: (1) recommend the list of TSOP projects for FY2015 (see enclosed material).

8. For information and discussion.

Study(SEVTSS).

The SEVTSS commenced in early Spring 2014 as the third of three sub-regional transit studies, and is co-managed by MAG and Valley Metro. The purpose is to identify efficiencies and service gaps for existing and future transit services, optimize existing services, identify current unmet needs, and address changing study area conditions. The final report will develop recommendations for addressing short-, mid-, and long-term transit needs and investigate funding strategies and partnership opportunities. This update will focus on community outreach for Fall 2014/Spring 2015, and recent transit optimization task-work, travel patterns and market analysis. Please refer to the enclosed material for additional information.

9. Federal Highway Administration (FHWA) Program Overview and Estimated Funding Levels for the MAG Region

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). This surface transportation Authorization Act expired on September 30, 2014. A Continuing resolution was signed in September 2014, funding transportation projects through December 11, 2014. An update will be provided on the prior year, FY2015 apportionments expected, and if available regional and state funding levels will be presented.

10. 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.

9. For information and discussion.

10. For information and discussion.

11. Member Agency Update

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.

12. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, December 4, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information.

12. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

September 25, 2014

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

MEMBERS ATTENDING

| | |
|---|-------------------------------------|
| Avondale: David Fitzhugh, Chair | Litchfield Park: Woody Scoutten |
| Phoenix: Rick Naimark, Vice Chair | *Maricopa (City): Paul Jepson |
| ADOT: Floyd Roehrich | Maricopa County: John Hauskins |
| Buckeye: Scott Lowe | #Mesa: Jeff Martin for Scott Butler |
| *Cave Creek: Ian Cordwell | *Paradise Valley: Jim Shano |
| Chandler: Dan Cook | Peoria: Andrew Granger |
| El Mirage: Jorge Gastelum | *Queen Creek: Mohamed Youssef |
| Fountain Hills: Randy Harrel | Scottsdale: Paul Basha |
| *Gila Bend: Ernie Rubi | Surprise: Mike Gent |
| Gila River Indian Community: Tim Oliver | Tempe: Shelly Seyler |
| Gilbert: Leah Hubbard | Valley Metro: John Farry |
| Glendale: Debbie Albert | #Wickenburg: Vince Lorefice |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson |

EX-OFFICIO MEMBERS ATTENDING

| | |
|---|---|
| *Street Committee: Dana Owsiany, City of Phoenix | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| *ITS Committee: Catherine Hollow, City of Tempe | * Transportation Safety Committee: Renate Ehm, City of Mesa |
| #FHWA: Ed Stillings | |
| * Members neither present nor represented by proxy. | + - Attended by Videoconference |
| | # - Attended by Audioconference |

OTHERS PRESENT

| | |
|---------------------|-------------------------------------|
| John Bullen, MAG | Kristin Myers, Town of Gilbert |
| Alice Chen, MAG | Christine McMurdy, City of Goodyear |
| Bob Hazlett, MAG | Erika McCalvin, FMYN |
| Roger Herzog, MAG | Martin Lucero, City of Surprise |
| Chaun Hill, MAG | Charlene Neish, City of Tempe |
| Teri Kennedy, MAG | Art Brooks, Strand and Associates |
| Alex Oreschak, MAG | Bill Cowdrey |
| Steve Tate, MAG | Steve Jimenez, Stanley |
| Julie Walker, MAG | Dan Marum, Wilson & Company |
| Eileen Yazzie, MAG | Randall Overmyer, CK Group |
| Steve Beasley, ADOT | Paul Ward, Award Consulting |
| Kwi-Sung Kang, ADOT | Steve Wilcox, AECOM |

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:01 a.m. Chairman Fitzhugh noted that the quorum requirement for the September 25, 2014 TRC meeting was 13 committee members.

2. Approval of Draft July 31, 2014 Minutes

Mr. Rick Naimark from the City of Phoenix motioned to approve the minutes. Mr. Grant Anderson from the Town of Youngtown seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson noted that sales tax revenue in August 2014 increased 4.8% over August 2013, and that sales tax revenues had increased 3.8% year-to-date. Mr. Anderson explained that projections for sales tax revenue growth were estimated at 5.8% year over year, but that such an increase would still result in sales tax revenues lower than the peak in 2007. Mr. Anderson informed the committee that Highway User Revenue Fund (HURF) revenues had increased 0.6% in August 2014, while the projected HURF revenue growth was 2.3% year-over-year. Mr. Anderson announced that the South Mountain Freeway Final Environmental Impact Statement was uploaded to ADOT's website the week of September 15, 2014, and was published in the federal register the week of September 22, 2014. The record of decision is expected by the end of 2014 or in early January 2015.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A – Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan, 5B – ADOT LPA Training, and 5C – Pedestrian and Bicycle Facilities Design Assistance. Chairman Fitzhugh asked the Committee if there were any questions or comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. Dan Cook from the City of Chandler moved to recommend approval. Mr. Naimark seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

5A. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, approved the FY 2015 MAG Transportation Alternatives (TA) Non-infrastructure Safe Routes to School Projects.

5B. ADOT LPA Training

The MAG Transportation Review Committee, by consent, approved the ADOT Red Letter Process.

5C. Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Transportation Review Committee, by consent, approved the MAG Federally Funded PM-10 Street Sweeper Policy Revision.

6. MAG Bicycles Count Project

Chairman Fitzhugh invited Mr. Alex Oreschak from MAG to present on the MAG Bicycles Count Project.

Mr. Oreschak explained that the action requested from the committee was to recommend acceptance of the MAG Bicycles Count project final report. Mr. Oreschak noted that the MAG Bicycle and Pedestrian Committee previously recommended acceptance of the final report on September 16, 2014. Mr. Oreschak explained that bicycle count data collection is needed because there is a lack of data available; the few available resources, such as U.S. Census commute data, the National Household Travel Survey, and some bike-on-bus data from Valley Metro do not show a complete picture of bicycling in the region.

Mr. Oreschak thanked the consultant team (Chen Ryan Associates, Wilson & Company, TRA, Inc., and Coffman Studio) for their work on the project and the final product. Mr. Oreschak explained that the study lasted 18 months, from February 2013 to June 2014, and had multiple components: determining the ideal methodology to conduct the counts, identifying where the counts would occur, collecting the data, analyzing the data, preparing a final report, and setting the foundation for future counts.

Working with the MAG Bicycle and Pedestrian Committee, two count methodologies were selected for the study. Manual counts were conducted at 84 locations during two hour peak periods. In addition to counting bicyclists at intersections, these counts identified whether people were riding on the sidewalk or in the street, and whether individuals were riding in the wrong direction. Temporary automated counts, using pneumatic tube technology, were conducted at 44 locations in October and November 2013. These counts collected two weeks of continuous, 24-hour data. Combined, the 128 count locations covered a broad cross-section of the region.

One of the primary findings of the project was that off-street paths generally experienced higher average hourly bike volumes compared to bike lines and roadways with no bike lanes. Another key finding was that between 30% and 94% of cyclists in the region were observed riding on the sidewalk at the 84 manual count sites. Mr. Oreschak noted that the wide variation in sidewalk riding percentages was directly related to the roadway characteristics: sidewalk riding was highest on streets with six vehicle lanes, no bike lanes, and right-turn pockets at intersections.

Mr. Oreschak displayed two graphs indicating bike volumes by time of day, and noted that during weekdays, there was a morning and evening peaking effect on bike paths and bike lanes, which was indicative of commuting trips. On the weekends, peak patterns occurred in the morning, around 10:00 a.m., for bike paths and bike lanes, which is consistent with what is seen throughout the country. Mr. Oreschak noted that data on average daily bicycle volumes indicates similar weekday volumes between bike paths and bike lanes, and higher weekend volumes on bike paths as compared to bike lanes.

Mr. Oreschak explained that there are many potential uses for bicycle volume data. The data can be used to analyze regional bicycle trends over time, to understand how bicycle mode use varies by type of facility, and to calculate cycling-related emissions reductions in air quality analysis. The data can also be incorporated into the transportation planning process and transportation safety studies, to perform before-and-after counts when new bike facilities are built, and to improve the evaluation of project applications.

Mr. Oreschak outlined how MAG plans to continue collecting data in the future. In 2014 and 2015, MAG will use pneumatic tube technology to continue conducting temporary automatic counts at the same 44 locations included in the MAG Bicycles Count project. Mr. Oreschak noted that MAG will also work with member agencies to coordinate manual counts to supplement the automatic counts, and explained that the City of Tempe was a good template for conducting manual counts. In Tempe, the Tempe Bicycle Action Group coordinates yearly manual bike counts, and shares the collected data with the city.

An additional component of future data collection will be a new initiative by MAG to loan pneumatic tube counters to MAG member agencies for their use at additional sites beyond the 44 locations MAG will be analyzing. This equipment will likely be available beginning in January 2015. Mr. Oreschak also encouraged member agencies to install permanent bike counters with new projects, and to retrofit older facilities with permanent bike counters. For example, Mesa has installed two permanent bike counters at locations along the Consolidated Canal.

Mr. Oreschak concluded his presentation by providing the committee with information on where MAG would be installing temporary bike counters in 2014 and 2015, with the first installations scheduled for September 29, 2014.

Chairman Fitzhugh thanked Mr. Oreschak for his presentation. Mr. John Hauskins from Maricopa County asked if it would be appropriate to install a permanent counter when an agency has a new bicycle lane project. Mr. Oreschak replied that new projects would be a good opportunity to install permanent bike counters.

Mr. Cook indicated that a previous slide showed a range of people riding on sidewalks between 30% and 94%. Mr. Cook asked if this range was dependent on the type of facilities – i.e. highway vs arterial street. Mr. Oreschak replied that the range is highly dependent on the roadway characteristics – bike lane on the road, right turn lanes, and number of travel lanes. Mr. Oreschak noted that the full report breaks down the variation by type of roadway.

Chairman Fitzhugh noted that volumes on 107th Avenue at Thomas Road in Avondale seemed

high, and that while Avondale did not have any hard evidence to dispute the numbers, Chairman Fitzhugh wanted to bring this to the attention of MAG staff. Chairman Fitzhugh also asked Mr. Oreschak who committee members should contact if they had questions about the final report or the data. Mr. Oreschak replied that he could be contacted for any questions or issues with the report or data. Mr. Oreschak also noted that MAG would be conducting data collection at all 44 locations, including 107th Avenue and Thomas Road, over the next two years, and that with three years of data, it would be easier to identify outliers or anomalies.

Mr. Hauskins moved to recommend acceptance of the MAG Bicycles Count project Final Report. Mr. Grant Anderson seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. FY 2015 Regional Freeway and Highway Program Update

Chairman Fitzhugh invited Mr. Bob Hazlett from MAG to present on the FY 2015 Regional Freeway and Highway Program Update.

Mr. Hazlett noted that the Regional Transportation Plan (RTP) was adopted in 2003 and that Proposition 400 was passed in 2004. The Regional Freeway and Highway Program was authorized to begin in 2006, through 2026. Mr. Hazlett noted that the initial cost opinion from ADOT for the program was \$8.1 billion. During the recession in 2007-2008, the cost opinion increased to \$15.9 billion. In 2009, the program was rebalanced back down to a \$9.4 billion cost opinion, and an additional \$300 million was rebalanced out of the program in 2012. Today, the cost opinion for the program stands at \$8.9 billion.

Mr. Hazlett explained that the program is approximately half completed. A number of significant projects have been accomplished by ADOT, MAG, and FHWA. Completed new corridors include Loop 303 from I-10 to US-60, a 13 mile segment of Loop 303 north of US-60, and the first mile of SR-24 in Mesa. Many widenings were completed on US-60/Superstition, I-17, Loop 101, I-10, SR-51, and Loop 202, including HOV lane additions. Mr. Hazlett noted that the MAG region now has the fourth largest HOV network in the country. A major reconstruction of Grand Avenue was also completed, with the corridor now timed for a 45 mph speed limit. Four direct HOV connections were added at SR-51/Loop 101, Loop 101/Loop 202, I-10/Loop 202 and Maryland Ave/Loop 101, making the MAG region's direct HOV ramp network the largest in the country.

Mr. Hazlett noted that 375 general-purpose lane miles have been opened out of the 720 general-purpose lane miles in the program, and 215 of 360 HOV lane miles have been opened, making the program 54% complete.

Mr. Hazlett overviewed the remaining projects in the program through 2026. These include the final stretch of Loop 303, with interchanges at El Mirage Road and Grand Avenue, additional widening of Loop 101/Pima-Price and Loop 202/Red Mountain widening, and improvements to I-10 and I-17 as a part of the I-10/I-17 Corridor Master Plan. New facilities include the Loop 202 South Mountain Freeway and Loop 303 from I-10 to MC-85. On Grand Avenue, intersection improvements are planned at Bell Road, and Thunderbird Road-Thompson Ranch Road.

Mr. Hazlett explained that the program has expended approximately \$3.6 billion since 2006, with an additional \$400-\$500 million for Loop 303 not included in that total. Between 2015 and 2019, total expenditures will increase to \$5.3 billion, as these years include the heaviest period of construction in the program. Mr. Hazlett noted that there will still be more projects completed after 2019, including the I-10/I-17 Corridor projects, which will bring total expenditures to \$8.9 billion by 2026. Mr. Hazlett noted that the next step is to re-evaluate the program, with an October 2014 workshop to identify cost savings and unspent revenue in the program, with the next update provided to the MAG committees in January 2015.

Ms. Leah Hubbard from the Town of Gilbert asked who would be at the October workshop, and whether member agencies would be invited. Mr. Hazlett noted that the workshop would include ADOT, FHWA, and MAG would be there, and not member agencies. Mr. Eric Anderson noted that the workshop was more of an internal housekeeping meeting, and that the next step after that workshop would be to meet with the member agencies,

Mr. Grant Anderson asked whether the program monies were restricted for highway uses, and asked if the money could be moved into other programs, such as light rail or bicycle and pedestrian projects. Mr. Hazlett noted that it was unlikely that the money could be moved to other programs, as much of the funding is specifically earmarked for the highway program, both federally and with Proposition 400.

Mr. Scott Lowe from the City of Buckeye asked about the widening of I-10 in the west valley, and whether that was still included in the program. Mr. Hazlett noted that this corridor was part of the RTP, but was pushed out to the unfunded Phase Five of the program during rebalancing, so the corridor improvements would not be funded as part of Proposition 400. Mr. Hazlett explained that the main criteria for bringing projects back into the program is “last out, first in.” Mr. Hazlett noted that a lot of things had changed since 2009, and that MAG would take a look at whether projects could be brought back into the program. Mr. Cato Esquivel from the City of Goodyear asked if SR-30 should be on the map. Mr. Hazlett noted that SR-30 was also pushed out to the unfunded Phase Five.

Ms. Hubbard asked if there were examples of the cost savings that have occurred in the program. Mr. Hazlett noted that some savings were captured in the 2012 RTP update, but that MAG needed to work with ADOT to identify all of the cost savings. Mr. Hazlett noted as an example that, in most projects, there has been a value analysis to see where cost savings could occur, and that MAG would work with ADOT to get the cost savings documented.

8. Outcome of the Central Phoenix Transportation Framework Study

Chairman Fitzhugh invited Mr. Bob Hazlett from MAG to present on the Outcome of the Central Phoenix Transportation Framework Study.

Mr. Hazlett noted that this would be the last presentation given for this study, and that this presentation was also given to the MAG Transportation Policy Committee previously. Mr. Hazlett noted that the study was a comprehensive look at transportation options within the boundaries of SR-101, and that the study would inform future transportation planning efforts. Mr. Hazlett informed the committee that this study was one of a series of framework studies

MAG has undertaken recently, covering topics such as the I-10/Hassayampa Valley, I-8 and I-10/Hidden Valley, Regional Transit, Freight Transportation, and Sustainable Transportation and Land Use Integration Study (STLOIS). These framework studies are meant to inform the MAG and local agency planning processes. Mr. Hazlett explained that the Central Phoenix Transportation Framework reviewed the existing foundation of transit, bicycle and pedestrian, arterial and intersection, and freeway/arterial intersection and link facilities. Through the study, over 200 possible projects were identified. Most project opportunities were the result of multiple meetings with the public, stakeholders, and member agency staff. Charette workshops were utilized to help identify what projects made the most sense. Every project was catalogued and categorized.

Mr. Hazlett noted that it became apparent during the study that it would make sense to categorize the proposed improvements into 12 subcategories: improvement strategies, “Spine Corridor,” freeway system plan, SR-30 corridor extension, DHOVs and park-and-rides, DHOVs, ATM deployment, roadway maintenance, freeway interchange options, arterial improvement strategies, transit improvement concepts, and pedestrian/bicycle concepts.

Mr. Hazlett highlighted a few projects from the study. SR-30 was identified to connect from SR-202/South Mountain to I-17 in central Phoenix. Mr. Hazlett noted that even with the construction of Avenida Rio Salado, there was still a need to relieve demand from I-10. An extension of SR-30 would help regional traffic and help southwest Phoenix with economic growth by connecting to downtown Phoenix and Sky Harbor International Airport.

Mr. Hazlett explained that direct high occupancy vehicle (DHOV) ramps were considered to create better access for buses and carpoolers to directly access the HOV lanes. The study identified that if more DHOVs existed on the system, carpoolers and buses could have better opportunities to avoid GP lanes, and could increase maneuverability on the system. The study identified 13 candidate DHOVs throughout the region, and the consultant also provided some overviews of how DHOVs could fit in to the street grid. Mr. Hazlett provided an example of a potential DHOV at I-17 by MetroCenter Mall, and how the ramps could integrate with the extension of light rail. Mr. Hazlett noted that the study reviewed case studies of best practices for park-and-ride facilities with transit on the freeway system in San Diego, Denver, and Seattle. The study established a background for development and character of such facilities in the region.

The study also analyzed growing maintenance and operations needs throughout the region. Mr. Hazlett noted that, on the freeway system alone, 38.6% of maintenance and operations needs were unfunded, and in the central Phoenix study area, 38.7% of the maintenance and operations needs were unfunded. The study included an overview of local agency operations and maintenance, as well as known bottlenecks in the system. One question to arise from the study is whether there should be a distinction to identify some surface street improvements as regionally significant. Mr. Hazlett explained that the study also analyzed arterial improvement strategies, such as railroad crossing grade separations, of which nine locations were determined as feasible opportunities

Mr. Hazlett informed the committee that all the information from the study summarized in a brochure, and that it was important to note that the Central Phoenix Framework helped inform

other projects such as Grand Avenue COMPASS, 99th Ave COMPASS, Managed Lanes, the I-10/I-17 Near-Term Improvements, arterial corridor improvements, and inner loop micro-simulation, along with the STLUIS study.

Mr. Hazlett explained that one significant project out of the Central Phoenix Framework Study was the Downtown Phoenix Core Connections and Operations Study, which analyzed special topics related to downtown: one way versus two way streets, restriping roadways for bike lanes, the future of Central Avenue, a potential new turnaround for light rail, modifications to even management, complete streets, and parking strategies. Mr. Hazlett noted that downtown Phoenix is a major source of events, a hub of transit operations, and home to a lot of people, and that there is a desire to see more livable streets in downtown. The study recommends a number of improvements over a short-term (one to five years), mid-term (six to ten years), and long-term (ten plus years) time period.

Mr. Cook commented that MAG and the consultants did a wonderful job, delivered great outcomes, and set a nice vision for the study area. Mr. Cook noted that some ideas presented in this study could also be applicable in the outer reaches of the metro area, such as the DHOV ramps and transit facilities, and that DHOVs are great additions to the system. Mr. Grant Anderson asked if events in the west valley, such as in Glendale, were looked at to see the impacts they would have in the future. Mr. Hazlett noted that the the west valley was looked at, specifically the stadium district in Glendale. Mr. Hazlett noted that the study discussed the DHOV lane at Maryland and the 99th Avenue COMPASS study looking further at the west valley, and that there are opportunities to consider as transit and carpools are expanded that can improve flexibility and reliability in the system.

Mr. Naimark noted that this study is a great example of thinking differently about the transportation network and really integrating all the elements in an important way. Mr. Naimark highlighted the DHOV ramps and their advantage to avoiding getting stuck in non-HOV lanes, also mentioning that connections to park and rides and transit locations are critical to more modern thinking of how the system works. Mr. Naimark also noted that the Downtown Phoenix connection to the study was important to include in the process, as Phoenix is moving from car-oriented to a transit, bicycle, and pedestrian focus. Mr Naimark noted trade-offs of such a change, like converting great traffic-moving one-way streets on 3rd Avenue and 5th Avenue to two-way streets that are better for neighborhoods, bicyclists, and pedestrians, and that the plan did a good job balancing conflicting needs.

9. Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor

Chairman Fitzhugh invited Mr. Bob Hazlett from MAG to present on the Near-Term Improvements Strategy for the Interstate 10/Interstate 17 Corridor.

Mr. Hazlett noted that the last update on this item to the Transportation Review Committee was in May 2014. Mr. Hazlett explained that near-term improvements for the corridor are currently under development and study by ADOT, and that candidate projects will need to meet environmental requirements and a near-term construction timeframe. ADOT is thinking creatively about how to move forward with the corridor.

Mr. Hazlett reviewed projects under consideration for near-term improvements to the corridor. The first improvement is the addition of an extra lane outbound from downtown Phoenix, from SR-51/SR-202 to US-60/Superstition in Tempe. ADOT completed a feasibility study which found that enough pavement currently exists to stripe the additional lane. As part of this project, a new sound wall for the condo complex near 48th Street will be installed. This project warrants a categorical exclusion.

The next improvement is a new collector-distributor (CD) road outbound from downtown Phoenix, from SR-143 to US-60. The new CD road will direct traffic directly onto US-60 and onto I-10 past the US-60 interchange. An additional CD road will be added in the inbound direction, with a new ramp separated from I-10 for traffic going directly to SR-143. ADOT also determined that a new bicycle and pedestrian crossing would be built at Alameda Drive over the I-10, connecting neighborhoods on either side of freeway. Another project would build an additional bicycle and pedestrian crossing along Guadalupe Road over I-10, and would involve adding additional general purpose lanes in each direction from US-60 to SR-202L/Santan-South Mountain. ADOT will look at both of these I-10 improvements as one complete project. This project also warrants a categorical exclusion, with the Design Concept Report (DCR) being completed by early 2016, and construction beginning 12-16 months after that.

The final project under consideration for near-term improvements is the addition of auxiliary lanes on I-17 between 16th Street and 19th Avenue. The next step for this project is to select a consultant, with a categorical exclusion and project assessment study likely to be completed by mid-2015.

Mr. Hazlett provided an overview of the performance of each of the projects in the MAG micro-simulation model. Individually, the model found that the projects will accommodate approximately an additional 50,000 trips during the afternoon peak travel period (3 p.m. to 7 p.m.) on the regional network. Mr. Hazlett noted that the average speeds within the micro-simulation area increase slightly over baseline speeds. Average speeds also increase over the baseline within the I-10/I-17 corridor. Mr. Hazlett stated that, from an operational perspective, the proposed projects work.

Mr. Hazlett also provided the committee on proposed traffic operations and ITS enhancements with ADOT, Avondale, Chandler, MCDOT, Phoenix, and Tempe, These projects would include ramp metering coordination, incident management, and variable speed limits. One improvement has already been enacted: incident management coordination between ADOT and the Arizona Department of Public Safety (DPS). Mr. Hazlett noted an example of the heavy rain event in mid-September, and how having the DPS officer available was a great help to managing the incident.

Mr. Hazlett provided an overview of the estimated costs for the near term improvement strategy, stating that the current estimate is about \$290 million, compared to the initial \$350 million estimate. All projects have the categorical exclusion designation, which will lead to a faster process for completion. Mr. Hazlett noted that the proposed timeline will have all project completed by FY 2017. Mr. Hazlett explained that there is \$196 million in the Transportation Improvement Program (TIP) currently, and that the remaining funding could be covered by a TIP amendment.

Mr. Hazlett explained that the Corridor Master Plan process is currently underway, and that the plan is divided into four tasks: initiating the project, conducting a corridor needs assessment, developing corridor alternatives screening, and establishing a Corridor Master Plan. There will be public meetings in early 2015, as well as a progress meeting for all the planning partners on October 27, 2014 at 1:30 p.m.

Mr. Hazlett noted that a sensitivity analysis of the corridor found that one third of all jobs in Maricopa County are located within the I-10/I-17 corridor, and that there are distinct travel markets to multiple destinations and activity centers. Mr. Hazlett explained that a critical question is how much congestion is tolerable to the region, as the region cannot continue building out lanes to reduce congestion. Mr. Eric Anderson noted that the interim improvements are all compatible with long-term improvements on the corridor, and that, with the exception of the I-17 auxiliary lanes, the interim improvements will be permanent.

Mr. Hauskins asked whether MAG looked at near-term improvements on I-17 from SR-101/Agua Fria-Pima to the I-10/I-17 interchanges. Mr. Hazlett noted that MAG did look at that section of the corridor, but that all potential improvements were either very expensive or touched on environmental issues, so those projects were determined as better fits for long-term study. Mr. Hazlett noted that the ITS improvements would also likely help in the near-term. Mr. Hauskins noted an enforcement issue on ramp metering on I-17, with a lot of people ignoring the ramp meters.

Mr. Naimark asked where the Pinnacle Peak and Happy Valley traffic circles fit into the project. Mr. Hazlett noted that both interchanges are under study and need a better cost estimate. Mr. Woody Scoutten from Litchfield Park asked whether any consideration was given to I-10 inbound and outbound on the west side. Mr. Hazlett noted that the ITS and traffic operations enhancements do incorporate that part of I-10, and also noted that there would be a number of improvements to that corridor as part of the SR-202L/South Mountain project. Mr. Hazlett explained that because of that, near term improvements on I-10 to the west would be premature. Mr. Cook asked what the timeframe was on how long the I-17 auxiliary lanes would stay in place once built. Mr. Hazlett noted that this stretch of freeway was one of the oldest in the valley, and that the corridor study would take a look at the design and environmental issues, along with the business and economic engines in the area. The Corridor Master Plan process will dictate what is done in that area. Mr. Hazlett noted that if the near-term improvements are there for 10 years, they will have been useful for the region.

Mr. Fitzhugh asked what the possible action might be for this item. Mr. Hazlett noted that if any of the items needed to go into a TIP amendment, action would be required. However, it seems that this would be unnecessary at this time, and no action was recommended to be taken.

10. Regional Transportation Demand Management (TDM) Plan

Chairman Fitzhugh invited Ms. Julie Walker from MAG to present on the Regional Transportation Demand Management (TDM) Plan.

Ms. Walker explained that MAG was launching a one-year study to develop a Regional TDM plan, with limited support from an on-call consultant. Ms. Walker noted that TDM is a way to

increase person trips without increasing vehicle trips, using a variety of travel choices (walking, biking, carpool, vanpool, bus, light rail, teleworking, and alternative work weeks) as well as through the distribution of information through marketing and education. The goal is to support a balanced transportation system by making the whole system more efficient. Ms. Walker noted that the transportation system is expanding, but the region is also growing, so congestion is increasing. The purpose of TDM is to come up with regional options as an alternative to sitting in congestion.

Ms. Walker noted that 18% of all trips in the region are work trips. About 30% of those work trips are affected by the travel reduction program law in Maricopa County. Employers of 50 or more must try to reduce single-occupancy vehicle (SOV) travel every year, ultimately reducing SOV trips to about a 60% rate. The SOV trip rate is currently around 77%.

Ms. Walker said one goal of TDM could be to expand the travel reduction program to employers with fewer than 50 employees, or to cover other trips beyond commute trips. Existing partners could be utilized in expanded roles, and new partners could be invited into the conversation. Ms. Walker noted that TDM involves many partners and activities. The first step for TDM is to increase awareness of all the options available to reduce SOV trips. Ms. Walker noted that the next step for TDM is to support commuters' interest in using alternate modes with TDM programs, and to support those programs with facilities.

Ms. Walker noted that planning goals, objectives, and measures for TDM programs is now a federal requirement. Agencies also have the tools to be more strategic about TDM planning now, and can use planned and programmed facilities, existing data, and existing programs to try to achieve greater effect than they currently have. Part of TDM planning is to create a new response to new conditions, such as a technology-driven world. New capabilities can create new opportunities to increase the value of TDM programs.

Ms. Walker explained that the TDM plan will expand the reach of existing programs, beginning with transit. TDM can help build and condition a transit market and expand transit's existing reach, helping more people get to transit. The plan will help the MAG region to comply with federal regulations related to performance measures and targets.

Ms. Walker informed the committee that the study will be completed within the next year, by August 2015. The study will involve focus groups with commuters in the spring of 2015, along with reaching out to large employers and transportation coordinators in the fall of 2014. Ms. Walker explained that the plan will convene an advisory group with representatives from MAG, Valley Metro, Maricopa County, and Capitol Rideshare. Ms. Walker will return to MAG and Valley Metro committees to provide updates on the study process.

Mr. John Farry from Valley Metro commented that the study is well-timed, that TDM has not been looked at closely in the region in the last few years, and that incorporating new technologies will be important to look at. Mr. Farry noted that the drive-alone number has been reduced in the last few years with improved communications on rideshare and other option. Ms. Walker replied that there are already great successes to be celebrated and built upon.

11. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Naimark requested education on design and management of freeway systems related to flood management and flood control, if appropriate.

12. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. Mr. Naimark thanked ADOT, MAG, and FHWA for their work on the South Mountain EIS. Mr. Naimark noted that the City of Phoenix received a \$1.6 million TIGER grant for the South Central transit corridor, for planning, environmental assessment, and conceptual engineering. Mr. Mike Gent from the City of Surprise introduced himself as the new representative for the City of Surprise. Mr. Hauskins noted that the Maricopa County Board of Supervisors wrote a letter of support for the South Central transit corridor.

13. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, October 23, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:35 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

2014 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2014 Annual Report is the ninth report in this series, covering progress through the fiscal year ending June 30, 2014, and reviewing the program outlook through June 30, 2026. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2014 Annual Report will be conducted on November 18, 2014.

The Draft 2014 Annual Report on the Status of the Implementation of Proposition 400 addresses project status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

A Summary of Findings and Issues from the 2014 Annual Report has been enclosed and the full document is available on the MAG website.

PUBLIC INPUT:

It is anticipated that a public hearing on the Draft 2014 Annual Report will be held on November 18, 2014 at the MAG office.

PROS & CONS:

PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information in the Annual Report represents a “snapshot” of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the report.

POLICY: The annual report process represents a valuable tool to monitor the MAG Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

DRAFT 2014 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400

Summary of Findings and Issues

The *2014 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2014 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- The 2035 MAG Regional Transportation Plan was approved.

On January 29, 2014, the MAG Regional Council approved the 2035 MAG Regional Transportation Plan (RTP). This was the first update of the RTP since July 2010 and extends the horizon year of the plan from FY 2031 to FY 2035. It is important to note that the 2035 RTP largely continues the policies, priorities, and projects contained in previous plans. A technical air quality conformity analysis was performed on the RTP and demonstrated that the Plan meets all air quality conformity requirements. The finding of conformity was approved by the U.S Department of Transportation on February 12, 2014. The 2035 RTP encompasses the expanded MAG metropolitan planning area (MPA), which was designated by the Governor on May 9, 2013 and extends significantly into Pinal County.

- Development of the next Regional Transportation Plan Update was initiated.

The development of technical data for the next update of the RTP was initiated during the latter half of FY 2014. One of major goals of the next update will be to incorporate the new Federal metropolitan transportation planning regulations from MAP-21 (Moving Ahead for Progress in the 21st

Century Act) into the planning process. A key requirement in the new regulations is the inclusion of performance measures and performance targets in the RTP. Also, it is anticipated that the planning horizon year of the RTP will be extended to 2040. Currently, the target for MAG approval of the next update is July 2017.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is a key funding source for the MAG Regional Transportation Plan (RTP), representing nearly half the regional revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2014 receipts from the Proposition 400 half-cent sales tax were 7.0 percent higher than receipts in FY 2013.

The receipts from the Proposition 400 half-cent sales tax in FY 2014 totaled approximately \$366 million, corresponding to a 7.0 percent increase over the total of \$342 million FY 2013. This represents the fourth consecutive year of higher revenues. However, the collections for FY 2014 remain 6.5 percent lower than those in FY 2007.

- Forecasts of Proposition 400 half-cent revenues are 0.4 percent higher for the period FY 2015 through FY 2026, compared to the 2013 Annual Report estimate.

Future half-cent revenues for the period FY 2015 through FY 2026 are currently forecasted to total \$5.8 billion. This amount is \$22 million, or 0.4 percent, higher than the forecast for the same period presented in the 2013 Annual Report. The Proposition 400 half-cent revenue forecasts will be updated again in the fall of 2014.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2015 through FY 2026 are 5.7 percent lower than the 2013 Annual Report estimate.

The forecast for ADOT Funds for FY 2015 through FY 2026 totals \$2.8 billion, which is 5.7 percent lower than the 2013 Annual Report forecast of \$3.0 billion for the same period. This decrease reflects somewhat lower levels of both Federal aid and HURF revenues forecasted to be available in the later years of the program.

- Forecasts of total MAG Federal Transportation Funds for FY 2015 through FY 2026 are 0.6 percent lower than the 2013 Annual Report estimate.

Total MAG Federal funding for the period FY 2015 through FY 2026 is forecasted to total \$2.5 billion. This is about a 0.6 percent decrease from the slightly higher amount forecasted for the same period in the 2013 Annual Report. These forecasts are only for those MAG Federal fund sources that are utilized in the Life Cycle Programs. Additional Federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report.

- Federal transportation funding levels over the long-term remain uncertain.

On July 6, 2012, President Obama signed legislation known as the 'Moving Ahead for Progress in the 21st Century Act', or 'MAP-21'. Total annual funding provided by MAP-21 was generally comparable to that in the previous Federal legislation (SAFETEA-LU). MAP-21 was a two-year transportation reauthorization and was set to expire on September 30, 2014. On August 8, 2014, President Obama signed into law H.R. 5021, the Highway and Transportation Funding Act of 2014, which transfers an additional \$10.8 billion into the Highway Trust Fund and extends the surface transportation funding authorizations and policies of the 2012 MAP-21 law from October 1, 2014 to May 31, 2015.

In the past, Federal funding for transportation was generally reauthorized every six years. However, since MAP-21 originally covered only a two-year period, and will be subject to interim extensions, future Federal funding levels may change within a relatively short time. This makes long range forecasting of Federal aid to transportation a highly uncertain process.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program (FLCP) extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from state and Federal revenue sources.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2014.

Projects completed during FY 2014:

- SR 24 (Loop 202/Santan to Ellsworth Rd.): Construct interim freeway.
- Loop 101/Maryland Ave.: Construct Direct HOV ramps.
- Loop 303 (Thomas Rd. to Camelback Rd.): Construct new freeway.
- Loop 303 (Camelback Rd. to Glendale Ave.): Construct new freeway.
- Loop 303 (Peoria Ave. to Mountain View Blvd.): Construct new freeway.

Projects advertised for bids or under construction during FY 2014:

- I-10/Perryville Rd.: Construct new interchange.
 - US 60 (71st Avenue to McDowell Road): Roadway improvements.
 - Loop 101 (Shea to 202 Red Mountain): Add GP lanes.
 - Loop 202 (Loop 101 to Broadway Road): Add GP and HOV lanes (DB).
 - Loop 303/I-10: Construct new system interchange (Phase I).
 - Loop 303 (Glendale Ave. to Peoria Ave.): Construct new freeway.
 - Loop 303 (US 60 to Happy Valley Road): Construct new freeway (DB).
 - Loop 303 El Mirage Road TI: Construct new interchange.
- Cash flow analysis indicates that there is a deficit of approximately \$162 million for the Regional Freeway/Highway Life Cycle Program through FY 2026.

During FY 2014, cash flow modeling based on new revenue forecasts was conducted. The analysis indicated that program totals show positive ending balances for FY 2015 to FY 2023, but there is a deficit of approximately \$162 million for the Regional Freeway and Highway Program through FY 2026. This deficit represents approximately 3.1 percent of the future estimated costs for the program during FY 2015 to FY 2026. This is an improvement compared to the ending balance of \$444 million reported in the FY 2013 Annual report and is due largely to reduced expectations for the level of inflation in future construction and other program implementation costs.

As in the past, the Freeway/Highway Life Cycle Program will be subjected to continuing analysis, addressing future revenue forecasts and project cost trends. Revised long-range revenue forecasts will be prepared and updated cash flow assessments will be conducted. Based on this analysis, the need for additional program adjustments will be considered during FY 2015. Key factors in this review effort will include:

- The current program deficit of 3.1 percent should not be overlooked, but is within the range of accuracy of cost and revenue forecasts.
- Revenue forecasts assume that \$120 million will be allocated by the State Legislature annually from the HURF to the Department of Public Safety for FY 2018 through FY 2026. While this diversion is consistent with recent legislative actions, it exceeds statutory levels and may not continue through the end of the program period.
- As the construction of Loop 303 comes to its conclusion, funding previously programmed for this facility may become available for other projects due to lower right-of-way and construction costs than originally estimated.

- Clarification of the cash flow requirements of the South Mountain Freeway project will be an important consideration. Completion and approval of a final Environmental Impact Statement and Design Concept Report, as well as a U.S. Department of Transportation "Record-of-Decision" on the recommended alternative for the South Mountain Freeway corridor are anticipated in late 2014 or early in 2015.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives significant funding both from the Proposition 400 half-cent sales tax and Federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

- During FY 2014, a total of \$69 million in ALCP project expenses were reimbursed to the implementing agencies.

During FY 2014, a total of \$69 million in ALCP project expenses were reimbursed to implementing agencies. This included reimbursements to seven individual agencies, as well as funding for projects in the MAG ITS program. Since the beginning of the program, \$479 million has been disbursed and 48 projects have been completed.

- Continuing progress on projects in the Arterial Street Life Cycle Program has been maintained.

During FY 2014, project overview reports were prepared by the lead agencies for 5 projects in the ALCP. Since the inception of the program, 80 project overviews have been submitted to MAG. A total of 11 project agreements were executed in FY 2014. In all, 78 project agreements have been executed to date. Lead agencies deferred approximately \$14 million in Federal and regional reimbursements from FY 2014 to later years due to project implementation and local funding issues. This is a major improvement over previous levels, which peaked at \$47 million in FY 2009.

- Projected Arterial Life Cycle Program (ALCP) reimbursements are slightly above estimated future revenues for the period FY 2015 - FY 2026.

Projected Arterial Life Cycle Program reimbursements are slightly above (\$31 million or 2.8 percent) estimated future revenues. This difference is considered to be within the variance of revenue projections and cost

estimates, and specific remedial action is not anticipated at this time. On June 25, 2014, the MAG Regional Council approved the FY 2015 ALCP. The temporary elimination of the program bonding and project inflation remained in place. These two actions, combined with adjustments to project schedules, meant that no involuntary funding deferrals were needed for the second straight year.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA)/Valley Metro and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- Two bus routes were implemented in FY 2014 and additional routes will be funded during the next five years.

Routes Implemented During FY 2014:

- Elliot Road (T53)
- Thomas Road (T68)

Routes Planned for Implementation During FY 2015 through FY 2019:

- Waddell/Thunderbird (T71); Service start: FY 2015.
- Van Buren Street (T70); Service start: FY 2016.
- Alma School Road (T43); Service start: FY 2018.

- Estimated future costs for the Transit Life Cycle Program are in balance with project future funds for the period of FY 2015 through FY 2026.

Estimated future costs for the period of FY 2015 through FY 2026 are in balance with project future funds available with a remainder of approximately \$4 million (2014 \$'s). Over the past several years, TLCP balance has been achieved by delaying the implementation of numerous projects and reducing the scope of many other projects, particularly bus routing and frequency adjustments. Additionally, operating efficiencies were achieved by consolidating contracts. The life cycle process continually requires a balance to be maintained through effective financing and cash flow management,

value engineering of projects, and Plan and Program adjustments as necessary.

- Federal discretionary funding for transit continues to be an important issue.

A significant portion of the funding for the LRT/HCT system is awarded by the US Department of Transportation through the discretionary “New Starts Program”. The MAG area is subject to a highly competitive process with other regions for this Federal funding, resulting in uncertain timing and amounts of New Starts monies over the long term. Therefore, prospective New Starts awards require careful monitoring. Beyond the “New Starts Program” for the LRT/HCT system, other revenues from the Federal Transit Administration are a key source of funding for the bus capital program. At the Federal level, continued pressure to reduce spending could result in decreased Federal revenues for the TLCP. In the future, this could put additional projects in jeopardy as a result.

PERFORMANCE MONITORING PROGRAM

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG Region.

- Freeway vehicle miles of travel (VMT) has remained relatively steady during the last several years.

Freeway Vehicle-Miles of Travel (VMT) per day in the Phoenix-Mesa urbanized area tracks overall vehicle travel trends for the region. For the period 2010-2013, there has been a generally stable level of VMT, with total VMT increasing by only 1.1 percent between 2010 and 2013. During this same period, per capita VMT actually declined by 0.7 percent.

- Boardings on the light rail transit (LRT) system have continued to increased.

Boardings on the light rail transit system have increased significantly during the last several years, climbing by 11.7 percent from 12.9 million in 2011 to 14.3 million in 2013.

ATTACHMENT #2

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

Outcome of the Central Phoenix Transportation Framework Study

SUMMARY:

The recently completed Central Phoenix Transportation Framework Study was an effort to identify long-range transportation needs for the center of the MAG region in an area bounded by SR-101L on the north, east, west and the Gila River Indian Community on the south. Since beginning this study in late 2010, the study team has reached out to numerous representatives from the general public, MAG member agencies, the Arizona Department of Transportation, Valley Metro and through stakeholder meetings, geographic dialogues, two planning charettes, and twelve Planning Partner events, identified transportation options to inform development of the NextGen Regional Transportation Plan. The MAG Management Committee, the Transportation Policy Committee, and the MAG Regional Council were provided an update on the work products from this study addressing the regional freeway system, including the study's suggestions for the Interstate 10/Interstate 17 Corridor Master Plan.

A summary of the work products was presented to the TRC in September. In addition, information from the Downtown Phoenix Transportation Study, an initiative of the Central Phoenix Transportation Framework Study jointly funded by MAG and the City of Phoenix, was also presented to illustrate and implement the framework's planning principles.

The study team has identified fifteen different work products as the outcome to the Central Phoenix Transportation Framework Study. These work products are primarily technical in nature and discuss various transportation construction and operational improvement items that could be incorporated into the NextGen Regional Transportation Plan program. A summary brochure of the project's work products is attached to this summary transmittal. Information on the Central Phoenix Transportation Study's final work products is also available at www.bqaz.org.

PUBLIC INPUT:

Public input to inform the Central Phoenix Transportation Framework Study was received in the Summer and Fall of 2011 during the project's data discovery phase. More than 500 individuals representing the general public and commercial interests participated in five focus groups and six geographic dialogues as part of the outreach effort. The common themes of study, policy, and mobility recommendations were identified as benchmarks in both planning charettes and the subsequent work products that have been developed.

The public also provided input on the Downtown Phoenix Transportation Study in three different opportunities through the study development process. This study was an outreach to more than 150 Downtown Phoenix business and residents.

PROS & CONS:

PROS: The study developed an environmentally sustainable multimodal transportation framework that includes operational and safety improvements, and a framework for regional connectors and roadways within the study area. The project's recommendations will provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet the long-term travel demand.

CONS: Most recommendations identified in the Central Phoenix Transportation Framework Study work products are unfunded beyond the scope of the current Regional Transportation Plan. As with all MAG Framework Studies, this effort was intended to identify the need, develop recommendation, and assess feasibility and constructability to inform the MAG Regional Council in future decisions about the Valley's transportation system.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Recommendations proposed in these work products are designed to inform future generations of the Regional Transportation Plan and have been identified with implementation and constructability as primary criteria. It is anticipated that this early detailed look at technical concepts will provide the planning process with the best technical data to improve upon the quality of projects that may be identified for eventual construction and operation in the Central Phoenix Transportation Framework Study area.

POLICY: This Transportation Framework Study represents the fourth of sixth such efforts to identify transportation needs at future years beyond the present planning horizon for the Regional Transportation Plan. These efforts have led to decisions about long-range planning for transit, freight, freeway, and arterial corridors throughout the Valley. The Central Phoenix Transportation Framework Study is the first look at the core of the metropolitan area and the needs for meeting future travel demand. As with previous framework study recommendations, key and strategic improvements will be advanced into future generations of the Regional Transportation Plan, as recommended by the MAG Regional Council.

ACTION NEEDED:

Recommend acceptance of the findings from the Central Phoenix Transportation Framework Study and the companion Downtown Phoenix Core Connections and Operations Study to inform development of the next generation of the Regional Transportation Plan; and to recommend the affected MAG member agencies within the Central Phoenix Transportation Framework Study area consider incorporating these findings into future updates of their general plans.

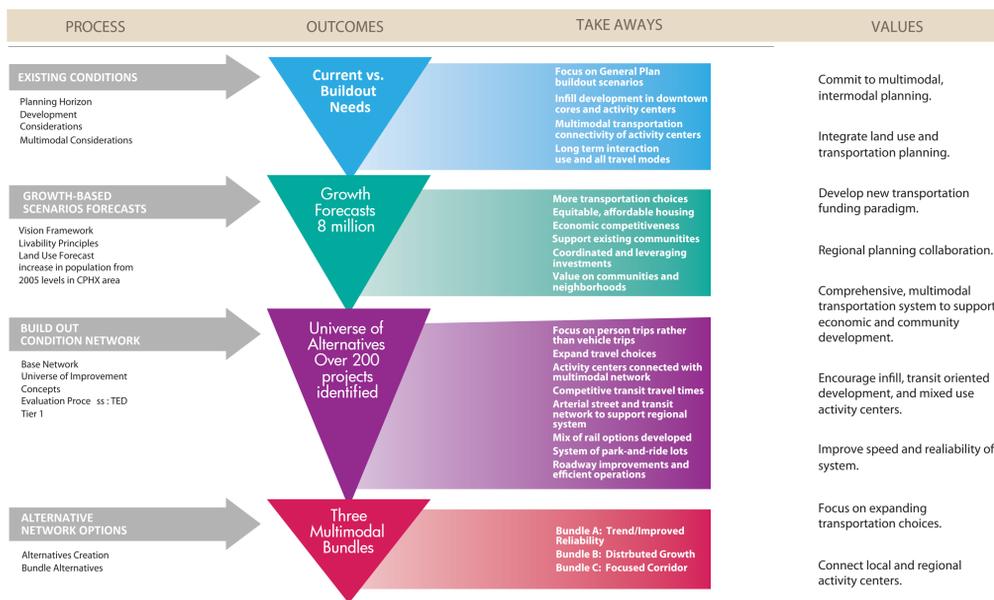
PRIOR COMMITTEE ACTIONS:

No previous committee actions have been taken on the products that are being developed for the Central Phoenix Transportation Framework Study.

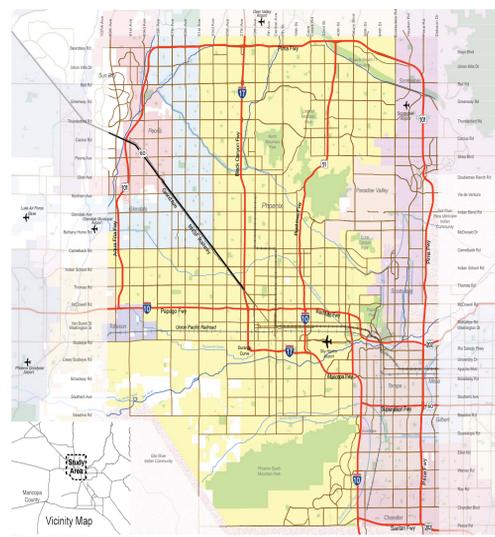
CONTACT PERSON:

Bob Hazlett, Senior Engineer, 602 254-6300

VALUES MAP



STUDY AREA



Central Phoenix Transportation Framework Study

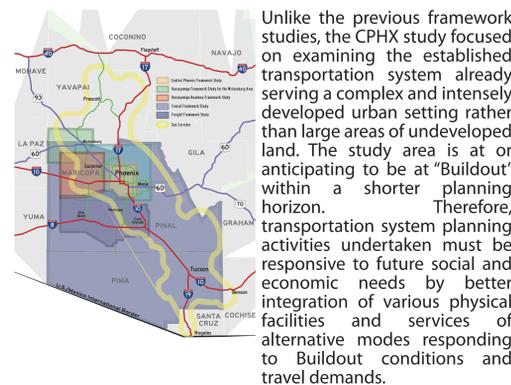


- Freeway Network
- Rail Network
- Sustainability and Livability
- Commercial Vehicle Movements
- Intelligent Transportation Systems
- Bike and Pedestrian Movements

STUDY OVERVIEW

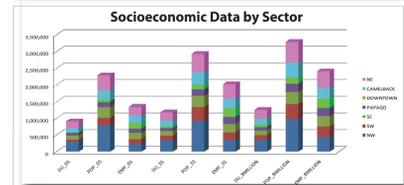
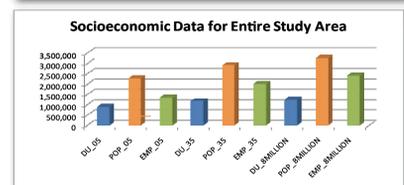
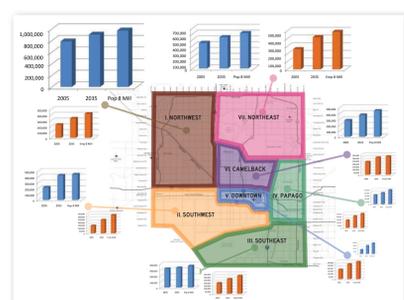
The Central Phoenix Transportation Framework Study (CPHX) was undertaken as one study in a series of Statewide Transportation Framework Studies conducted in conjunction with the Building a Quality Arizona (bqAZ) process. The intent of these framework studies is to:

1. Anticipate potential travel demand associated with intense population growth and economic activity.
2. Identify multimodal transportation systems necessary to accommodate forecast mobility needs.
3. Assure necessary rights-of-way are preserved to allow construction of a multimodal transportation network capable of supporting expected growth.



POPULATION & EMPLOYMENT

What is Buildout?
 The CPHX Study focused on the long-range, "Buildout" needs of the study area. "Buildout" refers to the general development of available land at some hypothetical maximum level at an unspecified future date, which is expected to manifest in 40 to 60 years. It is important to note that Buildout does not imply the end of development; it refers to the development potential of known available land in the study area. This equates to approximately eight million people living in the MAG region, with roughly 3 million of them residing in the CPHX study area.



STAKEHOLDER OUTREACH

The study was guided by the contributions of stakeholders throughout the process. Municipal and agency representatives comprised the study's Planning Partners team, the group responsible for technical review and feedback throughout the process. Planning Partners met 15 times over the course of the project, including two intensive study sessions: a study charrette and a Workshop on the Interstate 10/Interstate 17 "Spine" Corridor. In addition to the work of the Planning Partners, five focus groups were convened at the beginning of the project to foster dialogues on specific topics including: public safety, commercial interests, economic development and downtown development, sustainability and livability, and transit. To augment these topic-specific discussions, seven geographically-based dialogues were hosted to focus on regional connectivity issues. Additionally, individual leadership and stakeholder interviews were held throughout the study with more than two dozen entities to solicit feedback from key agency and stakeholder leadership. In total, the study's database included more than 1,000 stakeholder contacts.

BIG IDEAS

- Active Traffic Management, Managed Lanes, and High Occupancy Toll Lane (HOT) Strategies
- High Occupancy Vehicle (HOV) Ramps and Park-and-Ride Connectivity
- Improved Efficiency at Freeway Interchanges
- Road Diets and Complete Streets
- Arterial and High-Volume Intersection Strategies
- Last Mile Considerations for Multimodal Connectivity to Activity Centers
- New High Capacity Linkages between the Core and Outlying Areas

OPPORTUNITIES

At the midpoint of the CPHX study process, the Planning Partners convened for a day-long charrette during which a series of over 300 potential improvement concepts were identified for the CPHX study area. These concepts included strategies to improve freeway, arterial, transit, pedestrian, and bicycle facilities. The following depicts all of the various identified strategies, known as the "universe of opportunities". These strategies were evaluated to determine their overall feasibility and applicability in the CPHX study area. Many of these strategies then become the focus of more detailed study during subsequent phases of the project. A series of technical memorandum were developed to describe those strategies most compatible with the CPHX study vision. An overview of these study work products is provided on the opposite side of this poster.

Improved Operations & Maintenance

- Sustainable transportation investments
- Central traffic operations center
- Expand ITS
- Adapted controlled signals
- Signalized pedestrian crossings

Managed Lanes

- I-17
- SR-51
- SR 202: I-10 to Loop 202
- Loop 101/Broadway/Southern and Baseline Road ramps

New Interchanges

- Bell Rd./Loop 101
- Frank Lloyd Wright/Loop 101
- Greenway/Loop 101
- Rainier/Loop 101
- Loop 202 to S.
- DDI on 7th St. & 7th Ave. at I-10
- Roundabout at Hayden Rd.

AZ Parkways

- Avenida de Rio Salado
- Cactus Rd. - Loop 101 E. to SR-51
- Thunderbird Rd./Cactus Rd.
- Indian School Rd.
- 3-5 mile segments near major intersections with freeways

High Occupancy Toll (HOT) Lanes

- I-17
- US-60
- Loop 101 - any additional capacity should be HOT lanes

Bus Rapid Transit (BRT)

- Bell Rd. - Scottsdale Airport to Arrowhead Mall
- 59th Ave. - Bell Rd. to I-10
- Baseline Rd.
- Thomas Rd. - Loop 101 to Loop 101
- 44th St. N. of Camelback Rd. & S. to McDowell or Thomas
- 51st Ave.

Transit

- Local circulator bus system to support regional system
- Complete basic grid
- Improve transit frequencies
- Transit along canal system
- Build hierarchy of transit

HOV System

- All freeway to freeway interchanges
- Expanded & connected park-and-ride lots (every 4 miles)
- Direct HOV ramps at activity centers

Road Diet

- Central Ave.

Light Rail

- Rapid transit system operating in a dedicated or exclusive right of way, usually at street level, and is designed for light passenger loads and fast movement.
- Typical capacity: 12,000 to 19,000 passengers per hour.
- Trains: Formed of two to four car consisters
- Top speed: 65 mph
- Cost: up to \$100 million per mile

Active Traffic Management for Freeways

Active Traffic Management (ATM) includes real time monitoring of traffic flows. Monitoring includes average speeds, determination of desired best flow characteristics, and adjustment of flow through Dynamic Message Signs (DMSs) and other means. ATM also includes Speed Harmonization, Congestion Prevention, Junction Control, and Adaptive Ramp Metering. ATM can be used to reconfigure lanes, based on real time events, including crashes and road maintenance.

High Capacity Transit

- Scottsdale Rd. - Airport to ASU
- Chandler
- Glendale Ave. to 19th Ave.
- Streetcar in Tempe
- S. on 51st Ave. - I-10 to Baseline
- 44th St. - Washington/44th St. to Camelback
- Bell Rd.
- SR-30 - W. of Loop 202
- Subway along Central Ave. between Washington & Camelback
- Elevated people mover at Scottsdale Airport

Commuter Rail

- I-10 West
- Grand Ave.
- To Queen Creek
- I-10 South
- Follow Union Pacific W.
- SR-30
- Identify station locations

Bike/Pedestrian Improvements

- Bike Share & Zipcar-type programs
- Bike facilities near activity centers
- Signalized pedestrian crossings
- Bridge at Alameda at I-10 & Loop 101
- CAF path from Lake Pleasant to Tucson
- Canal crossings at freeways
- Bike lanes on Price frontage roads
- HAWK signals comply with state law
- Sky Train expanded to rental car facility

High Occupancy Vehicle (HOV) Lanes

HOV Lanes, sometimes referred to as "Diamond" Lanes, have been created specifically for use by qualifying vehicles. In the Phoenix metropolitan area, vehicles must have 2+ persons, classified as energy efficient, buses, or motorcycles. The lanes are intended to provide fast, reliable travel during peak travel periods when traffic in the general lanes can be slow and congested.

Direct HOV Ramps

Direct HOV ramps (DHOVs) are separate ingress and egress ramps providing dedicated acceleration and deceleration lanes to/from HOV lanes. This design separates operational maneuvers and provides drivers with a better opportunity to adjust their speed to match that of the traffic stream into which they are merging. They are especially useful when constructed in conjunction with an adjacent park-and-ride lot.

Diverging Diamond Interchange (DDI)

Approaching the interchange, the off ramp diverges and splits at the crossing minor road. Both directions of traffic on the minor road cross to the opposite side on both sides of the freeway overpass. As no left turns must clear opposing traffic and all movements are discrete, the interchange operates with two phase signals.



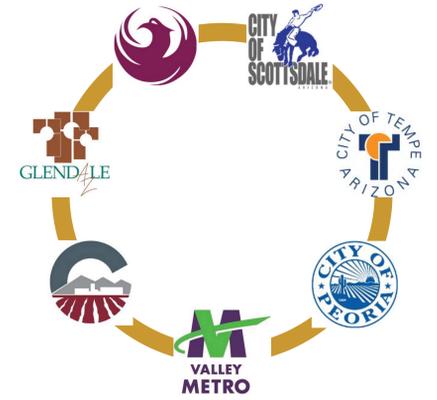
STUDY TEAM

WILSON & COMPANY

In Association with

CH2M Hill
 Fehr & Peers
 IBI Group

Jack Lettiere & Associates
 Partners for Strategic Action



STUDY WORK PRODUCTS

The CPHX Study involved a collaborative process with study area stakeholders that identified values, big ideas, and potential opportunities for improving the transportation system and services of the core area of the Phoenix metropolitan area. Initial study efforts focused on research and analysis relating to ideas and outcomes evolving from discussions held among stakeholders and feedback obtained during public meetings. The latter stages of the study emphasized development of a series of Technical Memorandums intended to provide an evaluation of the applicability of various improvement strategies. The Technical Memoranda provided a planning-level assessment of the feasibility of the strategies in support of the formulation of MAG's NexGen Regional Transportation Plan (RTP). The RTP process will include further technical evaluation and vetting of the strategies with direct participation of stakeholders and the general public. The following provides a summary of each strategy identified and evaluated.

TRANSIT

Transit-supportive policies require the coordination of a broad cross-section of decisionmakers and stakeholders to frame community needs and issues within the context of a complete, user-friendly system of services. A charrette conducted early in the CPHX study was a major contribution to understanding strategies for how the public transit system could support the mobility and accessibility needs of each community and the CPHX study area as a whole. This Technical Memorandum documents ideas generated during the charrette, which complement the previously completed Transit Framework Study. It also discusses potential solutions and approaches that could be considered for implementation. It is intended to support the transit service decision-making process at the agency, community, and regional level with respect to:

- General Strategies
- Transit Service Enhancement Strategies
- Transit Technologies
- Strategies to Improve Public Transit Performance
- Transit System Asset Management
- Transit System/Rider Interface.
- Transit Support Policies.

Subsequent to the charrette, additional planning efforts were conducted to further define transit strategies, including MAG's Sustainable Transportation and Land Use Integration Study (STLUI) and Designing Transit Accessible Communities (DTAC).

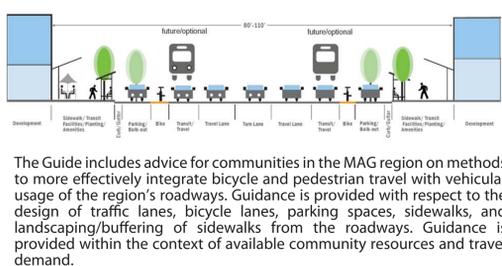
AZ SR-30 EXTENSION

SR-30 (formerly Route 801) is identified in the MAG 2010 Update Regional Transportation Plan (RTP) as a freeway connecting the planned Loop 202 (SR-202L) / South Mountain Freeway to the planned Loop 303 (SR-303L) / Estrella Freeway. The Transportation Framework Recommendation developed through the charrette process conducted during the Interstate 10/Hassayampa Valley Roadway Framework Study identified extension of SR-30 to I-17 as a plausible solution to West Valley capacity issues. Subsequently, the City of Phoenix requested MAG examine the extension in consideration of it being a "missing link" in the overall MAG Regional Freeway and Highway Program.

This Technical Memorandum provides a planning-level evaluation of potential routes for extending SR-30 eastward from Loop 202 to I-17 in the vicinity of Durango Curve. It examines potential corridors between Loop 202 and I-17 and design for interchange connections at the two freeways. The Tier 1 evaluation identified alternatives for additional evaluation based on review of potential issues, including: noise, 4(f) impacts, Environmental Justice, property takings, railroad conflicts, takings, landfill impacts, and S. 19th Avenue access. The Tier 2 evaluation resulted in concluding Corridor Alternatives 1A and 2A merited further examination and development — these two corridors represent reasonable options for eventual construction of the SR-30 extension.

BICYCLE/PEDESTRIAN AND COMPLETE STREETS

MAG adopted a Complete Streets Guide in 2011. **Complete Streets** is a concept that embraces the principle that roadway facilities should be designed to accommodate all traveler modes and abilities. It is a concept aimed at balancing the needs of motorists (automobiles and motorcycles), bicyclists, pedestrians, persons with travel/mobility challenges, transit vehicles, emergency responders, and goods movement (trucks).



The Guide includes advice for communities in the MAG region on methods to more effectively integrate bicycle and pedestrian travel with vehicular use of the region's roadways. Guidance is provided with respect to the design of traffic lanes, bicycle lanes, parking spaces, sidewalks, and landscaping/buffering of sidewalks from the roadways. Guidance is provided within the context of available community resources and travel demand.

This Technical Memorandum provides a general background document to support evaluation of opportunities or strategies for improving bicycle and pedestrian travel in the CPHX study area. It complements the MAG Guide, focusing on strategies to fully integrate bicyclists and pedestrians into the study area's transportation system through the provisions of safe, secure, and efficient facilities and services supporting daily mobility needs, as well as recreational demand.

DIRECT HIGH OCCUPANCY VEHICLE INTERCHANGES

High-occupancy vehicle (HOV) lanes have been constructed on most of the freeways in the CPHX study area. Direct HOV (DHOV) access ramps (also referenced as DARS) allow buses, carpools, vanpools, motorcycles, and other qualifying vehicles (e.g., electric and hybrid) to directly access the HOV lanes in the center of the freeways. DHOVs expedite movements to/from regional park-and-ride facilities. DHOVs improve safety segregating HOV lane traffic from the general purpose lanes and, consequently, reducing the need to weave into and out of the HOV lanes. Improved access conditions reduce congestion and increase travel-time reliability in the HOV lanes and general purpose lanes, particularly during peak travel periods when traffic is heavier.

This Technical Memorandum addresses the potential for adding DHOV access ramps at eleven strategic locations in the study area. Future traffic use would include, initially, transit vehicles, car/vanpools, and other qualifying vehicles only with the potential of providing access for single occupancy vehicles (SOVs) for a fee under the "Managed Lanes" concept.



"THE SPINE"

Interstate 10 (Maricopa Freeway) connecting with Interstate 17 (Black Canyon Freeway) at "The Split" interchange carries much of the traffic flow through the Phoenix metropolitan area. The 35-mile travel corridor formed by these two freeway segments is recognized as "The Spine" of the CPHX study area: it has significant capacity issues, largely resulting from bottlenecks. Corridor studies and draft environmental impact statements (EIS) were prepared for the **The Spine**. Capacity enhancements were recommended that were not consistent with regional objectives and beyond the capacity of regional resources. Therefore, these studies were set aside in favor of additional considerations.

This Technical Memorandum addresses immediate needs, especially bottlenecks causing congested conditions. It examines potential improvements that can be implemented within existing rights-of-way in the near-term consistent with the \$1.47 billion currently programmed by MAG for corridor improvements. Recommended improvements were derived from an all-day Workshop sponsored by MAG to examine the attributes of three alternative improvement scenarios. MAG intends to follow up with a **Spine Corridor Master Plan** that will be based on joint project management with ADOT. The Plan will:

- Identify Corridor Operation Principles
- Involve Coordination among State and Regional Stakeholders
- Frame the Next Environmental and Design Efforts.

MAINTENANCE

Executing regular maintenance programs to extract the longest and best use of transportation system assets has proven difficult in most every community. Community leaders facing budgetary constraints are challenged by the need to balance transportation system maintenance requirements against the need for new capacity to accommodate the demands of growth. With the recent economic downturn in 2007, revenue from the Proposition 400 transportation excise tax declined precipitously. This decline in revenues resulted in cuts to all MAG programs, including the maintenance program for the region's freeway system and major arterials. The MAG annual regional maintenance budget is \$49.6 million, which is approximately \$31.2 million less than required to maintain the regional roadway system in "Good Condition."

This Technical Memorandum discusses the implications of deferred maintenance. It introduces to decisionmakers strategies to extend asset service life and mitigate the impact of future replacement costs. It points out that no visible deterioration will occur in the near-term, because the system is still relatively new. But, over the long-term, deferred maintenance will take its toll in reduced service life and higher repair costs.



DIVERGING DIAMOND INTERCHANGES

The Diverging Diamond Interchange (DDI) is a variant of the more traditional urban diamond interchange, which has been constructed at many locations on the CPHX study area freeway system. The DDI design directs the two opposing traffic flows on the arterial street to cross over to the opposite side of the roadway through the interchange. This shift of the traffic allows left-turning traffic to travel unopposed to the freeway on-ramp, eliminating a second stop at the other side of the interchange to await a left-turn arrow. Thus, the interchange design eliminates the left-turn phase in the signal control process, allowing for more efficient traffic flow and, thereby, greater intersection capacity.

This Technical Memorandum investigates the feasibility of converting existing diamond interchanges to DDIs at various locations on the study area freeway system. It makes note of the fact that DDIs:

- Better accommodate left-turn movements, particularly where there is a heavy volume of vehicles turning left from the freeway off-ramp
- Improve safety by reducing the number of potential conflict points
- Can be developed using the existing bridge structure.

Eight locations are identified as the best candidates for additional, more detailed study.



ACTIVE TRAFFIC MANAGEMENT

The AZTech Strategy Task Force recently developed an "Integrated Corridor Management (ICM) Action Plan" to identify key operational improvements, intelligent transportation system (ITS) needs, and priorities and responsibilities for advancing ICM in the Phoenix region. There was a need to build on the high-level recommendations presented in the ICM Action Plan by identifying additional Active Traffic Management (ATM) enhancements that might be included in a regional ICM program. ATM represents several methods for monitoring and dynamically adjusting traffic flows to manage congestion.

The Technical Memorandum presents a potential methodology (Next Steps) for implementing the ICM Action Plan and identifies several applicable operational concepts and strategies, including:

- **Speed Harmonization**, which governs traffic flows through the use of variable message signs (VMSs), dynamic lane assignment, and queue warning messages;
- **Hard Shoulder Running**, which involves temporary use of paved shoulders as travel lanes during peak travel periods;
- **Junction Interchange Control**, which closes a general purpose travel lane to through traffic to accommodate traffic at the entry or off ramps of a freeway; and
- **Managed Lanes**, which allows a non-qualifying vehicle to pay for the use of HOV Lanes.



RELATED STUDIES AND NEXT STEPS

Throughout the course of the Central Phoenix Transportation Framework Study, several strategies were identified that potentially could improve the travel experience and safety for people traveling to and through the study area. Many of these strategies already have become the subject of additional detailed study. Related study efforts derived from strategies identified during the course of the CPHX study include:

- Inner Loop Microsimulation Model
- Southeast Corridor Major Investment Study
- US-60/Grand Avenue Corridor Optimization and Access Management (COMPASS) Study
- Managed Lanes Network Development Strategy
- Interstate 10/Interstate 17 "The Spine" Corridor Master Plan
- Downtown Phoenix Core Connections Operations Study/Transportation Master Plan.

Details regarding each of these studies are available on MAG's Website: <https://www.azmag.gov>.

FREEWAY SYSTEM PLAN

During the study, a special Workshop was convened to address physical constraints present in the I-10 and I-17 corridors — "The Spine" — that imposed significant limitations and costs on the extent and character of potential future improvements. As a result of the Workshop, a **cap the footprint** concept was defined that established the Arizona Department of Transportation (ADOT) existing physical right-of-way limits of the current freeway system as the "footprint" for improvements in capacity to serve future travel demand in the "Central Core" of the Phoenix metropolitan area.

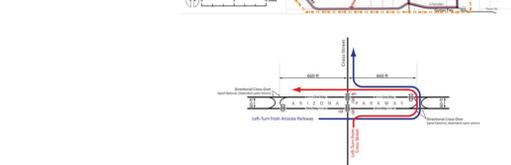
This Technical Memorandum provides information on the analysis undertaken to examine the feasibility of this strategy (i.e., how would this concept impact existing freeway capacity?). The analysis was based on examination of existing, available right-of-way along study area freeway corridors. Recommendations are presented for maximum right-of-way footprints for each corridor. The Technical Memorandum sets the stage for establishing an overarching policy that facilitates an understanding of future deficiencies and promotes development of transportation improvements that meet future demand within the corridors while adhering to budget constraints.



ARTERIALS

During the initial stages of the study, several arterial roadways were identified as being significant with respect to the day-to-day travel interactions between and among study area communities. These roadways were considered to be **strategic regional arterials**, due to the importance of their regional function.

This Technical Memorandum addresses techniques and design treatments for maintaining, even increasing, the capacity of these arterials, as well as the mile road grid as a whole. Applications studied include the feasibility of converting the significant arterials to Arizona Parkways, a roadway classification defined in previous Framework Studies completed by MAG. The potential for grade-separation of high-volume arterial-to-arterial intersections also is addressed.



Many additional strategies identified through the CPHX study will serve to inform MAG's NexGen Regional Transportation Plan, targeted for completion in the Fall of 2014.



ATTACHMENT #3

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

Arterial Life Cycle Program Status Report - May 2014 through September 2014

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on May 28, 2014. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis.

The May 2014 through September 2014 Status Report is the first for FY 2015. The report provides information on the 46 projects scheduled for work and/or reimbursement this fiscal year. Of these 46 projects, 12 are in the design phase, 5 are in the right-of-way-acquisition phase, 27 are in the construction phase, and two are scheduled for reimbursement only. It is anticipated that 15 of these projects are or will be completed and open to traffic by July 1, 2015.

Scheduled ALCP project reimbursements in FY2015 total \$78.2 million. Federal funds comprise \$25.0 million of the total programmed reimbursements while the remaining balance of \$59.2 million is programmed with the ½-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Through August, actual RARF revenue collections in FY2015 have totaled \$6.1 million, which is two percent higher than what had been projected in the October 2013 Arizona Department of Transportation revenue forecast.

A list of ALCP Project Requirements received to date can be found on Pages 4 and 5 of the attached ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The ALCP Status Report represents a valuable tool to monitor the ALCP and the arterial component of the MAG Regional Transportation Plan.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information in the ALCP Status Report provides an update on all project requirements and financial information.

POLICY: The ALCP Status Report is required by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on May 28, 2014.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was presented to the MAG Streets Committee on October 14, 2014 for information and discussion.

CONTACT PERSON:

John Bullen, Transportation Planner II, (602) 254-6300.

Arterial Life Cycle Program



Status Report

May 2014 - September 2014



CONTENTS

Page 1: ALCP Revenue and Finance

Page 2: ALCP Project Highlight: Ocotillo Road from Arizona Avenue to McQueen Road

Page 3: Arterial Project Cards

Page 3: FY2015 Arterial Life Cycle Program

Page 3: ALCP Project Status

Pages 4-9: ALCP Project Status Tables

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2014 by mode.

| TABLE 1. FY 2014 PROPOSITION 400 COLLECTIONS (July 2013 - June 2014) | | | | |
|---|----------------------|---------------------|----------------------|----------------------|
| | Freeways | Arterial Streets | Transit | TOTAL |
| July | \$16,770,890 | \$3,133,351 | \$9,937,200 | \$29,841,441 |
| August | \$16,192,021 | \$3,025,200 | \$9,594,205 | \$28,811,425 |
| September | \$16,336,945 | \$3,052,276 | \$9,680,076 | \$29,069,298 |
| October | \$16,269,696 | \$3,039,712 | \$9,640,229 | \$28,949,637 |
| November | \$16,396,049 | \$3,063,319 | \$9,715,097 | \$29,174,465 |
| December | \$16,784,713 | \$3,135,934 | \$9,945,390 | \$29,866,037 |
| January | \$21,131,969 | \$3,948,144 | \$12,521,255 | \$37,601,368 |
| February | \$15,971,324 | \$2,983,966 | \$9,463,436 | \$28,418,726 |
| March | \$16,718,374 | \$3,123,540 | \$9,906,083 | \$29,747,996 |
| April | \$18,515,468 | \$3,459,296 | \$10,970,909 | \$32,945,673 |
| May | \$17,075,801 | \$3,190,319 | \$10,117,868 | \$30,383,988 |
| June | \$17,353,669 | \$3,242,234 | \$10,282,512 | \$30,878,415 |
| TOTAL | \$205,516,919 | \$38,397,289 | \$121,774,260 | \$365,688,468 |

**Amount excludes debt service from Prop 300*

In addition to the half-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Program – MAG Funds (STP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. Actual RARF revenue collections in FY 2014 were slightly higher (1.0%) than the October 2013 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2015 started on July 1, 2014. Through August, \$6.1 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$299.0 million Regional Area Road Funds have been collected for arterial improvements in the region, \$5.6 million has been earned through income from investments, and more than \$297.8 million of project expenses have been reimbursed. As of the end of September 2014, the RARF project account balance was \$6.8 million.

May 2014 – September 2014

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, nearly \$10.7 million in RARF revenues have been deposited into the RARF Studies account.

**TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS
Estimate v. Actual FY2014 (July 2013 - June 2014)**

| | Estimated Total RARF | Actual Total RARF* | Percentage Difference |
|--------------|----------------------|---------------------|-----------------------|
| July | \$3,139,710 | \$3,133,351 | -0.2% |
| August | \$2,925,090 | \$3,025,200 | 3.4% |
| September | \$3,027,255 | \$3,052,276 | 0.8% |
| October | \$3,069,885 | \$3,039,712 | -1.0% |
| November | \$3,002,265 | \$3,063,319 | 2.0% |
| December | \$3,088,470 | \$3,135,934 | 1.5% |
| January | \$3,674,475 | \$3,948,144 | 7.4% |
| February | \$3,036,915 | \$2,983,966 | -1.7% |
| March | \$3,105,900 | \$3,123,540 | 0.6% |
| April | \$3,466,575 | \$3,459,296 | -0.2% |
| May | \$3,219,615 | \$3,190,319 | -0.9% |
| June | \$3,253,845 | \$3,242,234 | -0.4% |
| TOTAL | \$38,010,000 | \$38,397,289 | 1.0% |

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at:

<http://www.azmag.gov/ALCP>

**ALCP PROJECT HIGHLIGHT:
OCOTILLO ROAD: ARIZONA AVENUE TO MCQUEEN ROAD**

The Ocotillo Road: Arizona Avenue to McQueen Road project will widen the roadway from two travel lanes to four. Improvements will also include new five foot wide bike lanes on both sides of the street, six foot wide sidewalks, a sixteen foot raised median, and widening of the Union Pacific Railroad Crossing with new railroad signals. Construction is scheduled to begin in late 2014 and is planned to open to traffic in summer 2015.



For additional information about the Ocotillo Road: Arizona Avenue to McQueen Road project, please contact the City of Chandler Transportation & Development Department at (480) 782-3400.



REGIONAL TRANSPORTATION PLAN (RTP) ARTERIAL PROJECT CARDS

MAG, in collaboration with member jurisdictions, has developed a new user-friendly way for members of the public to track projects that are being implemented as part of the Regional Transportation Plan funded by Proposition 400.

A web-based, one-page card has been developed for each Arterial Life Cycle Project Cards project. Each card provides information such as a description of the project, its benefits, cost information, a map, and a timeline. The first phase set of ALCP Cards are available on the MAG website at:

<http://projectcards.azmag.gov/>

Beardsley Rd Connection
Project Card

Loop 101-Aguia Fria to 83rd Avenue/Lake Pleasant Parkway
RTP ID ACI-BRD-10-03-A

Project Description

Widening of the intersection of Beardsley Road and Lake Pleasant Parkway/83rd Avenue, widening of Beardsley Road from 81st Avenue to 83rd Avenue, construction of a roundabout at Beardsley Road and 83rd Avenue, extending Beardsley Avenue to Loop 101-Aguia Fria frontage road, a new bridge on Beardsley Road over New River, new traffic signals, raised medians, landscaping and a multi-use path.

Project Benefits

The Beardsley Connection provides additional access from the northern portion of the City of Peoria and the northwest valley to Loop 101. Prior to construction, there was no connection between Beardsley Road and Loop 101; traffic accessing Loop 101 from Beardsley Road had to use either the 75th Avenue or Union Hills Drive interchanges, which were both at or near capacity.



Improvements Include:

- Roadway Improvements



FY 2015 ARTERIAL LIFE CYCLE PROGRAM

On August 27, 2014 the MAG Regional Council approved an update to the FY2015 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2015 ALCP may be downloaded from the MAG website at:

<http://www.azmag.gov/ALCP>

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 3 and 4. Table 3 lists whether projects are programmed for work and/or reimbursement in FY 2015, the amount programmed for reimbursement in FY 2015, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2015.

This is the 20th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

<http://www.azmag.gov/ALCP>.

TABLE 3. FY 2015 ARTERIAL LIFE CYCLE PROGRAM
 SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY15

| RTP Project | Programmed in the FY15 ALCP | Programmed Reimb. in FY15 | Reimb. in FY 2015 | ALCP Project Requirements | | |
|--|-----------------------------|----------------------------|-------------------|---------------------------|-------------------|----------------|
| | | | | Overview (PO) | Agreement (PA) | Needed in FY15 |
| CHANDLER | | | | | | |
| Chandler Blvd at Alma School Rd: Intersection Improvements | Work and Reimbursement | \$ 631,992.93 | \$ 44,761.050 | Completed 3/2008 | Completed 7/2008 | PRR |
| Gilbert Rd: Queen Creek Rd to Hunt Hwy | Work and Reimbursement | 661,428.48 | 661,428.48 | Completed 5/2012 | Completed 8/2012 | PRR |
| Gilbert Rd: Queen Creek Rd to Ocotillo Rd | Work and Reimbursement | 62,374.50 | 62,374.50 | Completed 5/2012 | Completed 8/2012 | PRR |
| Gilbert Rd: Ocotillo Rd to Chandler Heights | Work Only | - | - | Completed 5/2012 | Completed 1/2014 | None |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy | Work and Reimbursement | Funds obligated in FFY2013 | - | Completed 5/2012 | Completed 1/2014 | PRR |
| Chandler Heights Rd: Arizona Ave to McQueen Rd | Work Only | - | - | Completed 9/2014 | --- | PA |
| McQueen Rd: Ocotillo Rd to Riggs Rd | Reimbursement Only | 1,996,685.03 | 1,503,378.12 | Completed 4/2013 | Completed 8/2013 | PRR |
| Ocotillo Rd: Arizona Ave to McQueen Rd | Work and Reimbursement | 3,195,012.90 | 7,158.59 | Completed 4/2013 | Completed 1/2014 | PRR |
| Old Price Rd at Queen Creek Rd: Intersection Improvements | Work and Reimbursement | 517,650.00 | - | Completed 9/2014 | --- | PA/PRR |
| McQueen Rd: Ocotillo Rd to Chandler Heights | Work and Reimbursement | Funds obligated in FFY2013 | - | Completed 4/2013 | Completed 4/2014 | PRR |
| McQueen Rd: Chandler Heights to Riggs Rd | Work Only | - | - | Completed 4/2013 | Completed 4/2014 | None |
| Ray Rd at Dobson Rd: Intersection Improvements Phase I | Work and Reimbursement | 266,000.00 | - | Completed 9/2014 | --- | PA/PRR |
| Cooper Rd: South of Queen Creek Rd to Chandler Heights | Work and Reimbursement | 1,444,450.00 | - | --- | --- | PO/PA/PRR |
| Cooper Rd: Chandler Heights to Riggs Rd | Work and Reimbursement | 181,251.98 | - | --- | --- | PO/PA/PRR |
| CHANDLER & GILBERT | | | | | | |
| Queen Creek Rd: McQueen Rd to Gilbert Rd | Work and Reimbursement | Funds obligated in FFY2013 | \$ - | Completed 4/2014 | Completed 7/2014 | PRR |
| EL MIRAGE | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand | Work and Reimbursement | \$ 935,068.05 | \$ - | Completed 9/2013 | Completed 11/2013 | PRR |
| Thunderbird Rd: 127th Ave to Grand Avenue | Work and Reimbursement | 2,028,175.64 | - | Completed 9/2013 | Completed 11/2013 | PRR |
| El Mirage Rd: Peoria Ave to Cactus Rd | Work and Reimbursement | 1,500,000.00 | - | Completed 10/2013 | Completed 1/2014 | PRR |
| El Mirage Rd: Cactus to Grand Avenue | Work Only | - | - | Completed 9/2013 | Completed 11/2013 | None |
| FOUNTAIN HILLS | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | Work and Reimbursement | \$ 2,643,510.29 | \$ - | Completed 8/2008 | Completed 10/2008 | PRR |
| GILBERT | | | | | | |
| Elliot Rd at Cooper Rd: Intersection Improvements | Work Only | \$ - | \$ - | Completed 8/2014 | --- | PA |
| Germann Rd: Val Vista Dr to Higley Rd | Work and Reimbursement | 5,497,567.00 | - | Completed 4/2013 | Completed 5/2013 | PRR |
| Guadalupe Rd at Cooper Rd: Intersection Improvements | Work and Reimbursement | 4,315,033.32 | - | Completed 5/2012 | Completed 10/2010 | PRR |
| Guadalupe Rd at Gilbert Rd: Intersection Improvements | Work and Reimbursement | 2,455,089.30 | - | Completed 4/2013 | Completed 5/2013 | PRR |

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY15

| RTP Project | Programmed in the FY15 ALCP | Programmed Reimb. in FY15 | Reimb. in FY2015 | ALCP Project Requirements | | |
|--|-----------------------------|---------------------------------|------------------|---------------------------|-------------------|----------------|
| | | | | Overview (PO) | Agreement (PA) | Needed in FY15 |
| GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK | | | | | | |
| Power Rd: Santan Fwy to Pecos Rd | Reimbursement Only | \$ 7,257,226.00 | \$ 7,257,226.00 | Completed 4/2012 | Completed 11/2012 | None |
| MARICOPA COUNTY | | | | | | |
| El Mirage Rd: Northern Ave to Peoria Ave | Work and Reimbursement | \$ 2,442,040.10 | \$ 19,009.68 | Completed 11/2012 | Completed 1/2013 | PRR |
| McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd | Work and Reimbursement | Funds Obligated in FFY 2013 | - | --- | Completed 12/2013 | PRR |
| Northern Parkway (Phase I): Sarival to Dysart | Work and Reimbursement | Funds Obligated in FFY 10/11/12 | 1,985,834.81 | Completed 4/2010 | Completed 3/2011 | PRR |
| Northern Parkway (Phase II): Sarival to Dysart | Work and Reimbursement | Funds Obligated in FFY 2011 | 1,531,817.06 | Completed 11/2012 | Completed 1/2013 | PRR |
| Northern Parkway: Dysart to 111th Ave | Work and Reimbursement | 5,532,300.00 | 2,179,555.29 | Completed 6/2012 | Completed 11/2012 | PRR |
| Northern Parkway: Reems and Litchfield Overpasses | Work Only | Funds Obligated in FFY 12/13 | 430,010.26 | Completed 6/2012 | Completed 11/2012 | PRR |
| Northern Parkway: Northern Ave at Loop 101 | Work Only | - | - | Completed 11/2012 | Completed 1/2013 | None |
| MESA | | | | | | |
| Mesa Dr: US 60 to Southern Ave | Reimbursement Only | \$ 4,230,562.93 | \$ 4,230,562.93 | Completed 3/2007 | Completed 1/2008 | None |
| Mesa Dr: 8th Avenue to Main Street | Work and Reimbursement | 653,692.00 | 13,617.77 | Completed 6/2014 | Completed 8/2014 | PRR |
| Ray Rd: Ellsworth Rd to Signal Butte | Work Only | - | - | --- | --- | None |
| Signal Butte Road: Elliot Rd to Ray Rd | Work Only | - | - | Completed 8/2014 | --- | PA |
| PEORIA | | | | | | |
| Lake Pleasant Pkwy: Dynamite Blvd to CAP | Work Only | \$ - | \$ - | Completed 5/2006 | Completed 10/2011 | None |
| PHOENIX | | | | | | |
| Avenida Rio Salado: 51st Ave to 7th Street | Work and Reimbursement | \$ 11,918,197.00 | \$ 1,392,683.86 | Completed 1/2012 | Completed 5/2012 | PRR |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd | Work and Reimbursement | 10,990,117.00 | 3,608,102.87 | Completed 10/2007 | Completed 6/2012 | PRR |
| SCOTTSDALE | | | | | | |
| Pima Rd: Pinnacle Peak to Happy Valley Rd | Work Only | \$ - | \$ - | --- | --- | None |
| Pima Rd: Via Linda to Via De Ventura | Work and Reimbursement | 102,189.56 | - | Completed 9/2014 | --- | PA/PRR |
| Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd | Work and Reimbursement | 5,378,307.12 | 859,194.89 | Completed 4/2010 | Completed 6/2012 | PRR |
| Raintree Drive Extension: 76th Pl to Hayden Rd | Work and Reimbursement | 1,056,217.65 | - | Completed 8/2014 | --- | PA/PRR |
| Southbound Loop 101 Frontage Road Connections | Work and Reimbursement | 352,072.55 | - | Completed 9/2014 | --- | PA/PRR |
| Airpark DCR | Work and Reimbursement | 13,713.66 | 13,713.66 | Completed 4/2013 | Completed 5/2013 | PRR |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I | Work and Reimbursement | 3,372,962.43 | 740,181.75 | Completed 5/2010 | Completed 7/2010 | PRR |

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|-----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|--|--------------------|-----------------|---------------------------|
| | | Reimb through FY14 (YOE\$) | FY 2015 Est. Reimb. (2014\$) | Est. Reimb FY16-FY26 (2014\$) | Total Reimb FY06-FY26 (2014\$, YOE\$) | Unfunded Due to Deficit (2014\$) | Expend through FY14 (YOE\$) | Estimated Future Expend FY15-FY26 (2014\$) | Total Expend FY06-FY26 (2014\$, YOE\$) | | | |
| | FY 2015 | | | | | | | | | | | |
| CHANDLER | | | | | | | | | | | | |
| Chandler Blvd at Alma School Rd: Intersection Improvements | W/R | 0.622 | 0.632 | 2.094 | 3.347 | 0.942 | 2.879 | 7.764 | 10.642 | 2017 | 0.25 | |
| Gilbert Rd: Queen Creek Rd to Hunt Hwy | W/R | 2.582 | 0.661 | 0.000 | 3.244 | 0.000 | 3.679 | 0.955 | 4.634 | 2015 | 4.00 | Design & ROW only |
| Gilbert Rd: Queen Creek Rd to Ocotillo Rd | W/R | 7.475 | 0.062 | 0.000 | 7.537 | 0.000 | 10.705 | 0.062 | 10.767 | 2015 | 1.00 | Construction Only |
| Gilbert Rd: Ocotillo Rd to Chandler Heights | W | 0.000 | 0.000 | 6.160 | 6.160 | 0.000 | 2.048 | 6.160 | 8.208 | 2015 | 1.00 | Construction Only |
| Chandler Heights Rd: Arizona Ave to McQueen Rd | W | 0.000 | 0.000 | 7.325 | 7.325 | 0.000 | 0.000 | 21.689 | 21.689 | 2020 | 1.00 | |
| McQueen Rd: Ocotillo Rd to Riggs Rd | R | 0.000 | 1.997 | 0.000 | 1.997 | 0.000 | 1.997 | 0.000 | 1.997 | 2015 | 2.00 | Design & ROW only |
| Ocotillo Rd: Arizona Ave to McQueen Rd | W/R | 1.161 | 3.195 | 0.939 | 5.295 | 1.408 | 2.077 | 7.946 | 10.023 | 2016 | 1.00 | |
| Old Price Rd at Queen Creek Rd: Intersection Improvements | W/R | 0.000 | 0.518 | 4.704 | 5.222 | 0.000 | 0.518 | 2.835 | 3.352 | 2015 | 0.80 | |
| McQueen Rd: Chandler Heights to Riggs Rd | W | 0.000 | 0.000 | 0.590 | 0.590 | 0.000 | 0.000 | 10.956 | 10.956 | 2015 | 1.00 | Construction Only |
| Ray Rd at Dobson Rd: Intersection Improvements Phase I | W/R | 0.000 | 0.266 | 0.000 | 0.266 | 0.000 | 0.080 | 0.300 | 0.380 | 2015 | 0.30 | |
| Cooper Rd: South of Queen Creek Rd to Chandler Heights | W/R | 0.000 | 1.444 | 4.202 | 5.646 | 0.000 | 0.000 | 8.066 | 8.066 | 2019 | 1.60 | |
| Cooper Rd: Chandler Heights to Riggs Rd | W/R | 0.000 | 0.181 | 3.594 | 3.775 | 3.776 | 0.000 | 10.068 | 10.068 | 2022 | 1.00 | |
| EL MIRAGE | | | | | | | | | | | | |
| El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand | W/R | 0.853 | 0.935 | 0.000 | 1.788 | 0.000 | 1.218 | 1.336 | 2.554 | 2015 | 2.00 | Design Only |
| Thunderbird Rd: 127th Ave to Grand Avenue | W/R | 0.000 | 2.028 | 1.965 | 3.993 | 0.000 | 0.000 | 11.739 | 11.739 | 2016 | 0.50 | ROW & Construction Only |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|---|---|-----------------------------|------------------------------|-------------------------------|--------------------------------------|----------------------------------|-------------------------------|--|---------------------------------------|--------------------|-----------------|---------------------------|
| | | Reimb through FY14 (YOES) | FY 2015 Est. Reimb. (2014\$) | Est. Reimb FY16-FY26 (2014\$) | Total Reimb FY06-FY26 (2014\$, YOES) | Unfunded Due to Deficit (2014\$) | Expend through FY14 (YOES) | Estimated Future Expend FY15-FY26 (2014\$) | Total Expend FY06-FY26 (2014\$, YOES) | | | |
| | FY 2015 | | | | | | | | | | | |
| EL MIRAGE (Cont'd) | | | | | | | | | | | | |
| El Mirage Rd: Peoria Ave to Cactus Rd | W/R | 0.000 | 1.500 | 4.936 | 6.436 | 0.000 | 0.000 | 6.487 | 6.487 | 2016 | 1.00 | ROW & Construction Only |
| El Mirage Rd: Cactus to Grand Avenue | W | 0.000 | 0.000 | 13.553 | 13.553 | 0.000 | 0.000 | 19.361 | 19.361 | 2016 | 1.50 | ROW & Construction Only |
| FOUNTAIN HILLS | | | | | | | | | | | | |
| Shea Blvd: Technology Dr to Cereus Wash | W/R | 0.288 | 2.644 | 0.194 | 3.125 | 0.000 | 0.411 | 4.006 | 4.417 | 2016 | 0.80 | |
| GILBERT | | | | | | | | | | | | |
| Elliot Rd at Cooper Rd: Intersection Improvements | W | 0.000 | 0.000 | 4.140 | 4.140 | 0.000 | 0.000 | 7.615 | 7.615 | 2017 | 0.50 | |
| Germann Rd: Val Vista Dr to Higley Rd | W/R | 0.000 | 5.498 | 12.318 | 17.816 | 0.000 | 6.743 | 7.480 | 14.223 | 2015 | 2.00 | |
| Guadalupe Rd at Cooper Rd: Intersection Improvements | W/R | 0.873 | 4.315 | 0.000 | 5.188 | 0.000 | 1.247 | 10.198 | 11.444 | 2016 | 0.50 | |
| Guadalupe Rd at Gilbert Rd: Intersection Improvements | W/R | 1.320 | 2.455 | 0.000 | 3.775 | 0.000 | 1.885 | 8.454 | 10.339 | 2015 | 0.50 | |
| GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK | | | | | | | | | | | | |
| Pow er Rd: Santan Fwy to Pecos Rd | R | 8.191 | 7.257 | 0.000 | 15.448 | 0.000 | 29.418 | 0.000 | 29.418 | 2014 | 1.50 | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| El Mirage Rd: Northern Ave to Peoria Ave | W/R | 0.096 | 2.442 | 7.789 | 10.327 | 0.000 | 0.013 | 10.983 | 10.997 | 2016 | 2.00 | |
| MESA | | | | | | | | | | | | |
| Mesa Dr: US 60 to Southern Ave | R | 10.849 | 4.231 | 0.000 | 15.080 | 0.000 | 20.483 | 0.000 | 20.483 | 2014 | 1.00 | |
| Mesa Dr: 8th Avenue to Main Street | W/R | 0.056 | 0.654 | 7.563 | 8.272 | 0.000 | 0.000 | 16.769 | 16.769 | 2017 | 1.00 | |
| Ray Rd: Ellsworth Rd to Signal Butte | W | 0.000 | 0.000 | 7.420 | 7.420 | 0.000 | 5.393 | 2.667 | 8.061 | 2016 | 2.00 | |
| Signal Butte Road: Elliot Rd to Ray Rd | W | 0.000 | 0.000 | 3.912 | 3.912 | 0.000 | 13.480 | 0.000 | 13.480 | 2015 | 2.00 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | REGIONAL FUNDING (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|---|---|-----------------------------|------------------------------|-------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|--|--------------------|-----------------|---------------------------|
| | | Reimb through FY14 (YOE\$) | FY 2015 Est. Reimb. (2014\$) | Est. Reimb FY16-FY26 (2014\$) | Total Reimb FY06-FY26 (2014\$, YOE\$) | Unfunded Due to Deficit (2014\$) | Expend through FY14 (YOE\$) | Estimated Future Expend FY15-FY26 (2014\$) | Total Expend FY06-FY26 (2014\$, YOE\$) | | | |
| | FY 2015 | | | | | | | | | | | |
| PEORIA | | | | | | | | | | | | |
| Lake Pleasant Pkwy: Dynamite Blvd to CAP | W | 2.645 | 0.000 | 13.867 | 16.512 | 11.114 | 21.632 | 3.222 | 24.854 | 2015 | 2.50 | |
| SCOTTSDALE | | | | | | | | | | | | |
| Pima Rd: Pinnacle Peak to Happy Valley Rd | W | 0.000 | 0.000 | 15.991 | 15.991 | 0.000 | 0.000 | 22.844 | 22.844 | 2019 | 1.00 | |
| Southbound Loop 101 Frontage Road Connections | W/R | 0.000 | 0.352 | 2.700 | 3.052 | 0.000 | 0.000 | 4.600 | 4.600 | 2017 | 0.75 | |
| Airpark DCR | W/R | 0.690 | 0.014 | 0.000 | 0.704 | 0.000 | 0.986 | 0.072 | 1.058 | 2015 | 0.00 | Design Only |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I | W/R | 8.212 | 3.373 | 0.000 | 11.585 | 0.000 | 11.732 | 1.057 | 12.789 | 2015 | 2.00 | |
| Pima Rd: Via Linda to Via De Ventura | W/R | 0.000 | 0.102 | 1.236 | 1.339 | 0.000 | 0.000 | 2.354 | 2.354 | 2016 | 1.30 | |
| Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd | W/R | 8.495 | 5.378 | 0.000 | 13.873 | 0.000 | 12.850 | 0.513 | 13.363 | 2015 | 0.40 | |
| Raintree Drive Extension: 76th Pl to Hayden Rd | W/R | 0.000 | 1.056 | 12.466 | 13.523 | 0.000 | 0.000 | 15.893 | 15.893 | 2017 | 1.00 | |

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on August 27, 2014

| FACILITY/LOCATION | SCHEDULE FOR WORK (W) AND/OR REIMB. (R) | OBLIGATIONS (Millions) | | | | | TOTAL EXPENDITURES (Millions) | | | FINAL FY for CONST | LENGTH* (Miles) | OTHER PROJECT INFORMATION |
|--|---|-------------------------|------------------------|------------------------------|---------------------------------------|----------------------------------|-------------------------------|--|---------------------------------------|--------------------|-----------------|---------------------------|
| | | Obligated through FFY14 | Est. Obligations FFY15 | Est. Obligations FFY16-FFY26 | Total Federal Funding FFY2006-FFY2026 | Unfunded Due to Deficit (2014\$) | Expend through FY14 (YOE\$) | Estimated Future Expend FY15-FY26 (2014\$) | Total Expend FY06-FY26 (2014\$,YOE\$) | | | |
| | FY 2014 | | | | | | | | | | | |
| CHANDLER | | | | | | | | | | | | |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy | W/R | 2.048 | 0.000 | 1.480 | 3.528 | 1.770 | 0.026 | 8.398 | 8.424 | 2014 | 1.00 | Construction Only |
| McQueen Rd: Ocotillo Rd to Chandler Heights | W/R | 3.896 | 0.000 | 0.000 | 3.896 | 0.000 | 0.006 | 4.125 | 4.131 | 2014 | 1.00 | Construction Only |
| CHANDLER & GILBERT | | | | | | | | | | | | |
| Queen Creek Rd: McQueen Rd to Gilbert Rd | W/R | 1.515 | 0.000 | 5.933 | 7.448 | 5.112 | 0.003 | 19.014 | 19.016 | 2021 | 2.00 | |
| MARICOPA COUNTY | | | | | | | | | | | | |
| McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd | W/R | 0.581 | 0.000 | 0.000 | 0.581 | 14.567 | 0.001 | 24.533 | 24.534 | 2019 | 2.00 | |
| Northern Parkway (Phase I): Sarival to Dysart | W/R | 60.713 | 0.000 | 0.000 | 60.713 | 0.000 | 84.882 | 4.120 | 89.001 | 2014 | 4.10 | |
| Northern Parkway (Phase II): Sarival to Dysart | W/R | 2.400 | 0.000 | 0.000 | 2.400 | 0.000 | 0.917 | 3.234 | 4.151 | 2014 | 4.10 | |
| Northern Parkway (Phase II): Dysart to 111th | W/R | 8.918 | 5.063 | 12.768 | 26.749 | 0.000 | 8.176 | 30.034 | 38.210 | 2015 | 2.50 | |
| Northern Parkway (Phase II): Reems and Litchfield Overpasses | W/R | 7.214 | 0.000 | 0.000 | 7.214 | 0.000 | 0.926 | 10.227 | 11.152 | 2014 | 0.20 | |
| Northern Parkway (Phase II): Northern Ave at Loop 101 | W | 0.000 | 0.000 | 8.448 | 8.448 | 0.000 | 0.000 | 12.069 | 12.069 | 2016 | 0.50 | |
| Northern Parkway (Phase II): Dysart Overpass | W | 0.000 | 0.000 | 23.357 | 23.357 | 0.000 | 0.000 | 33.366 | 33.366 | 2016 | 0.10 | |
| Northern Parkway (Phase II) : ROW Protection | W | 0.000 | 0.000 | 1.400 | 1.400 | 0.000 | 0.000 | 2.000 | 2.000 | 2016 | 12.50 | ROW Only |
| PHOENIX | | | | | | | | | | | | |
| Avendia Rio Salado: 51st Avenue to 7th Street | W/R | 35.454 | 9.240 | 0.000 | 44.693 | 0.000 | 13.898 | 58.011 | 71.909 | 2015 | 6.00 | |
| Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd | W/R | 11.790 | 10.740 | 0.000 | 22.530 | 0.000 | 3.271 | 29.234 | 32.505 | 2015 | 2.00 | |

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

**ATTACHMENT
#4**

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road

SUMMARY:

This agenda item is the second of three MAG Committee steps in approving a Major Amendment to the MAG Regional Transportation Plan (RTP). The first MAG Committee request was to initiate the RTP Major Amendment Process and request outside consultation as required by state statute. The second MAG Committee request (this one) is to approve the amendment to the RTP for air quality conformity analysis. The third and final MAG Committee step will be in the Spring of 2015 for final approval when the air quality conformity analysis is complete.

On August 27, 2014, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road. Formal comment on the proposed major amendment is required by state statute, A.R.S. 28-6353, from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments.

On September 12, 2014, the State Transportation Board recommended approval, on September 18, 2014, the Regional Public Transportation Authority recommended approval, and on September 25, 2014, the Maricopa County Board of Supervisors recommended approval of the proposed major amendment.

With this recommended approval, the air quality conformity analysis process and technical modifications to the RTP can move forward. Once the air quality analysis is complete, the results will move through the MAG Committee process in Spring 2015 for approval.

The changes to the RTP for the proposed major amendment are documented in the attachment as noted with highlighted text and an updated map.

For more information, please access the South Central LPA Report here:

<http://www.azmag.gov/Events/Event.asp?CMSID=5712>, and the project page here:
http://www.valleymetro.org/projects_and_planning/project_detail/south_central

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The LPA for the South Central LRT extension was selected because it offers the highest ridership potential, greatest level of mobility improvements, potential for economic development and has the highest level of community support.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The alternatives analysis conducted by METRO found that the recommended LPA will best meet the purpose and need for the project, meeting the travel demands of increased riders anticipated within the South Central Avenue study area as well as providing the potential to promote economic development opportunities in coordination with transit-supportive policies and investments by the City of Phoenix.

POLICY: The South Central LPA was accepted by the City of Phoenix Council in December 2013 and the METRO Board of Directors on June 19, 2014. 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.

ACTION NEEDED:

Approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline 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.

PRIOR COMMITTEE ACTIONS:

On August 27, 2014, the MAG Regional Council unanimously approved (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- | | |
|---|--|
| Mayor Michael LeVault, Youngtown, Chair | Mayor Linda Kavanagh, Fountain Hills |
| Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair | Mayor Steven Holt, Gila Bend |
| Vice Mayor Robin Barker, Apache Junction | * Governor Gregory Mendoza, Gila River Indian Community |
| Mayor Kenneth Weise, Avondale | Mayor John Lewis, Gilbert |
| Mayor Jackie Meck, Buckeye | Mayor Jerry Weiers, Glendale |
| Councilmember Mike Farrar, Carefree | Mayor Georgia Lord, Goodyear |
| Councilmember Reginald Monachino, Cave Creek | Mayor Rebecca Jimenez, Guadalupe |
| # Mayor Jay Tibshraeny, Chandler | Mayor Thomas Schoaf, Litchfield Park |
| Mayor Lana Mook, El Mirage | Mayor Christian Price, City of Maricopa |
| * Mayor Tom Rankin, Florence | * Supervisor Steve Chucuri, Maricopa County |
| * President Ruben Balderas, Fort McDowell Yavapai Nation | * Mayor Alex Finter, Mesa |
| | Mayor Scott LeMarr, Paradise Valley |
| | * Mayor Bob Barrett, Peoria |

- Mayor Greg Stanton, Phoenix
- Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson

- * Mayor John Cook, Wickenburg
- Mr. Roc Arnett, Citizens Transportation Oversight Committee
- Mr. Joseph La Rue, State Transportation Board
- Mr. Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

On August 13, 2014, the MAG Transportation Policy Committee recommended approval with one no vote (*in Italics*) of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- Councilmember Jack Sellers, Chandler, Chair
- Mayor Jerry Weiers, Glendale, Vice Chair
- Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee
- Mr. Dave Berry, Swift Transportation
- * Mr. Jed Billings, FNF Construction
- * Mayor Bob Barrett, Peoria
- * Councilmember Ben Cooper, Gilbert
- # Mayor Alex Finter, Mesa
- Mr. Charles Huellmantel, Huellmantel and Affiliates
- Supervisor Clint Hickman, Maricopa County
- * Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.

- Mayor W. J. "Jim" Lane, Scottsdale
- Mr. Joseph La Rue, State Transportation Board
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Mayor Georgia Lord, Goodyear
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage
- * Mr. Garrett Newland, Macerich
- * Mayor Tom Rankin, Florence
- Mayor Greg Stanton, Phoenix
- Ms. Karrin Kunasek Taylor, DMB Properties
- # Mayor Kenneth Weise, Avondale
- * Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On August 6, 2014, the MAG Management Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

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

* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Ed Zuercher, Phoenix
Louis Andersen for Greg Stanley, Pinal
County
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
* Fritz Behring, Scottsdale
Michael Celaya for Bob Wingenroth,
Surprise
Andrew Ching, Tempe
Chris Hagen for Reyes Medrano,
Tolleson
Joshua Wright, Wickenburg
Jeanne Blackman, Youngtown
Floyd Roehrlich for John Halikowski,
ADOT
John Hauskins for Tom Manos,
Maricopa County
Wulf Grote for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

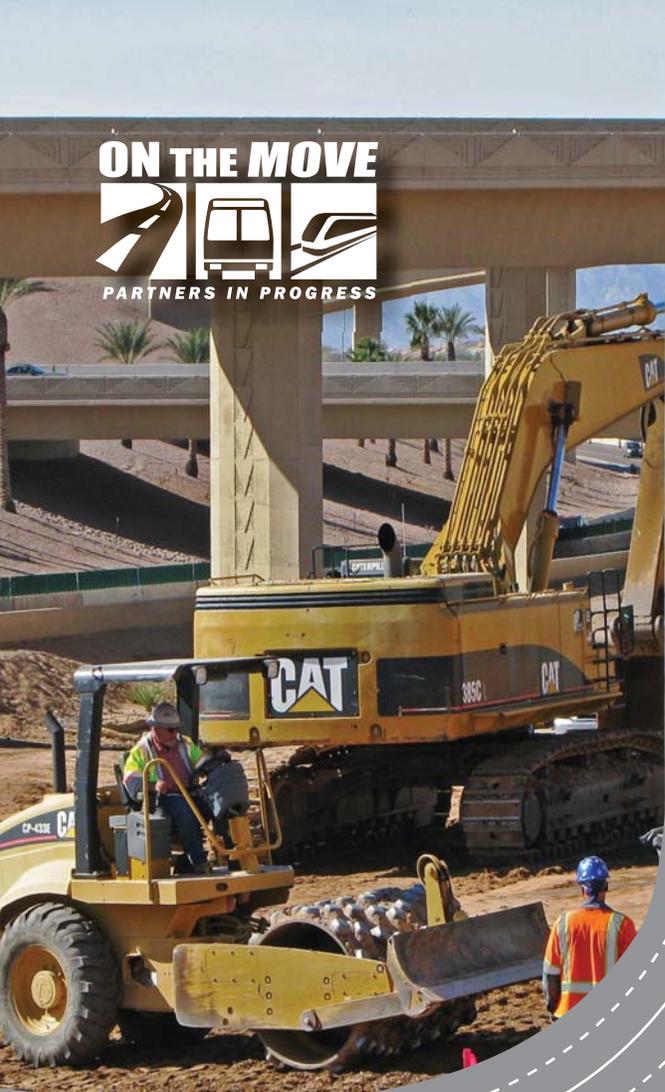
Participated by telephone conference call. + Participated by videoconference call.

On July 31, 2014, the Transportation Review Committee recommended approval of (1) the Locally Preferred Alternative (LPA) for the South Central Avenue project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Road; and (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the five-mile light rail transit (LRT) extension on Central Avenue from downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 Regional Transportation Plan, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Brent Cain for Floyd Roehrlich
Buckeye: Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Mike Mah for Dan Cook
El Mirage: Jorge Gastelum
* Fountain Hills: Randy Harrel
Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Bob Darr for Debbie Albert
Goodyear: Cato Esquivel

Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: John Hauskins
Mesa: Scott Butler
* Paradise Valley: Jim Shano
Peoria: Dan Nissen for Andrew Granger
Queen Creek: Mohamed Youssef
Scottsdale: Paul Basha
Surprise: Mike Gent for Dick McKinley
Tempe: Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson



2035 REGIONAL TRANSPORTATION PLAN (RTP)

JANUARY 2014



throughout the RTP planning period. Figure 10-8 indicates how services will be phased in over the planning period.

- LINK Service - In addition to the two current LINK routes, there is one additional route planned to open on Scottsdale/Rural Road by FY 2015, which will be funded using regional funds. Figure 10-8 includes this route.

Planned Paratransit Services

Paratransit service includes various types of passenger transportation that offers a shared-ride origin to destination service that provides transportation for passengers unable to access fixed route local bus service. It can also allow groups of employees to self-organize and operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling.

- Dial-A-Ride - It is anticipated that dial-a-ride (DAR) service covered by the Americans with Disabilities Act (ADA) will grow commensurate to the number of fixed route bus miles expanded on per year.
- Vanpools - The future of the regional vanpool program is expected to grow due to its level of convenience and ease of customization to meet user's needs. Regional sources fund the purchase of the van only, while the operations support for this program comes from local funds, including passenger fares.

Planned High Capacity Transit

High Capacity Transit (HCT) falls into two categories, HCT/All Day and HCT/Peak Period. HCT/All Day typically operates two-way service, seven days a week, and operates in an exclusive guideway. HCT/Peak Period provides higher speed, high volume commuter or regional access. This service typically operates Monday through Friday during the morning and evening time periods. A detailed listing of the timing and cost of planned high capacity service and capital improvements is provided in Appendix D.

- HCT/All Day –Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating solely in an exclusive guideway. Passenger access is available at stations located approximately every half-mile to one mile.
 - *Light Rail Transit/High Capacity Transit:* The RTP includes a ~~59.7~~ **64.7**-mile HCT system, which incorporates the Minimum Operating Segment (MOS) and ~~eight~~ **nine** future extensions. The amount identified in the RTP from all funding sources for LRT/HCT expenditures during the planning period totals ~~\$6.4~~ **7** billion (YOE \$'s). Of this total,

\$3.3 billion will be regionally funded and \$3.18 billion will be funded from local sources. Proposition 400 half-cent sales tax funding will not be used for operating expenses on any part of the LRT/HCT system. Operating funds, which include farebox receipts, will come from participating jurisdictions.

It should also be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of federal transit funds may provide approximately one-half of the funding, with local sources providing the remaining half. An exception is Phase I of the Northwest Extension, which will not be covered by any federal funding. It is anticipated that a small amount of half-cent funds will be applied to these two segments for certain support infrastructure elements.

In addition, provisions are made to fund regional LRT/HCT support infrastructure. Table 10-2 lists the HCT extensions and attributes. Figure 10-9 indicates how services will be phased in over the 22-year planning period.

**TABLE 10-2
HIGH CAPACITY TRANSIT/LIGHT RAIL - EXTENSIONS**

| Extension Route Name, Location | Technology | Length | Year Open |
|---|------------|----------|-------------|
| Central Mesa (to Mesa Dr.), Mesa | LRT | 3.1 | 2016 |
| Northwest Phase I, Phoenix | LRT | 3.2 | 2016 |
| Northwest Phase II, Phoenix | LRT | TBD | 2026 |
| Tempe Streetcar, Tempe | Street Car | 2.6 | 2016 |
| West Phoenix / Central Glendale, Phoenix and Glendale | TBD* | 5.0 | 2026 |
| Capitol / I-10 West, Phoenix | LRT | 11.0 | 2023 |
| Northeast, Phoenix | TBD* | 12.0 | 2032 |
| Central Mesa (to Gilbert Rd.), Mesa | LRT | 1.9 | 2017 |
| South Central, Phoenix | LRT | 5 | 2035 |

*TBD – To be determined

- *SkyTrain (Stage One-A):* The SkyTrain (Stage One) 1.7 mile segment from the LRT station at 44th St. to Airport Terminal 4 opened in April 2013. Stage One-A, which continues from Terminal 4 to Terminal 3 for 0.7 miles with a short walkway to Terminal 2, will open in early 2015. In the future, SkyTrain (Stage Two) will extend the SkyTrain an additional 1.8 miles to the Rental Car Center. On April 22, 2009, the MAG Regional Council approved inclusion of Stage Two as an illustrative project in

TABLE 10-3: TRANSIT FUNDING PLAN: FY 2014 through FY 2035

| FUNDING (Year of Expenditure \$'s in Millions) | | |
|--|---------------|----------------|
| | | Totals |
| Regional Funds | | |
| MAG Half-Cent Sales Tax | 4,515.5 | |
| MAG Federal Transit Funds | 2,937.8 | |
| MAG Federal CMAQ | 415.7 | |
| Beginning Balance (Regional Funds) | 68.1 | |
| Bond Proceeds | 225.0 | |
| Allowance for Debt Service and Other Expenses | (381.4) | |
| Total Regional Funds | | 7,780.7 |
| Local / Other | | |
| | 4675.4 | |
| Fixed Route Bus Fares | 1691.4 | |
| Light Rail Transit/High Capacity Transit Fares | 498.1 | |
| Paratransit Vehicle Fares | 130.6 | |
| Vanpool Fares | 68.1 | |
| LTAF | 299.1 | |
| | 6602.4 | |
| Local Funds | 7282.4 | |
| | | 9273.7 |
| Total Local/Other Funds | | 9969.7 |
| | | 17054.4 |
| Total Funding | | 17750.4 |
| EXPENDITURES (Year of Expenditure \$'s in Millions) | | |
| | | Totals |
| Regionally Funded Projects | | |
| <i>Capital</i> | | |
| Regional Bus Fleet | 1,084.7 | |
| Bus Maintenance and Passenger Facilities | 357.4 | |
| Light Rail Transit/High Capacity Transit Regional Infrastructure | 350.2 | |
| Light Rail Transit/High Capacity Transit Extensions | 3,063.1 | |
| Paratransit (Americans with Disabilities Act, or ADA, compliant) | 79.9 | |
| Vanpool | 42.0 | |
| Rural/Non-Fixed Route Transit | 2.2 | |
| Total Capital | | 4,979.5 |
| <i>Operating</i> | | |
| Supergrid | 1,457.3 | |
| Freeway Rapid Bus and Express Bus | 269.2 | |
| LINK Service | 148.8 | |
| Regional Passenger Support Services | 203.3 | |
| Paratransit (ADA-compliant) | 768.5 | |
| Light Rail Transit/High Capacity Transit | 0.0 | |
| Rural/Non-Fixed Route Transit | 10.5 | |
| Vanpool | 68.1 | |
| Planning and Programming | 97.5 | |
| Total Operating | | 3,023.2 |
| | | (222.0) |
| FTA Funds Forecast Contingency | | |
| Total Regionally Funded Projects | | 7,780.7 |
| Locally / Other Funded Projects | | |
| <i>Capital</i> | | |
| Local Fixed Route Service | 964.2 | |
| Paratransit | 52.5 | |
| | 841.6 | |
| Light Rail Transit/High Capacity Transit | 1521.6 | |
| | | 1858.3 |
| Total Capital | | 2538.3 |
| <i>Operating Costs</i> | | |
| Local Fixed Route Bus Service | 4,485.8 | |
| Paratransit | 694.6 | |
| | 1836.2 | |
| Light Rail Transit/High Capacity Transit | 1852.2 | |
| Planning, Programming and Other Support | 176.8 | |
| Total Operating | | 7193.4 |
| | | 7209.4 |
| FTA Funds Forecast Contingency | | 222.0 |
| Total Locally/Other Funded Projects | | 9969.7 |
| | | 17054.4 |
| Total Expenditures | | 17750.4 |

Appendix D
Regional Transit Projects

TABLE D-3
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - OPERATING

| ROUTE | | OPERATING COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS) | PLAN GROUP * |
|-------------------------|---------------------------------|--|----------------|
| <u>LRT/HCT Segments</u> | | | |
| | CP/EV | 810,885 | Group 1 |
| | Northwest Phase I | 67,743 | Group 1 |
| | Northwest Phase II | 13,620 | Group 3 |
| | Central Mesa | 65,626 | Group 1 |
| | Tempe Streetcar | 52,963 | Group 1 |
| | Capitol / I-10 West | 143,087 | Group 2 |
| | Northeast Phoenix | 37,011 | Group 3 |
| | Gilbert Road Extension | 40,808 | Group 1 |
| | West Phoenix / Central Glendale | 48,645 | Group 3 |
| | South Central | 16,000 | Group 3 |
| | | 1,280,386 | |
| Total | | 1,296,386 | |

TABLE D-4
2035 REGIONAL TRANSPORTATION PLAN
REGIONAL LIGHT RAIL TRANSIT/HIGH CAPACITY TRANSIT - CAPITAL

| ROUTE | | CAPITAL COSTS FY 2014 - FY 2035 (2013 \$'S in THOUSANDS) | PLAN GROUP |
|-------------------------------|-----------------------------------|--|----------------|
| <u>LRT/HCT Segments</u> | | | |
| | Northwest Phase I | 174,369 | Group 1 |
| | Central Mesa | 111,438 | Group 1 |
| | Tempe Streetcar | 105,908 | Group 1 |
| | West Phoenix / Central Glendale | 411,692 | Group 2,3 |
| | Northwest Phase II | 115,651 | Group 2,3 |
| | Capitol / I-10 West | 895,920 | Group 1,2 |
| | Northeast Phoenix | 961,216 | Group 2,3 |
| | Gilbert Road Extension | 122,814 | Group 1 |
| | South Central Extension | 680,000 | Group 3 |
| | | 2,899,008 | |
| Sub-total | | 3,579,009 | |
| <u>LRT Systemwide Support</u> | | | |
| | Systemwide Support Infrastructure | 91,238 | Group 1,2 |
| | Capital Project Development | 36,301 | Group 1,2,3 |
| | System Planning and Design | 2,939 | Group 1 |
| | Utility Reimbursements | 142,924 | Group 1,2,3 |
| Sub-total | | 273,402 | Group 1,2,3 |
| TOTAL | | 3,172,410 | |
| | | 3,852,411 | |

* Plan Groups:

Group 1 (FY 2014 - FY 2018)

Group 2 (FY 2019 - FY 2026)

Group 3 (FY 2027 - FY 2035)

For transit capital expenditures, the group designation indicates the period when equipment or other capital items are acquired, or when construction of facilities is funded. For light rail transit/high capacity transit (LRT/HCT) operations, the group designation indicates the period when service is initiated. Funding continues during subsequent periods, and service improvements on certain routes may also be initiated in a later period. Operating costs reflect total costs and are not offset by farebox receipts. No regional funding is provided for LRT/HCT operating expenses.

**ATTACHMENT
#5**

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

Recommended Projects for MAG FY 2015 Traffic Signal Optimization Program

SUMMARY:

A formal request for projects for the FY 2015 Traffic Signal Optimization Program (TSOP) was announced by MAG on September 3, 2014. The available TSOP budget in the MAG Work Program for FY 2015 is \$300,000. Fourteen (14) project applications were received for signal timing coordination improvements on one freeway-arterial corridor and on several arterial streets, affecting in 11 local jurisdictions and one state agency. Nine (9) of the proposed TSOP projects have been recommended along with two additional projects that would involve performing evaluation of before-and-after conditions and provide a workshop on traffic signal timing software. The estimated cost for all eleven (11) recommended projects is \$303,000. The additional \$3000 required will be met by remaining TSOP funds carried over from FY2014. All recommended projects will be carried out using nine (9) qualified on-call consultants under contract with MAG.

Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed one hundred projects that has helped improve traffic signal timing at more than 1000 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

Traffic signal optimization is one of the most cost-effective ways to improve traffic movement and make our streets safer and efficient. Signal optimization is performed for any or all of the following reasons:

- To adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth
- To reduce motorist frustration and unsafe driving by reducing stops and delay
- To improve traffic flow through a group of signals, thereby reducing emissions and fuel consumption
- To postpone the need for costly long-term road capacity improvement by improving the traffic flow using existing resources

Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides traffic engineering assistance for refining signal operations across the MAG region. These projects do not require a local match.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The proposed TSOP projects, when implemented, will result in improved traffic operations and reductions in gasoline consumption and vehicular emissions.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: It is essential that local agency technical staff participate in coordinating the execution of these projects by the designated MAG on-call consultant.

POLICY: None.

ACTION NEEDED:

Recommend approval of the list of FY 2015 Traffic Signal Optimization Program projects.

PRIOR COMMITTEE ACTIONS:

MAG Intelligent Transportation Systems Committee: On October 7, 2014, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects for FY2015.

MEMBERS ATTENDING

- | | |
|---------------------------|---|
| # ADOT: Reza Karimvand | |
| Avondale: Chris Hamilton | Maricopa County: Paul Porell for Nicolaas Swart |
| # Buckeye: Chris Lemka | Valley Metro: Amanda Luecker |
| # Chandler: Mike Mah | Mesa: Avery Rhodes |
| DPS: Capt Burley Copeland | Peoria: Ron Amaya |
| El Mirage: Bryce Christo | Phoenix: Bruce Littleton for Marshall Riegel |
| # FHWA: Toni Whitfield | Scottsdale: Steve Ramsey |
| Gilbert: Leslie Bubke | Surprise: Albert Garcia |
| Glendale: Debbie Albert | Tempe: Cathy Hollow |
| * Goodyear: Luke Albert | |

*Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Sarath Joshua (602) 254-6300.

Recommended Projects for FY2015 MAG Traffic Signal Optimization Program

| Project# | Lead Agency | Other Agencies | Brief Description | MAG Estimated Cost |
|------------------------------|-----------------|----------------|--|---------------------|
| 1 | Phoenix | ADOT, MCDOT | I-10 ICM, 35th Ave. to 83rd Ave. - 118 intersections | \$45,000.00 |
| 2 | Glendale | ADOT | 59th Ave., Deer Valley to Union Hills - 7 intersections - B/A | \$24,000.00 |
| 3 | MCDOT | N/A | MC-85 (Buckeye Rd.) - 8 Intersections - B/A | \$24,000.00 |
| 4 | Peoria | Glendale, ADOT | Union Hills Dr, 55th Ave to 91st Ave - 15 intersections | \$42,000.00 |
| 5 | Tempe | N/A | Priority 1 - Mill Ave, Curry to University - 8 intersections - B/A | \$30,000.00 |
| 6 | Surprise | N/A | Bell Road, Grand Ave to Loop 303 - 10 intersections | \$30,000.00 |
| 7 | El Mirage | N/A | Dysart Rd & Thunderbird Rd - 4 Intersections | \$12,000.00 |
| 8 | Queen Creek | N/A | Update existing SYNCHRO model - 42 intersections | \$30,000.00 |
| 9 | Maricopa (City) | N/A | Porter Road corridor - 8 intersections | \$24,000.00 |
| 10 | MAG | N/A | 3-day SYNCHRO Workshop | \$12,000.00 |
| 11 | MAG | N/A | B/A Evaluation of Selected Corridors | \$30,000.00 |
| Total Estimated Cost | | | | \$303,000.00 |
| FY2015 TSOP Funds Available | | | | \$300,000.00 |
| FY2014 TSOP Carry Over Funds | | | | \$3,000.00 |

ATTACHMENT #6

Agenda Item #8



BACKGROUND

The Maricopa Association of Governments and Valley Metro are jointly conducting a study of the transit system in the Southeast Valley which includes; Apache Junction, Chandler, Florence, the Gila River Indian Community, Gilbert, Guadalupe, Maricopa, Mesa, Phoenix, Queen Creek, Tempe and the surrounding portions of Maricopa and Pinal Counties. The primary purpose of this study is to identify short, mid, and long-term recommendations that will advance the transit system throughout the study area. The study will begin with an evaluation of the existing transit conditions followed by an analysis of the transit needs for the area, including:

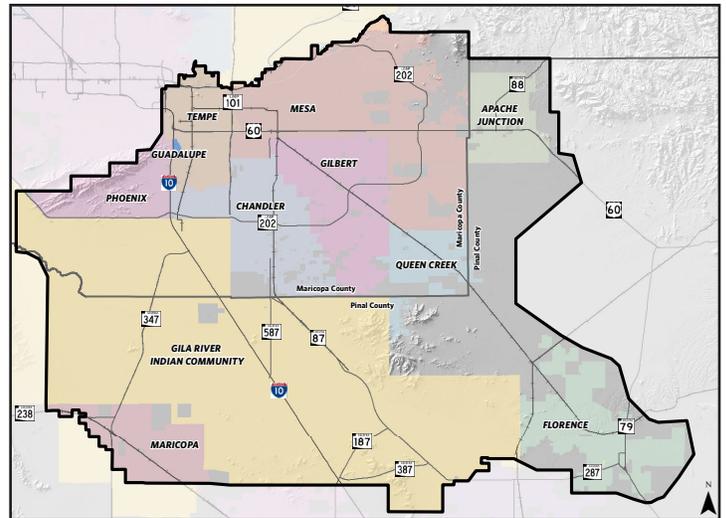
- A review of existing services
- Analysis of current and future travel demands to determine where there might be unmet needs
- Planning for future population growth and economic development
- Community input

NEXT STEPS

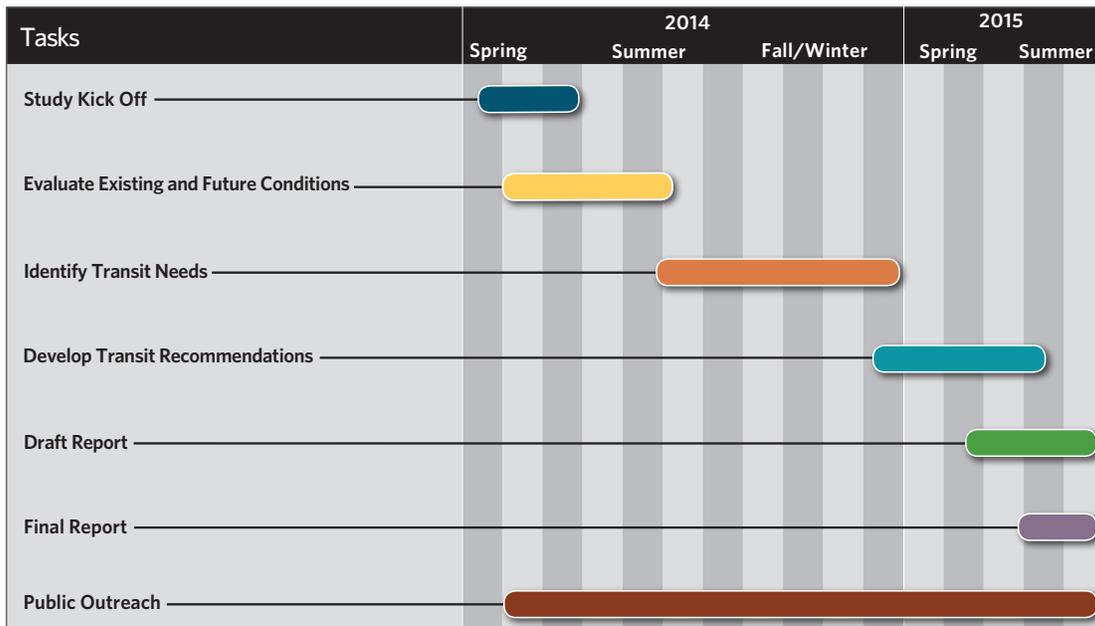
The study will continue through the spring of 2015 with a final report issued at the end of summer 2015.

Please visit the project website at valleymetro.org/SEVTSS to complete a public survey that will be incorporated into the study's report.

STUDY MAP



STUDY SCHEDULE



FOR MORE INFORMATION

Sonya Pastor La Sota, Community Outreach Coordinator
602.744.5584
spastor@valleymetro.org

STAY INFORMED

Website: valleymetro.org/sevtss
Facebook: [facebook.com/valleymetro](https://www.facebook.com/valleymetro)
Twitter: @valleymetro

To receive information in alternative formats, call 602.744.5552 | TTY 602.251.2039

ATTACHMENT #7

Agenda Item #9

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 15, 2014

SUBJECT:

Federal Fiscal Year 2014 Year End Closeout Report of Federal Highway Administration Sub-allocated MAG Regional Funds, and Evaluation of Federal Fiscal Year 2015 Funding Levels

SUMMARY:

On July 6, 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Surface Transportation Authorization Act was signed into law. Through a continuing resolution, the federal funding levels for federal fiscal year (FFY) 2015 surface transportation programs have authorized through December 11, 2014. Closeout of the FFY 2014 Federal Highway Administration (FHWA), funding that is sub-allocated to the MAG region which includes Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TAP), and planning funds (SPR) and (PL) programs was reported by the Arizona Department of Transportation (ADOT) in October for FFY 2014 fourth quarter. An update is being provided for the FFY2014 year end, and an estimated outlook for FFY2015.

An evaluation of FFY2014 funding shows apportionments with obligation authority applied at \$102.7 million, Final Vouchers (FV) and project cost savings totaled \$8.2 million, and incoming loans totaled \$4.3 million. All sub-allocations, and additional revenues were fully expended through the repayment of loans, debt service, and through a combination of project closeouts held in January 2014, approved by Regional Council in February 2014, and by advance construction funding conversation in the Arterial Life Cycle Program. This year the MAG region ended with \$0 in carry forward. Please refer to Table A for additional detail on the revenues and expenditures for FY 2014.

It is expected that federal funding for FFY2015 will be authorized at the same amount as FFY2014. The Obligation Authority (OA) is currently unknown at this time, and is also pending legislative action. MAG will be working under the reasonable assumption that the sub-allocated programs will receive a full year authorization at the same level as FFY2013, with at least a 94.6 percent OA (programming limit). It is also assumed via an ADOT estimate, that the final vouchers and project cost savings can be expected at approximately \$4 million. Currently estimated project authorizations for FFY2015 are over programmed by \$13.2 million. Many projects annually request to defer, which then releases funding back to the program in the current year. To ensure that all MAG regional funding is fully utilized each year and minimize the risk of loss of funding to the region, staff will closely monitor federal funding legislative actions, and the results from member agency project status report information, and will announce FFY 2015 Closeout if funding is available. A summary of estimated revenues and expenditures for FFY2015 is included at the bottom of table A.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: All Federal Highway Administration Sub-allocated funding was fully utilized for FY2014, removing the risk of federal recision, and state sweeps.

CONS: none

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Postponement of holding Closeout for the Federal Highway Administration Sub-allocated funding at this time is necessary due to the current over programmed status. When information is returned from the project status workbook reports, the program funding will be reviewed.

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

ACTION NEEDED:

For information and discussion.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

| FFY 2014 SUB-ALLOCATED MAG FHWA FUNDS: Actuals | | | | | | | | | | |
|---|----------------------|-------------------|---------------------|---------------------|-------------------|---------------------|----------------------|-------------------|---------------------|----------------------|
| Description | CMAQ | CMAQ 2_5 | HSIP* | PL* | SPR* | STP other | STP OVER 200K | TA OTHER | TA OVER 200K | Total |
| FY2014 Apportionments with OA Applied /1 | \$ 42,272,003 | \$ 612,586 | \$ 1,908,289 | \$ 3,787,871 | \$ 1,437,500 | \$ 3,346,907 | \$ 45,126,762 | \$ 440,112 | \$ 3,764,493 | \$ 102,696,523 |
| Loans In /7 | - | - | 49,157 | - | - | 4,252,198 | - | - | - | 4,301,355 |
| Loans Out /8 | (713,569) | - | - | - | - | - | - | - | - | (713,569) |
| Repayments In /9 | - | - | - | - | - | - | - | - | - | - |
| Repayments Out /10 | - | - | - | - | (1,250,000) | - | - | - | - | (1,250,000) |
| Transfers In /11 | - | - | - | - | - | - | - | - | - | - |
| Transfers Out /12 | - | - | - | - | - | - | - | - | - | - |
| MAG DEBT SERVICE ESTIMATE | - | - | - | - | - | - | (33,779,743) | - | - | (33,779,743) |
| Other OA Carry Forward** | - | - | - | - | - | - | 208,753 | - | - | 208,753 |
| Total Available with OA applied/1 | \$ 41,558,434 | \$ 612,586 | \$ 1,957,446 | \$ 4,007,900 | \$ 187,500 | \$ 7,599,105 | \$ 11,555,772 | \$ 440,112 | \$ 3,764,493 | \$ 71,463,319 |
| Final Vouchers (FV) and Awards | \$ 5,385,192 | \$ - | \$ 591,369 | \$ - | \$ - | \$ - | \$ 2,225,660 | | | \$ 8,202,222 |
| Description | CMAQ | CMAQ 2_5 | HSIP* | PL* | SPR* | STP other | STP OVER 200K | TA OTHER | TA OVER 200K | Total |
| Total OA Apportionments plus FV and Awards | \$ 46,943,627 | \$ 612,586 | \$ 2,548,815 | \$ 4,007,900 | \$ 187,500 | \$ 7,599,105 | \$ 13,781,432 | \$ 440,112 | \$ 3,764,493 | \$ 79,665,541 |
| Less Project Authorizations | \$ 41,441,144 | \$ 264,040 | \$ 1,957,446 | \$ 4,007,900 | \$ 187,500 | \$ (201,738) | \$ 29,697,001 | \$ 320,822 | \$ 2,211,456 | \$ 79,885,570 |
| Ending Balance (Total Avail. minus Prjt Authorizations) | 5,502,483 | 348,546 | 591,370 | - | - | 7,800,843 | (15,915,569) | 119,290 | 1,553,037 | (0) |
| OA Carry Forward to FY2015/2 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

* Obligation Authority (OA) not applied; flat distribution.
** OA carry forward or correction only (not apportionment).
1 Apportionments have OA applied to certain programs. Loans, repayments, transfers, debt service do not have OA applied. OA to apportionments for FFY 14 has been rounded.
2 All OA expires at end of the year. Loaned OA is retained for return year.

| FFY 2015 ESTIMATED: SUB-ALLOCATED MAG FHWA FUNDS | | | | | | | | | | |
|---|----------------------|-------------------|---------------------|---------------------|-------------------|---------------------|----------------------|-------------------|---------------------|----------------------|
| OA Funding Available/1 | CMAQ | CMAQ 2_5 | HSIP | PL* | SPR * | STP other | STP OVER 200K | TA OTHER | TA OVER 200K | Total |
| OA Applied rate: 0.94634256 | \$ 45,711,504 | \$ 662,429 | \$ 1,855,052 | \$ 3,787,871 | \$ 1,437,500 | \$ 3,619,231 | \$ 48,798,542 | \$ 475,922 | \$ 4,070,795 | \$ 110,418,846 |
| Loans and Repayments in | - | - | - | - | - | 4,252,198 | 713,569 | - | - | 4,965,767 |
| Loans and Repayments out | - | - | - | - | (1,250,000) | - | - | - | - | (1,250,000) |
| MAG DEBT SERVICE | - | - | - | - | - | - | (34,100,000) | - | - | (34,100,000) |
| Total Available with OA applied | \$ 45,711,504 | \$ 662,429 | \$ 1,855,052 | \$ 3,787,871 | \$ 187,500 | \$ 7,871,429 | \$ 15,412,111 | \$ 475,922 | \$ 4,070,795 | \$ 80,034,613 |
| Plus Final Vouchers and Awards Expected | \$ 2,640,000 | | | | | | \$ 1,360,000 | | | \$ 4,000,000 |
| Less TIP Expected Project Authorizations | 55,559,999 | 1,388,409 | 1,308,501 | 3,787,871 | 187,500 | - | 32,052,754 | 130,000 | 2,801,118 | 97,216,152 |
| Ending Balance (Total Avail. minus Prjt Authorizations) | \$ (7,208,495) | \$ (725,980) | \$ 546,551 | \$ - | \$ - | \$ 7,871,429 | \$ (15,280,643) | \$ 345,922 | \$ 1,269,677 | \$ (13,181,538) |

* Obligation Authority (OA) not applied; flat distribution.
1 Apportionments have estimated OA applied to certain programs. Loans, repayments, transfers, debt service do not have OA applied. OA to apportionments for FFY 15 has been rounded.