

April 30, 2013

TO: Members of the MAG Management Committee

FROM: David Cavazos, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, May 8, 2013 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
May 8, 2013**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. 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 Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the April 10, 2013, Meeting Minutes

5A. Review and approval of the April 10, 2013, meeting minutes.

TRANSPORTATION ITEMS***5B. Southwest Valley Local Transit System Study**

The FY 2012 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, included the Southwest Valley Local Transit System Study. The study was launched in October 2011 to investigate what a future transit system for the Southwest Valley area would look like. The study area includes portions of the cities of Avondale, Goodyear, Litchfield Park, Phoenix, and Tolleson, the Town of Buckeye, and unincorporated portions of Maricopa County. Valley Metro is also a participant in the study. The study identifies opportunities and strategies for improving the existing transit service in the Southwest Valley and developed a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and also connects to the regional transit system. The study is complete and staff is requesting acceptance of the study recommendations. The Transit Committee and the Transportation Review Committee both recommended acceptance of the study in April 2013. Please refer to the enclosed material.

***5C. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program**

The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty four times, with the last approval on March 27, 2013. Since then, there is a need to modify projects in the programs. Please refer to Table D for a list of proposed administrative corrections and project changes in the Highway programs. These modifications include deferrals, advancements, project modifications, new projects, and financial updates. On April 25, 2013, the MAG Transportation Review Committee recommended approval of Table D. Please refer to the enclosed material.

5B. Recommend acceptance of the Southwest Valley Local Transit System Study short-, mid-, and long range findings and recommendations.

5C. Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

AIR QUALITY ITEMS***5D. Conformity Consultation**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including projects funded by federal Highway Safety Improvement Program Rail Grade Crossing, Congestion Mitigation and Air Quality Improvement Program, Safe Routes to School, and Transportation Alternatives. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5D. Consultation.**ITEMS PROPOSED TO BE HEARD****6. Update on MAG Socioeconomic Projections (8 Minutes)**

In accordance with Executive Order 2011-04, MAG prepares sub-regional socioeconomic projections. These projections are used as input to the transportation and air quality models and utilize the County projections (prepared by the Arizona Department of Administration and approved by the Regional Council in December 2012) and the 2010 Census. Working with the MAG Population Technical Advisory Committee (POPTAC), MAG staff has prepared draft socioeconomic projections for housing, population, and employment for July 1, 2010, 2020, 2030, and 2040. All data, methods and assumptions used to prepare the draft projections have been reviewed by MAG POPTAC. Two drafts of the projections were reviewed by member agencies in December 2012 and April 2013. The third draft of the projections incorporating comments received is currently

6. Information and discussion.

under final review by MAG POPTAC. A status report will be provided.

7. Maricopa Association of Governments Agency Performance Review Questionnaire (10 Minutes)

On November 19, 2012, the Executive Committee discussed the benefit of an agency questionnaire to provide input on the performance of MAG as an agency. It was suggested that this survey would provide input from other agencies, such as state and nonprofit agencies, on how they view MAG as an organization. A survey was developed and reviewed by the Executive Committee at the February 19, 2013, meeting. The Executive Committee directed staff to distribute the survey. The survey was sent to 829 agencies and the deadline for response was March 27, 2013. Staff will provide an overview of the survey results.

8. Approval of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments (5 Minutes)

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2013. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the April 3, 2013, Intermodal Planning Group meeting. The Draft FY 2014 MAG Unified Planning Work Program and Annual Budget is being presented for approval. Please refer to the enclosed material.

9. Recommendation from the MAG Managed Lanes Network Development Strategy - Phase I Study (10 Minutes)

On November 15, 2010, the MAG Regional Council authorized procurement of consultant services to develop the MAG Managed Lanes Network Development Strategy - Phase I project.

7. Information, discussion and input.

8. Recommend approval of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments.

9. Information, discussion, and review of the recommendations of the MAG Managed Lanes Network Development Strategy project.

This multi-phase effort was in response to consideration for public-private-partnership (P3) opportunities in the Phoenix Metropolitan Area where high occupancy vehicle (HOV) lanes could be operated as high occupancy toll (HOT) lanes as part of an overall managed lanes strategy. The study team has completed this phase of the project and has made the recommendation to actively pursue implementing a broad array of enhanced mobility options, including the use of managed lanes, congestion pricing, active traffic management, and other similar innovative transportation solutions to accommodate travel demand. Implementation of this recommendation would be identified and studied further in Phase II of this project. On April 17, 2013, the Transportation Policy Committee recommended approval to proceed to Phase II of the study. This item is on the May 1, 2013, MAG Regional Council agenda for action. Please refer to the enclosed material.

10. Legislative Update (5 minutes)

An update will be provided on legislative issues of interest.

11. Request for Future Agenda Items

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

12. Comments from the Committee

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

Adjournment

10. Information, discussion, and possible action.

11. Information and discussion.

12. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 10, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|---|
| Tom Remes for David Cavazos, Phoenix
Dr. Spencer Isom, El Mirage, Vice Chair | * Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park |
| # Matt Busby for George Hoffman,
Apache Junction | Christopher Brady, Mesa |
| Charlie McClendon, Avondale | * Jim Bacon, Paradise Valley
Carl Swenson, Peoria |
| # Stephen Cleveland, Buckeye | John Kross, Queen Creek |
| Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Dan Worth, Scottsdale |
| Rich Dlugas, Chandler | Chris Hillman, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Andrew Ching, Tempe |
| Ken Buchanan, Fountain Hills | * Reyes Medrano, Tolleson
Joshua Wright, Wickenburg |
| Rick Buss, Gila Bend | * Lloyce Robinson, Youngtown
John Nelson for John Halikowski, ADOT |
| * David White, Gila River Indian Community | John Hauskins for Tom Manos,
Maricopa County |
| Leah Hubbard for Patrick Banger, Gilbert | Steve Banta, Valley Metro/RPTA |
| Brent Stoddard for Dick Bowers, Glendale | |
| * Brian Dalke, Goodyear | |

* Those members neither present nor represented by proxy.

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Vice Chair Spencer Isom at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Stephen Cleveland and Matt Busby joined the meeting via teleconference.

Vice Chair Isom announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Vice Chair Isom stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Vice Chair Isom noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He stated that the MAG Regional Council, Economic Development Committee and regional businesses went to Nogales, Sonora, to attend a Binational Economic Forum on March 22, 2013. Mr. Smith stated that attendees visited the German-owned Continental manufacturing plant that produces electronics, such as radios for Chrysler Corporation. He stated that the facility's 1,800 employees are part of the company's 164,000 employees in 46 countries.

Mr. Smith displayed photographs of MAG Regional Council Chair Marie Lopez Rogers and Mayor Greg Stanton speaking at the forum. He noted that approximately 300 people attended the forum, which received press coverage from two national Mexican television networks and numerous newspapers. Mr. Smith remarked how efforts to improve the relationships with Mexico are now being rekindled.

Mr. Smith stated that this trip was a follow-up to the event MAG coordinated in December 2012. Mr. Smith noted that the Arizona Mexico Commission will hold a conference in Paradise Valley on June 14, and one of the speakers will be international global expert Michael Gallis, who will be presenting on the economic connection from Mexico to Canada.

Mr. Smith stated that a follow up to the MAG Freight Transportation Framework Study will be presented on August 29 during the League of Arizona Cities and Towns Annual Conference.

Mr. Smith stated that footage from the Nogales trip will be used in a session on Horizonte to discuss the importance of Mexico. He added that MAG staff will be producing a video that will be available to Channel 11s.

Mr. Smith stated that the City of Obregon, Sonora, Mexico, recently contacted MAG expressing it would like to host an event in their city, similar to the Nogales trip. He explained that Obregon, the second largest city in Sonora, has 12 universities and institutes, and is close to the Port of Guaymas. Mr. Smith stated that the reason David Cavazos was not at the Management Committee meeting is that he and Mayor Stanton were in Mexico. He remarked that there is a lot of activity between this region and Mexico.

Mr. Smith then updated the Committee on the Metropolitan Planning Area Boundary. He said that the map has been submitted to ADOT. Mr. Smith stated that the City of Maricopa and the Town of Florence have passed Resolutions to join MAG and the Gila River Indian Community sent a letter stating that the Community wishes its area in Pinal County be included in the MAG planning area. Mr. Smith stated that MAG and ADOT are working on a package to submit to the Governor.

Mr. Smith reviewed the next steps. He stated that once the Governor approves the Metropolitan Planning Area Boundary for MAG, an amendment to the MAG By-Laws would be considered by the Regional Council. If approved, new members would be approved, followed by the issuance of membership certificates. Mr. Smith noted that Pinal County has not yet submitted a Resolution, but has expressed interest. He stated that new members would then be included in the dues and assessments for FY 2014.

Mr. Smith then reported good news on the foreclosed and pending foreclosure residential properties. For March 2013, 4,981 homes were foreclosures and 9,188 were pending foreclosure, for a total of 14,169 distressed properties. He noted that this is in contrast to the 63,182 distressed properties in March 2010. Mr. Smith advised that the normal number for distressed properties is approximately 8,000.

Mr. Smith announced MAG staff's most recent naturalized citizen, Vladimir Livshits, and spoke of his path to citizenship as it led from Russia, to Israel, to Canada, and then to the United States. Mr. Smith then reviewed the list of other MAG staff members who have become citizens, Monique de los Rios Urban, Sarath Joshua, Farhana Baki, Petya Maneva, Taejoo Shin, Anubhav Bagley, Lora Mwaniki-Lyman, Jorge Luna, and Samantha Wolfe. He noted that they have filled highly specialized positions at MAG that require high level skills.

Vice Chair Isom thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair Isom stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

No requests for public comment were received.

Vice Chair Isom asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted.

Mr. McClendon moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mr. Buchanan seconded. Vice Chair Isom asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the March 13, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the March 13, 2013, meeting minutes.

5B. On-Call Consulting Services Selection for Bottleneck Data Collection, Model Validation and Improvement

The MAG Management Committee, by consent, recommended approval of the list of on-call consultants for Area of Expertise A (Traffic Bottleneck Data Collection and Analysis): American Digital Cartography, Cambridge Systematics, CDM Smith, Lee Engineering, Iteris, Midwestern Software Solutions, Skycomp, Texas Transportation Institute, Traffic Research & Analysis, and United Civil Group, and for Area of Expertise B (Transportation Model Development and Application): Arcadis, Atkins, Caliper, Cambridge Systematics, CDM Smith, Parsons Brinckerhoff, Texas Transportation Institute, for the Bottleneck Data Collection, Model Validation and Improvement, for a total amount not to exceed \$400,000. The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes On-call Consulting Services for Bottleneck Data Collection, Model Validation and Improvement. The purpose of the project is to collect bottleneck data for the validation and update of MAG regional models, the analyses of collected bottleneck data, and application of the data for improvements to regional transportation models. A request for qualifications was advertised on January 18, 2013 for technical assistance including two areas of expertise: (A) Traffic Bottleneck Data Collection and Analysis; and (B) Transportation Model Development and Application. Fourteen proposals were received by the February 26, 2013, deadline. On March 7, 2013, the agency staff on the multi-agency evaluation team recommended consultants to MAG to perform the technical assistance.

5C. MAG Strategic Transportation Safety Plan Consultant Selection

The MAG Management Committee, by consent, recommended approval of the selection of Lee Engineering, LLC, to develop the MAG Strategic Transportation Safety Plan for an amount not to exceed \$300,000. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes a project to develop a comprehensive Strategic Transportation Safety Plan (STSP) with a budget of \$300,000. The previous STSP was developed by the MAG Transportation Safety Committee in 2005. The new STSP will help establish a unified approach for identifying and implementing solutions for key road safety issues that affect all MAG member agencies. The STSP will identify regional priorities, strategies, resource needs and appropriate road safety performance measures. The STSP will also provide input to the next update of the Regional Transportation Plan (RTP) from a transportation safety perspective. A request for proposals was advertised on January 18, 2013, to select a qualified consultant. Three qualifying proposals were received and reviewed by a multi-agency evaluation team, who recommended to MAG the selection of Lee Engineering, LLC, for developing the STSP. On March 26, 2013, the Transportation Safety Committee recommended the selection of Lee Engineering, LLC, for developing the STSP.

5D. MAG Intelligent Transportation Systems and Transportation Safety On-Call Services Consultant Selection

The MAG Management Committee, by consent, recommended approval of the lists of consultants for the ITS and Transportation Safety Planning on-call services, for the following areas of expertise: (1) Traffic Engineering, (2) ITS Planning, (3) ITS Operations Planning, (4) ITS

Training, (5) ITS Evaluation & Feasibility Studies, (6) ITS Modeling and Supporting Services (7) Regional Fiber Network Planning and Management (8) Transportation Safety Planning. The FY 2014 MAG Unified Planning Work Program and Annual Budget, anticipated to be approved by the MAG Regional Council in May 2013, includes a number of projects to be executed in the areas of Intelligent Transportation Systems (ITS) and Transportation Safety. These projects will be executed through on-call consultant contracts with qualified consultants selected in eight areas of technical expertise. A request for qualifications was advertised on January 31, 2013. Two multi-agency selection panels evaluated the statements of qualifications and recommended the selection of a number of qualified consultant teams in each of the areas of expertise. On March 26, 2013, the MAG Transportation Safety Committee recommended approval of a ranked list of consultants for Transportation Safety projects. On March 27, 2013, the ITS Committee recommended approval of consultants for seven areas of technical expertise.

5E. Amendment to the Contract for the Central Phoenix Transportation Framework Study to Initiate Downtown Phoenix Core Connections and Operations Studies

The MAG Management Committee, by consent, recommended approval to increase the Central Phoenix Transportation Framework Study contract with Wilson and Company, Inc. by \$380,000 to conduct the additional work for the Central Phoenix Transportation Framework Study. The FY 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$600,000 to conduct Phase I of the Central Phoenix Transportation Framework Study. The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, included an additional \$600,000 to conduct Phase II of the project. This study is developing a multimodal transportation framework for the study area that will likely be implemented at multiple jurisdictional levels and includes portions of, or all of, the Cities of Chandler, Glendale, Paradise Valley, Peoria, Phoenix, Tolleson, Scottsdale, and Tempe, and the Town of Guadalupe. Phase II of the study is nearing completion and the results will be presented to the MAG committees this summer. A recent study workshop recommended identifying better connections by improving traffic and transit operations between the Regional Freeway System and the Downtown Phoenix Core. The City of Phoenix is requesting to advance this study's recommendation by amending the Unified Planning Work Program and Annual Budget to use the Central Phoenix Transportation Framework Study foundation with additional services to provide study details about these improved connections. A combination of Regional Area Roadway Fund (RARF) and City of Phoenix contributions has been identified for these services.

5F. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

6. ADOT Passenger Rail Study, Tucson to Phoenix

Mike Kies, from the Arizona Department of Transportation (ADOT), provided an update on the ADOT Passenger Rail Study from Tucson to Phoenix. Mr. Kies stated that setting a vision for the transportation system in Arizona for 2050 resulted from the Building a Quality Arizona (BQAZ) process in 2010. He said that passenger rail was part of the vision.

Mr. Kies displayed a map of possible intercity rail, commuter rail, and passenger rail corridors. He stated that implementation was then studied, with the Phoenix to Tucson corridor the highest priority in the feasibility study.

Mr. Kies then explained the passenger rail corridor study process and indicated that the alternatives analysis is being completed, after which they will complete their deliverables. Mr. Kies stated that two processes were blended into this one study – from the Federal Railroad Administration and the Federal Transit Administration – who are co-leads on the study.

Mr. Kies stated that seven preliminary alternatives will be presented to the public and agencies to distill down to a couple of preferences. He noted that one bus option on Interstate 10 is one of the alternatives to provide express bus service between Tucson and Phoenix. Mr. Kies stated that the alternatives include six rail options, including one that follows the Interstate 10 alignment, one that follows the Union Pacific alignment, and combination alternatives.

Mr. Kies stated that they conducted a three-legged process on the alternatives: (1) outreach to the public to get comments; (2) coordinate with 46 agencies in Maricopa and Pinal counties; (3) conduct technical analyses of the alternatives. Mr. Kies then reported on the outreach they conducted – he said almost 7,000 surveys were completed by the public, which is a significant amount.

Mr. Kies stated that survey respondents were asked their preferred travel choice between Tucson and Phoenix and more than 77 percent responded train. He noted that the respondents also indicated preference for alternatives in the East Valley. Mr. Kies stated that they will be taking two alternatives forward to the EIS and select a locally preferred alternative. He noted that the two alternatives have not yet been fully vetted, but he thought one alternative would follow Interstate 10 from Phoenix to Tucson and one alternative would access eastern Pinal County and the East Valley of the Phoenix Metro area.

Mr. Kies also noted some orange areas on a map that indicate areas that will be evaluated in the EIS, called common corridors. He said that the final alternative will have one alignment that goes as far west as Surprise and Buckeye, one common corridor to Tempe, and one corridor from Picacho to Tucson.

Mr. Kies noted the schedule and next steps, which includes continuing coordination and support from local agencies; completing the Final Alternatives in Spring 2013; completing the Draft EIS in Fall 2013, followed by a 45-day public comment period and public hearings. Mr. Kies stated that a Final EIS and final report is anticipated by early 2014. He stated that the Final EIS will document the locally preferred alternative. Mr. Kies stated that the Service Development Plan, which is an implementation plan, will then be created.

Vice Chair Isom thanked Mr. Kies for his report and asked members if they had questions.

Mr. Brady stated that the EIS represents a huge effort and he asked if it would take into account the costs of the two alternatives, for example, one might have more right of way donations, to enable decision makers to decide which alternative could actually be delivered. Mr. Brady stated that it seemed they would always want to have two alternatives – one as a backup – without having to start over. Mr. Kies replied that they are evaluating six major criteria categories and the evaluation is broken down into three levels. Mr. Kies stated that the preliminary alternatives are Level Two and as they get into Level Three, the criteria become more specific. He stated that one of the categories is financial feasibility, where they will measure the cost, operating cost, and ridership revenue. Mr. Brady commented that if you do not have willing participation it seems that it could be difficult to do a project of this magnitude without a backup alternative.

7. Development of the FY 2014 Unified Planning Work Program and Annual Budget

Rebecca Kimbrough stated that the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. She said that staff positions are being requested for a Senior Transportation Engineer, a Transportation Engineer I/II, a Transportation Planner I, and an Information Technology Records and Data Management Analyst II to assist in maintaining databases as well as overseeing the implementation of a records management policy at MAG. To assist the Senior Transportation Engineer, an associate request has been added for \$80,000; this support is needed to provide additional oversight of the studies that provide information in delivering the Regional Freeway and Highway program.

Ms. Kimbrough stated that a salary increase for FY 2014 is being proposed. She advised that due to the downturn in the economy, MAG did not propose a salary increase in 2010. Ms. Kimbrough stated that in 2011, MAG proposed a salary increase based on the results of an independent compensation study that was performed in the spring of 2010. Since that time, one other increase was proposed – in FY 2013. Ms. Kimbrough stated that a proposed salary increase of up to five percent is being proposed for FY 2014, and any increases to individual MAG salaries would be performance based. MAG staff receive an annual performance evaluation each June and, based on their performance for the year, may receive a salary increase if included in the budget. The total proposed increase for FY 2014 would not exceed a maximum of \$370,000.

Ms. Kimbrough reported on the Intermodal Planning Group meeting that was held April 3, 2013. She explained that this meeting included a review and comments on the draft FY 2014 MAG budget by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Arizona Department of Transportation (ADOT), and other related parties. Ms. Kimbrough stated that presentations were given by MAG, the City of Phoenix, and Valley Metro. She noted that these presentations were well received and discussions among the group on the elements of the Work Program were positive and in-depth. Ms. Kimbrough stated that as a result of this meeting, MAG and ADOT are forming two working groups to exchange information on certain projects and invoicing. She noted that at the meeting, the FHWA said that the Mag Work Program is a very good document, and FTA said that they appreciate the MAG review process.

Ms. Kimbrough added that any formal comments from this meeting will be passed along to the Management Committee.

Ms. Kimbrough stated that MAG is awaiting word from the Governor's Office on the planning boundaries to complete the final draft of the proposed FY 2014 Work Program. She noted that input on the development of the Work Program was requested.

Vice Chair Isom thanked Ms. Kimbrough for her report. No questions or comments from the Committee were noted.

8. Regional Economic Update

Lora Mwaniki-Lyman, MAG staff, provided a report on the region's economy. She noted that certain macro and regional economic trends are setting the stage for accelerated growth in the U.S. in the near to mid future. Ms. Lyman said that these same factors are contributing to Maricopa County's economic growth which has experienced improvement in the housing market, labor market, and consumer spending, however, Maricopa County is still behind the nation and select peer cities in recovering jobs and home values lost during the recession. This means there is room for improvement and growth. Ms. Lyman stated that Maricopa County's economy is anticipated to gain momentum, however, certain events could delay higher growth in the near future.

Ms. Lyman noted that economic data released in the second half of 2012 and first quarter of 2013 continue to indicate continued and consistent economic growth in the U.S. and Maricopa County. In addition, certain macro and regional economic trends are evident: She said that the rise in home prices has boosted consumer net worth and is stimulating spending; corporate profits are at record highs, positioning corporations to make capital investments or reinvestments when the business environment improves; industrial production is close to the pre-recession level and showing improvements in manufacturing sectors; the economies of U.S. and Arizona's top export destinations continue to grow at rates higher than the U.S.

Ms. Lyman stated that consumer net worth is on the rise since the first quarter of 2009 but is still below the pre-recession, third quarter of 2007 levels. She noted that the rise in net worth is mostly attributed to rising home values as foreclosure properties clear the market and households refinance their homes and restructure their debt. Ms. Lyman stated that personal incomes have recovered at a faster rate than consumer net worth. The U.S. economy has created five million jobs since the end of the recession.

Ms. Lyman stated that corporate profits were at a record 11 percent in 2012, which positions companies to make capital reinvestments or new investments as the business environment improves. It is estimated that about 50 percent of the corporate profits are from manufacturing and financial institutions that have a global reach. She noted that individuals are taking home less income as a share of national income – 44 percent in 2012 – a record low.

Ms. Lyman stated that the World Economic Outlook by the International Monetary Fund for January 2013 projects the U.S. economy will grow three percent in 2014. China is projected to continue growing at close to 8.5 percent. Mexico, Arizona's top export destination, has the highest

projected growth rate among the NAFTA partners of 3.5 percent. Ms. Lyman stated that a World Bank Group study determined that 17 percent of Mexico's population joined the middle class in the last decade, demanding a better quality of life, services, and products. This means more market opportunities for U.S. exports.

Ms. Lyman stated that inflation in the Phoenix-Mesa-Glendale metro area was 2.2 percent in 2012, within the Federal Reserve Bank's near-term inflation expectations of half a basis point above or below its long-term target of two percentage points.

Ms. Lyman reported that the number of jobs in Maricopa County increased two years in a row, and as of January 2013, has recovered 120,000 of the close to 300,000 jobs lost during the recession. Sectors leading out of the recession include state and local government, education and health (which were the only recession proof sectors) and tourism-sensitive sectors (which includes retail, and leisure and hospitality).

Ms. Lyman noted that Maricopa County's economy lags behind the U.S. average in recovering jobs lost during recession. She added that it has recovered 40 percent of the jobs lost while the U.S. average is at 45 percent as of January 2013. Ms. Lyman stated that this is probably due to this region being among the hardest hit by the housing market crisis.

Ms. Lyman noted that the Phoenix-Mesa-Glendale metro area is leading the nation in home price appreciation, which rose by about 23 percent in December 2012 compared to December 2011. She advised that the regions that were hardest hit by the housing market crisis are also the ones leading in the rebounds in home values. She added that people are finding it easier to relocate as the housing market recovers. For the first time in four years, the Phoenix-Mesa-Glendale metro area reported positive net migration in 2012, which should continue to boost the housing market. While the Phoenix metro area leads other metro areas in home price appreciation, it has a way to go before home prices reach pre-recession levels. The regions with the largest housing market busts are also the regions which will take longer to recover to the pre-recession levels.

Ms. Lyman stated that the housing market boom of 2005 and 2006 created wealth for many households in Maricopa County. As a result Maricopa County's per capita personal income rose higher than the U.S. average in those two years, however, the financial crisis shifted the region's per capita personal income levels to below the U.S. average. Ms. Lyman advised that the region will need to create high-paying jobs to get back to its initial personal income growth trajectory.

Ms. Lyman stated that the rising housing market is fueling increased optimism and helping stimulate spending, especially on durable goods such as motor vehicles. Consumer spending on automobiles is up, but is still 40 percent below peak levels (2007). Ms. Lyman stated that most recently released aggregate retail sales total (2012) for Maricopa County indicates that the retail sales spending level of consumers is back to pre-recession spending levels.

Ms. Lyman concluded that overall, the region's economy is expected to continue experiencing increased economic growth. She said that the housing market will continue to rebound and home prices appreciate back to the pre-bubble and bust trends. Ms. Lyman stated that the service sector will continue to lead in job creation, however, there are opportunities to accelerate economic growth through innovative business attraction and retention policies targeting corporations,

especially manufacturing and financial companies, as they determine new locations for capital investments. Ms. Lyman stated that small and medium size enterprises are still lagging in the recovery and unlike larger corporations have less access to capital and are still experiencing a tight credit environment.

Ms. Lyman indicated that certain events could slow down the recovery and hinder accelerated growth. Ms. Lyman stated that sequestration was implemented on March 1, 2013, with the continuing Resolution for the remaining six months of FY 2013 providing defense with some flexibility in implementing the cuts. Ms. Lyman stated that it is believed that the effects of sequestration will be slow and economic data is only just beginning to capture the effects of the spending cuts. State and local governments will bear the burden of the federal spending cuts. Ms. Lyman stated that any discussions around a balanced approach to debt reduction have effects on corporate tax liability. Corporations may choose to hold off their long-term decisions on capital investments until a fiscal plan is agreed upon or the uncertainty around debt reduction is reduced.

Ms. Lyman stated that other events that could slow down the economy include certain features of the American Affordable Care Act being rolled out this year with full implementation effective next year. Ms. Lyman stated that at the global level, Europe is in a recession, which means a declining demand for U.S. exports. Policies on austerity could have contingency effects on the U.S. through the financial system.

Vice Chair Isom thanked Ms. Lyman for her report and asked if there were any questions.

Mr. Smith noted that Ms. Lyman's presentation was available on the MAG website. In addition, she would present at City Council meetings if requested.

9. Transportation Funding Overview

Eric Anderson, MAG Transportation Director, provided an update on transportation funding. Mr. Anderson stated that the MAG region has three sources of transportation funds: sales tax funds, Highway User Revenue Funds (HURF), and federal transportation funds. He noted that HURF is primarily used for the maintenance of streets and roads.

Mr. Anderson noted that Proposition 400 revenues started to go negative in September 2007 and this trend continued for 39 months. He noted that the negative growth in sales tax required a rebalancing of the highway, arterial streets, and transit programs. Mr. Anderson stated that peak revenue in FY 2007 was approximately \$391 million, and FY 2012 revenue was approximately \$323 million.

Mr. Anderson displayed a chart of projections done in 2003 for the Regional Transportation Plan and compared it to current sales tax projections – a gap of about \$6.6 billion. He noted that the 2003 revenue projection was approximately \$14 billion, and that figure has been revised to approximately \$8.5 billion to accommodate lower revenue. He noted that there has been some recovery – sales tax revenue was up about four percent this year – but about ten years of revenue growth and economic activity were lost.

Mr. Anderson discussed sources and uses of the HURF, which is another major source of transportation funding. He said that 2012 revenue totaled approximately \$1.2 billion, which is about the same as 2004 revenue. Mr. Anderson stated that approximately \$235 million (almost 20 percent) is allocated for other uses, such as the Department of Public Safety and State General Fund. Mr. Anderson noted that State law limits Other Uses to \$20 million per year, but the Legislature has chosen to waive this restriction.

Mr. Anderson displayed a comparison of the 2003 and current projections for the HURF. He noted that the growth prospects for HURF are much worse than the sales tax. Mr. Anderson pointed out a \$7.5 billion reduction over the life of the RTP in HURF projections.

Mr. Anderson compared uses of the HURF revenue, which is vital to municipalities for their streets. He said that in 2000, cities received approximately \$306 million, or 30 percent, of the approximate \$1 billion in HURF revenue. In 2012, even though revenue was higher (approximately \$1.2 billion), cities received less (approximately \$304 million, or 25 percent). Mr. Anderson pointed out that in 2000, \$25.5 million was diverted to the Other Purposes category (to the Department of Public Safety and/or General Fund). In 2012, this amount increased to approximately \$235 million – ten times the amount 12 years previously.

Mr. Anderson stated that over the years, threats to the HURF besides diversions, have included the fixed tax per gallon of gas with no adjustment for inflation, increased fuel economy standards, increased utilization of alternative fuel vehicles, reduced driving due to increased gas prices, and reduced growth in the vehicle license tax.

Mr. Anderson stated that the gas tax and diesel usage tax represent more than half of the HURF and 92 percent of the source of national funding. He stated that the gas tax is fixed at 18 cents per gallon in most states, the same amount since 1991. Mr. Anderson noted that if the tax was indexed for inflation with the consumer price index, the gas tax amount would now be 30 cents per gallon. Mr. Anderson advised that this could have meant an additional \$400 million of revenue in Arizona for 2012. He stated that fuel economy standards for new cars per federal guidelines are expected to continue to improve – to 56.5 miles per gallon in 2025 from the current 33 miles per gallon – and this impacts the gas tax collections. Mr. Anderson stated that due to the increase in fuel economy, the gas tax rate in 25 years is expected to see a 25 percent reduction in revenue, which becomes 35 percent to 40 percent when inflation is factored in.

Mr. Anderson stated that there is a movement to liquefy natural gas, which has no fuel taxes. He stated that one of the executives in a trucking firm expressed that he did not think there would be a significant impact, but ten percent of 18-wheelers using alternative fuel would have an impact on fuel taxes. He noted that the diesel fuel tax comprises approximately 52 percent of the HURF revenue. Mr. Anderson stated that vehicle license tax revenue has also been negatively impacted by the recession because people were holding off on purchases of new vehicles.

Mr. Anderson stated that to deal with these issues, 33 states have raised their gas taxes over the last 20 years, but not Arizona. He said that Arizona ranks near the bottom, at 14 cents per gallon, and the average in surrounding states is approximately 30 cents per gallon. Mr. Anderson stated that transportation infrastructure is being discussed in other states – it was mentioned in 14 state-of-the-state addresses. He explained that Nevada has a local option gas tax that counties can

choose to impose, for example, Washoe County indexes federal, state, and local gas taxes for inflation keeps the revenue locally.

Mr. Anderson stated that legislation about to be signed by the Governor in Virginia replaces the cents per gallon tax with a percentage tax. In Wyoming, legislation was enacted to increase the 14 cents per gallon gas tax to 24 cents per gallon. In Maryland, the Transportation Investment Act of 2013 reduces the per gallon gas tax but indexes the gas tax rate to inflation. Mr. Anderson stated that Oregon is going to require per mile fees for high efficiency vehicles after 2015, but there are privacy concerns with that method.

Mr. Anderson stated that other states fund transportation with such things as general funds, fuel taxes, and department of motor vehicle fees. He displayed a chart of the gas tax rates by state, and noted that the highest rate is in New York, at 50 cents per gallon, and Alaska is the lowest at 18 cents per gallon.

Mr. Anderson stated that the HURF needs to be fixed by stopping the diversions and returning the fund to the statutory limit of \$20 million annually; raising the fuel tax and indexing it for future inflation; and replacing the fuel tax with alternative mechanisms, but this appears to be a non-starter politically.

Mr. Anderson stated that a comment was made at a recent AGC meeting that constituents complain about other issues – education, health care, immigration, or guns – but rarely complain about transportation funding. The transportation system works so well it is a victim of its own success. In addition, it is fairly young infrastructure, but the fact that it will need rehabilitation in the future as it ages is not on the radar screen of legislators or citizens. He said that the current structure of tax on fuel is not sustainable, and he added that there are vehicles that use alternative fuels that are not taxed.

Mr. Anderson noted how Congress has had to supplement the national Highway Trust Fund with general fund revenue of about \$17 billion per year for the past couple of years. Mr. Anderson stated that the cumulative shortfall for 2015 through 2023 is estimated at \$92 billion. He remarked that a more sustainable level of funding is needed.

Mr. Anderson discussed a graph of two federal budget proposals. He said that Senator Murray's budget tries to maintain the current spending levels over the next ten years, but no increase. Congressman Ryan's budget proposal keeps the Highway Trust Fund solvent, but would require filling in the gaps with an increase in the federal gas tax, alternative funding sources or subsidies. He noted that it follows the revenue streams of the Highway Trust Fund, which is on a reimbursement basis. Mr. Anderson commented that there would be deep impacts if transportation funding was tied only to Highway Trust Fund revenue and this region would likely receive about 30 percent less funding.

Vice Chair Isom thanked Mr. Anderson for his report and asked if there were questions.

Mr. Smith stated that Maricopa County passed the Proposition 400 sales tax, but rural Arizona does not have this type of revenue. He asked Mr. Anderson to report on what is happening in the rest of the state. Mr. Anderson stated that this year, ADOT had to move \$350 million from its

five-year highway program to accommodate lower revenue, and this means that the rest of the state is on a maintenance-only budget, and ADOT is even having trouble meeting the federal match of 5.7 percent for each dollar. Mr. Anderson remarked that Proposition 400 has provided some relief to this region, but there is absolutely no money for expansion projects outside of Maricopa and Pima counties. He stated that figures show there will be only \$68,000 available for 2017. Mr. Anderson said that at a meeting with AGC and the RTAC the effort for a statewide transportation measure was discussed. He spoke of the TIME Coalition effort in 2008, which was for a half-cent sales tax over 40 years. Mr. Anderson stated that Pima, Maricopa, and Pinal Counties represent 84 percent of the sales tax collected in the state. Those counties would need to be donor counties if there was a statewide sales tax in Arizona. Mr. Anderson stated that the 2008 TIME Coalition plan would give Maricopa County approximately 74 percent of sales tax collected. He said that staff would continue to monitor statewide efforts for the 2014 ballot.

Mr. Smith reviewed some options: (1) Lengthen the life of the sales tax. He said that San Diego's tax is a 40-year tax, and he noted there are concerns that the sales tax rate in the MAG region is too high already. (2) Property tax because they could be tied into the benefits received from improvements. (3) Fuel tax adjustment, but this would not be helpful in the long-term. Mr. Smith stated that more creative solutions are needed to find revenue that would help not only streets but also transit. He stated that it does not look like the federal government is going to come forward and it is up to us.

Mr. Hauskins commended Mr. Anderson for his report. He expressed his agreement that HURF transfers for other uses need to stop and that creative solutions are needed to get proper funding. Mr. Hauskins stated that it will take much collaboration to arrive at something that is workable and sellable. He said that in the past, there was an idea and then people went out to gain support, rather than having more collaboration up front to form the idea.

Mr. Hillman stated that in Utah, he was able to overlay different types of districts to help pay for transportation projects. They had Benefit Districts, Economic Development Districts and TIF Districts, which helped coordinate the federal, state, and local money to the point there are participation requirements, which allowed funds to be leveraged. Mr. Hillman stated that they can be successful and he thought they were something this region should look at. He added that success would require help from the Legislature. Mr. Hillman agreed with getting everyone around the table first and incorporating ideas and suggestions.

Mr. Stoddard expressed his agreement with Mr. Hauskins and Mr. Hillman. He said that Proposition 400 was the model to bring everyone to the table and get buy in, and transportation initiatives that were unsuccessful did not do that. Mr. Stoddard stated that it will take the desire of the State Legislature and local elected officials, but also the utilization of the Proposition 400 model.

Mr. Cleveland stated that the Town of Buckeye would be willing to participate in further discussion of the pros and cons of the CFD model as a financing tool.

Mr. Smith stated that small groups will have preliminary discussions. He noted that there are a lot of players involved – the housing industry and the development community – and if they do not see benefits, we will not gain their support.

10. Legislative Update

No report.

11. Request for Future Agenda Items

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

No requests were noted.

12. Comments from the Committee

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

Vice Chair Isom noted that the Managers Working Group to Review Transportation Funding will meet from 2:30 p.m. to 4:00 p.m., on April 29, 2013, in the MAG Ironwood Room.

Adjournment

There being no further business, the meeting was adjourned at 1:14 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 30, 2013

SUBJECT:

Southwest Valley Local Transit System Study

SUMMARY:

The Southwest Valley Local Transit System Study (SWVLTSS) was launched in October 2011 to investigate what a future transit system for the Southwest Valley area would look like.

The Southwest Valley has experienced an extended period of rapid population growth, which has been confirmed by the 2010 United States Census. The study area has also seen significant employment growth. However, due to the recent economic downturn, existing and future transit services have been scaled back, with reduced service levels for some bus routes, suspension of service on others, and delays to future regional services. The study area includes portions of the cities of Avondale, Goodyear, Litchfield Park, Phoenix, and Tolleson, the town of Buckeye, and unincorporated Maricopa County. Valley Metro is also a participant in the study. The study has finalized and staff is requesting acceptance of the study findings, recommendation and plan.

The study had two purposes. The first was to identify potential efficiencies in the current service. The second was to develop a comprehensive, market-defined, local transit system plan that meets the internal mobility needs of the sub-area and ties the sub-area to the overall regional transit system. The study took a seven task approach in developing its recommendations:

- Task 1 - project scope refinement
- Task 2 - a lengthy public involvement process
- Task 3 - research and analysis of existing and future patterns in areas such as land use and socioeconomic data
- Task 4 - needs assessment
- Task 5 - financial analysis
- Task 6 and 7 - developing and recommending a transit system plan

The study has identified a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and also connects to the regional transit system. The timeframes are identified as what can be accomplished in the short-range (next several years), mid-range (by 2020), and long-range (by 2030). These horizon years help organize planning efforts and are subject to funding availability. Please see the attached Executive Summary for more details.

The study lays out an approach and potential funding requirements for developing transit service in the Southwest Valley over time that responds to local travel patterns and is reasonably cost-effective. Proposed recommendations include instituting new and expanding current neighborhood circulators, implementing major north-south routes as well as major east-west routes, implementing flexible transit service in certain areas, and providing the required complementary Americans with Disabilities Act (ADA) paratransit service. Detailed information on the recommendations can be found on the MAG project website at: <http://www.azmag.gov/Projects/Project.asp?CMSID=4173>.

PUBLIC INPUT:

The study incorporated a continuous eighteen month public involvement process which included an online and intercept survey, a transit summit, open house, and presentation before various Councils and Boards of participating study members.

PROS & CONS:

PROS: This study provides a detailed evaluation for expanding and implementing transit service in the Southwest Valley for the short-, mid-, and long-range.

CONS: NONE.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting transit service study will identify capital and operating requirements, needs based service options, and funding opportunities for transit service in the Southwest Valley.

POLICY: The Southwest Valley Local Transit System Study provides decision-makers in the Southwest Valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing transit service.

ACTION NEEDED:

Recommend acceptance of the Southwest Valley Local Transit System Study short-, mid-, and long range findings and recommendations.

PRIOR COMMITTEE ACTIONS:

On April 25, 2013, the MAG Transportation Review Committee recommended acceptance of the study recommendations, findings and plan.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Leah Hubbard
- Glendale: Purab Adabala for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- * Peoria: Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- Surprise: Terry Lowe
- * Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Julius Diogenes for Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- FHWA: Ed Stilling:

- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe



Southwest Valley Local Transit System Study

EXECUTIVE SUMMARY 2013

Avondale | Buckeye | Goodyear | Litchfield Park | Tolleson | West Phoenix | Maricopa County

The Maricopa Association of Governments (MAG) Southwest Valley Local Transit System Study (SWVLTSS) was conducted to assess the transit service needs within the Southwest Valley of the MAG region. The study area includes portions of the City of Phoenix, City of Avondale, City of Goodyear, City of Tolleson, City of Litchfield Park, Town of Buckeye, and unincorporated Maricopa County. These communities worked with MAG and Valley Metro to consider short-, mid-, and long-term strategies to improve local transit service cost-effectively within the Southwest Valley.

Local Transit Provides Options

Earlier this year residents were asked: if a fully funded local transit system is implemented in the Southwest Valley, how might it affect your life and how you get around your community?

Residents shared their visions...

- ▶ *After walking a short distance, I board a small bus which takes me to the store, library, city hall, medical appointment or school.*
- ▶ *Instead of being a carpool mom, my child rides the local bus to meet his friends at the park or movie theatre.*
- ▶ *During the week, I ride the local bus to a regional transit center where I transfer to a Valley Metro bus or ride the light rail to downtown Phoenix or other major employment centers.*



Residents Speak Out

During spring 2012, more than 2,100 residents listed their transportation needs and helped create a vision for a local transit system by participating in an online survey and a Southwest Valley Transit Summit.



Most of the participants agreed the Southwest Valley needed a local transit system which was:

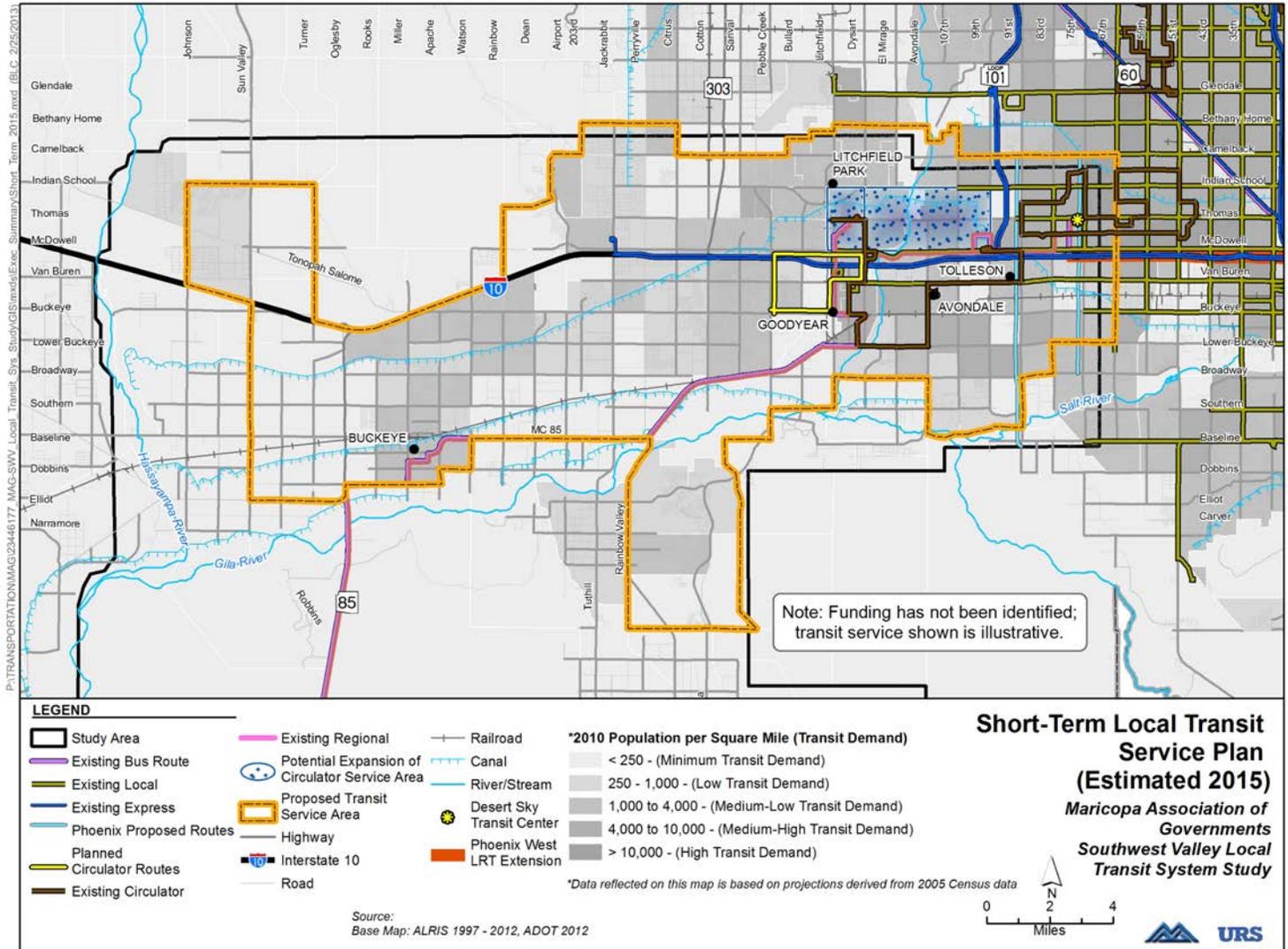
Accessible – easy-to-use route map and passenger information that are available to all generations.

Affordable – a simple, low-cost fare policy.

Convenient – frequent service, 7 days a week with service to key activity centers: downtowns, medical facilities, employment centers, shopping and schools.

Multi-modal – a total transit system which provides for transfers between local buses, regional buses, dial-a-ride, express buses and light rail.

Regional – easy transfers to Valley Metro buses, express buses, and light rail with service to major employment centers such downtown Phoenix, Luke Air Force Base and Palo Verde Nuclear Generating Station.

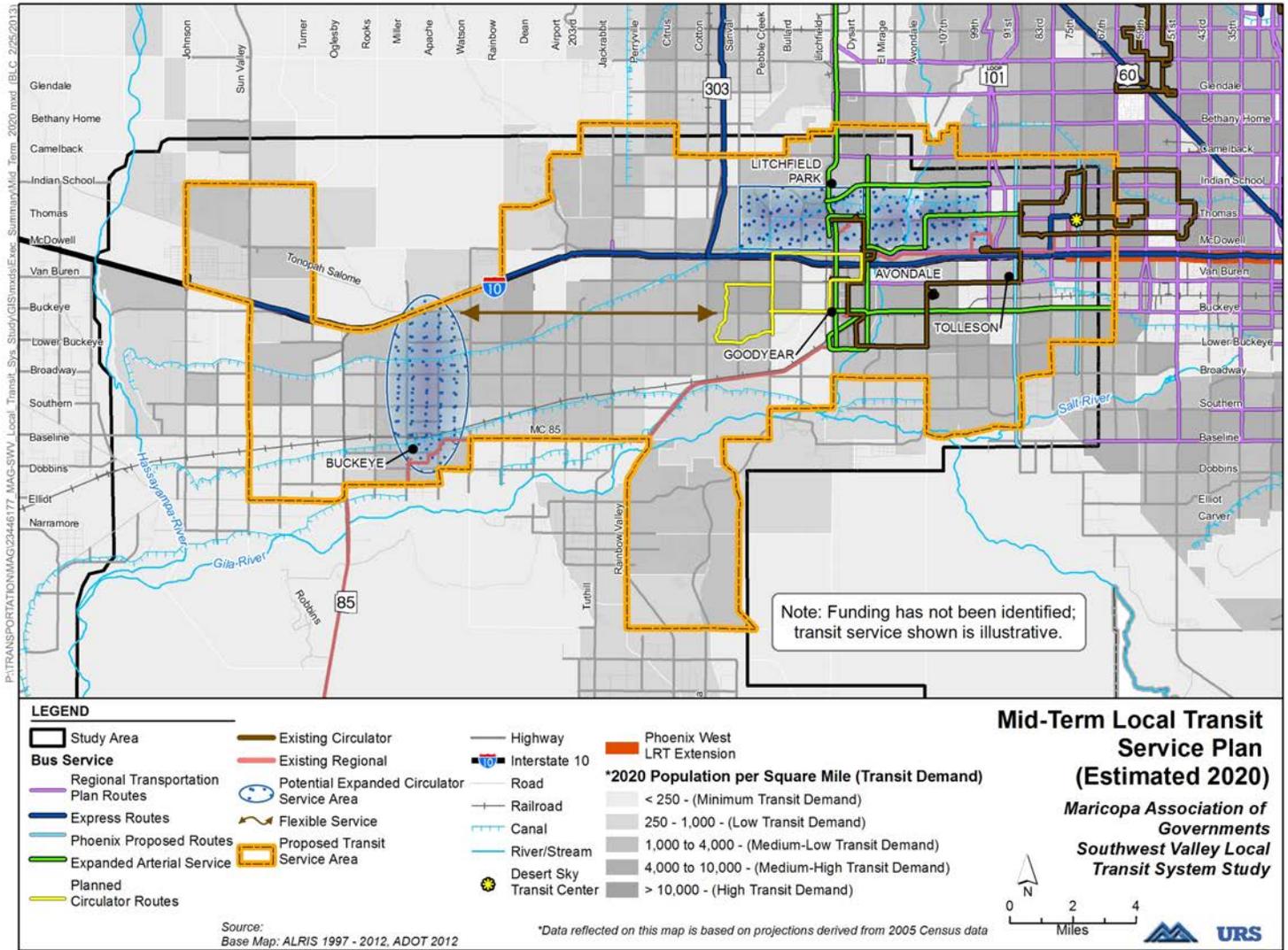


Short-Term Recommendations – What Can Be Done Now?

In advance of any major funding initiative, short-term recommendations focus on reducing travel times and expanding services to meet needs as well as building a collaborative foundation for longer term, subregional efforts like expanding the arterial grid system into the service area.

The short-term recommendations identified in this plan include:

- Improving service on existing arterial fixed route service (on McDowell and Van Buren) to 30 minute frequency, interlining, or providing expanded hours of service.
- Building on the success of the ZOOM circulator by increasing service area to the north and/or increasing capacity.
- Initiating the previously recommended circulator services in Goodyear
- Conducting a localized planning study to investigate a circulator service plan in Buckeye.
- Establishing an ongoing planning group or other institutional structure for continuing coordination among the jurisdictions who wish to advance the mid- and long-term implementation steps.
- Promoting transit through partnerships with local businesses and coordinated land use-transportation decision making.

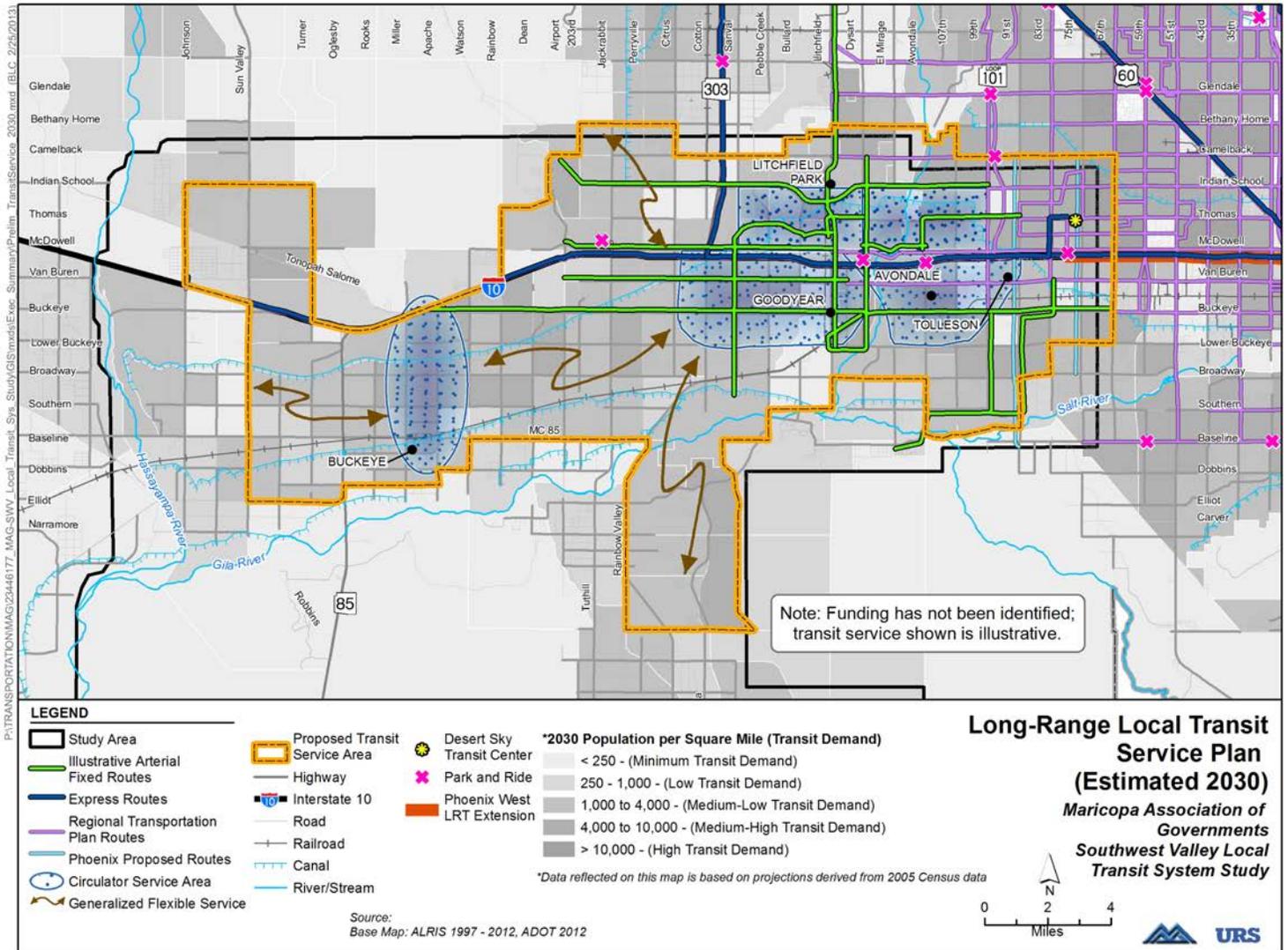


Mid-Term Recommendations – Expanding Service by 2020

The mid-term (2020) recommendations focus on areas that are projected to support productive transit at that time. It is also recommended that the performance of transit service be reviewed periodically to determine any modifications to respond to the actual pace and type of development that occurs.

The mid-term recommendations identified in this plan include:

- Expanding east-west fixed route bus service on major arterials west to Litchfield Road, providing 30 minute service or matching the connecting service levels.
- Introducing north-south fixed route service on a major arterials such as Litchfield and/or Dysart Roads.
- Expanding circulator service area in Goodyear, and modifying all continuing circulator services to respond to conditions.
- Initiating pilot circulator service in Buckeye.



Long-Term Recommendations – Advancing Transit in the Southwest Valley

Over the long-term, the transit system would need to be built out to levels that are projected to be transit-supportive based on current land use plans. The timing for long-term recommendations is contingent on funding and the realization of the projected pace of development. The implementation steps include expansion of more services into the central portion of the service area and continual refinements to service to meet or exceed transit service performance goals.

The long-term recommendations identified in this plan include:

- Expanding the service area for arterial fixed route transit service farther west.
- Improving service frequencies as appropriate on productive routes.
- Identifying opportunities for flexible service (such as route deviation or demand responsive, non-ADA service that is reservations-based or that serves specific activity centers).
- Continuing to modify circulator routes or operations to respond to changes in conditions.

Implementing and Funding New Transit Services

A key step in implementing new transit service is to obtain dedicated, sustainable funding for operating costs. Local transit services may be funded through a commitment of general funds, an existing or new transportation tax, and leveraging federal funds. In pursuing major investments like expanded arterial service, collaboration among communities will benefit services that cross city boundaries.

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY...

DATE:

April 30, 2013

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty four times with the last modification approved on March 27, 2013.

The Arizona Department of Transportation (ADOT) has requested project changes that include amendments, budget adjustments, advancements, deferrals, and administrative changes on projects. Additionally, ADOT has included new projects that have been awarded Highway Safety Improvement Program Rail Grade Crossing funding (HSIP-RGC). Member agencies have requested project changes that include Congestion Mitigation and Air Quality(CMAQ), Safe Routes to School (SRTS), and Transportation Alternatives (TA-MAG) program cost changes, general budget adjustments, and deferrals. The requested project changes are included in Table D. Since the Transportation Review Committee heard this item, several project changes have been submitted by member agencies. These changes are tinted in yellow. Projects to be amended require conformity consultation. Projects that need administrative modifications do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

The Transportation Review Committee on April 25, 2013 reviewed and recommended the proposed projects changes in Table D.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Leah Hubbard
- Glendale: Purab Adabala for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- * Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- * Peoria: Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- Surprise: Terry Lowe
- * Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Julius Diogenes for Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- FHWA: Ed Stillings

- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

The Street Committee on April 9, 2013 reviewed and recommended changes to the Glendale, Myrtle Ave pedestrian project, TIP #GLN12-102C, and to Tempe, Holdeman Neighborhood Alley Stabilization project, TIP#TMP13-101.

MEMBERS ATTENDING

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

- Jack M. Lorbeer for Chris Plumb, Maricopa County
- Maria Deeb, Mesa
- * James Shano, Paradise Valley
- Ben Wilson, Peoria
- Dana Owsiany for Shane Silsby, Phoenix
- * Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- Todd Taylor for Phil Kercher, Scottsdale
- Jason Mahkovtz, Surprise
- Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- Grant Anderson, Youngtown

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

CONTACT PERSON:

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

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

4/29/2013

HIGHWAY		REQUESTED CHANGE TO THE FY2011-2014 TIP												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-170	ADOT	10: 35th Ave - Sky Harbor Blvd	Safety Study	2013	Jun-14	7.5	8	8	HSIP-AZ	\$ 28,500	\$ 471,500	\$ -	\$ 500,000	Amend: Add a new ADOT safety study project in FY 2013 for \$500,000.
DOT09-903	ADOT	10: 395th Ave	Design Traffic Interchange	2015	May-17	0.3	4	4	Private	\$ 1,820,000	\$ -	\$ -	\$ 1,820,000	Amend: Defer privately funded traffic interchange design project to FY 2015 from FY 2013.
DOT08-817	ADOT	10: Desert Creek/323rd Avenue	Design Traffic Interchange	2015	May-17	0.3	4	4	Private	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000	Amend: Defer privately funded traffic interchange design project to FY 2015 from FY 2013.
DOT12-118	ADOT	10: SR101L (Agua Fria) to I-17	Utility Design	2014	Dec-15	9	10	10	RARF	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	Amend: Defer utility design work to FY 2014 from FY 2013 while South Mountain Freeway study progresses.
DOT13-112	ADOT	10: Salome Road - SR85	Design Pavement Preservation (Crack Sealing)	2013	Jun-14	32	4	4	NHPP	\$ 3,021	\$ 49,979	\$ -	\$ 53,000	Amend: Add a new design project. Pavement preservation.
DOT98-111	ADOT	101 (Pima Fwy): Pima Rd Extension (JPA)	Design Roadway Extension	2014	Apr-16	2	0	4	RARF	\$ -	\$ -	\$ 297,000	\$ 297,000	Amend: Defer design JPA project to FY2014 from FY 2013. Current coordination with Salt River Pima Maricopa Indian Community's development plans.
DOT13-140	ADOT	17: Buckeye, Grant, Jefferson & Adams	Design for ADA Ramp Improvement & Pavement Maintenance	2013	May-14	5	6	6	NHS	\$ 11,400	\$ 188,600	\$ -	\$ 200,000	Amend: Add new design project. Pavement maintenance.
DOT13-141	ADOT	17: Buckeye, Grant, Jefferson & Adams	Design Electrical Rehabilitation	2013	May-14	5	6	6	NHS	\$ 9,975	\$ 165,025	\$ -	\$ 175,000	Amend: Add a new design project. Electrical rehabilitation.
DOT13-142	ADOT	17: Durango Curve	Construction of Erosion and Sedimentation Mitigation	2013	Jun-14	0.5	6	6	NHS	\$ 57,000	\$ 943,000	\$ -	\$ 1,000,000	Amend: Add a new construction project, erosion mitigation in FY 2013.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-173	ADOT	5th Street (Tempe)	Design and construction of new railroad gates and flashers by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	April 2014	0.1	3	3	HSIP-RGC	\$ -	\$ 340,000	\$ -	\$ 340,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.
DOT13-143	ADOT	60 (Grand Ave): Jomax Rd to SR303L	Design Pavement Preservation	2013	Jun-15	4.4	4	4	NHS	\$ 3,534	\$ 58,466	\$ -	\$ 62,000	Amend: Add a new design project. Pavement preservation.
DOT12-838	ADOT	60 (Superstition Fwy) at Meridian Rd	Design Traffic Interchange	2013	Dec-15	0.3	4	4	RARF	\$ -	\$ -	\$ 920,000	\$ 920,000	Amend: Increase total project budget by \$120,000 from \$800,000 to \$920,000.
DOT14-115	ADOT	74: Picacho Wash Trail to I-17	Construct Pavement Preservation	2014	Feb-15	8	2	2	STP-AZ	\$ 285,000	\$ 4,715,000	\$ -	\$ 5,000,000	Amend: Add new construction project. Pavement preservation.
DOT13-174	ADOT	Broadway Road (Tempe)	Design and construction of new railroad gates and flashers and a new cantilever by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	June 2014	0.1	5	5	HSIP-RGC	\$ -	\$ 490,000	\$ -	\$ 490,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.
DOT13-144	ADOT	Business Route 8: I-8 to Gillespie Canal	Construct Pavement Preservation	2013	Apr-14	3.1	4	4	STP-AZ	\$ 267,900	\$ 4,432,100	\$ -	\$ 4,700,000	Amend: Add a new construction project. pavement preservation .
DOT13-175	ADOT	Dobson Road (Mesa)	Design and construction of new railroad gates and flashers and new cantilevers by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	June 2014	0.1	6	6	HSIP-RGC	\$ -	\$ 650,000	\$ -	\$ 650,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.
BKY13-101	Buckeye	7th St: Norton Dr from Beloat Rd	Construct pave unpaved road project	2014	June 2015	0.4	2	2	CMAQ	\$ 256,559	\$ 233,225	\$ -	\$ 489,784	Amend: Agency requests to defer project to FY2014 from 2013. Agency received updated engineering estimate increase local and total cost by \$242,261.
BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2013	June 2014	0.2	0	0	CMAQ	\$ 15,082	\$ 249,518	\$ -	\$ 264,600	Amend: Received updated engineering cost estimate. Increase total project cost by \$ 196,248.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN14-103	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Construct/Pave Dirt Alleys	2014	Aug-14	13	0	0	CMAQ	\$ 44,802	\$ 741,198	\$ -	\$ 786,000	Amend: Project activities to advance to FY2013 and combine funding with CHN13-102. Delete TIP Listing CHN14-103.
CHN13-102	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd (FMA 15); Alma School Rd, Knox Rd, Arizona Ave and Ray Rd. (FMA 16); & Elliot Rd, Alma School Rd, Cheyenne Dr, and Evergreen St (FMA 7).	Construct/Pave Dirt Alleys	2013	Feb-14	9.7	0	0	CMAQ	\$ 44,802	\$ 741,198	\$ -	\$ 786,000	Amend: Advance CHA14-103 work elements and combine with CHN13-102 work elements. The length of 9.68 miles is an actual based on current needs, and updated engineering estimate of cost. The balance of the original project will be completed at a later date by the city.
CHN14-102	Chandler	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TMC	2013	Aug-14	9.0	0	0	CMAQ	\$ 47,191	\$ 780,721	\$ -	\$ 827,912	Amend: Increase total project cost by \$13,778 based on current engineering estimate. Project schedule allows advancement from FY2014 to FY2013. Closeout funding available, increase federal cost by \$191,244, reduce local share by \$177,466.
GLN09-610R	Glendale	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Construct Pedestrian Improvements	2014	June 2015	0.1	4	4	CMAQ	\$ 237,759	\$ 315,721	\$ -	\$ 553,480	Amend: Agency requests to defer project to FY2014 from 2012 due to elements outside agency's control. Loss of closeout funding; decrease federal closeout award by \$150,014. Street Committee reviewed project on 4-9-2013 and recommended deferral.
GLN12-102C	Glendale	Myrtle Avenue	Sidewalk Improvements	2015	June 2017	0.4	2	2	SRTS	\$ 106,410	\$ 400,000	\$ -	\$ 506,410	Amend: Split project into Design and Construction phases. Defer construction from FY2014. ADOT award was \$400,000. Total Construction cost estimate increase by \$106,410.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN12-102D	Glendale	Myrtle Avenue	Sidewalk Improvements	2014	June 2015	0.4	2	2	TA-MAG	\$ 8,282	\$ 137,018	\$ -	\$ 145,300	Amend: Split project into Design and Construction phases. Defer Design to FY2014. ADOT award for construction was \$400,000. Eligible for TA-MAG funding for design phase.
MMA13-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Design the construction of a new concrete crossing, new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. In addition, relocate traffic signals and connecting sidewalks at the intersection of Avondale Boulevard and MC 85.	2013	June 2014	0	4	4	HSIP-RGC	\$ 90,455	\$ 100,000	\$ -	\$ 190,455	Amend: NEW project, ADOT Rail Safety Program.
MMA14-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Acquisition of right-of-way for the installation of a new concrete crossing, new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. In addition, relocate traffic signals & connecting	2014	June 2015	0	4	4	HSIP-RGC	\$ 38,000	\$ 62,000	\$ -	\$ 100,000	Amend: NEW project, ADOT Rail Safety Program.
MMA15-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Construction of a new concrete crossing , new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. Additionally, relocate traffic signals & connecting sidewalks at the intersection of Avondale Boulevard and MC 85.	2015	June 2015	0	4	4	HSIP-RGC	\$ 1,000,925	\$ 946,075	\$ -	\$ 1,947,000	Amend: NEW project, ADOT Rail Safety Program.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MES13-170	Mesa	Dobson Road (Mesa)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Mesa to facilitate necessary railroad crossing safety improvements.	2013	June 2014	0.1	6	6	HSIP-RGC	\$ -	\$ 40,000	\$ -	\$ 40,000	Amend: NEW project, ADOT Rail Safety Program
MES13-171	Mesa	Dobson Road (Mesa)	Acquisition of right-of-way by the City of Mesa for the sidewalk adjustments necessary for the installation of railroad gates and flashers and cantilevers. Under ADOT STIP Item 72613.	2013	June 2014	0.1	6	6	HSIP-RGC	\$ -	\$ 20,000	\$ -	\$ 20,000	Amend: NEW project, ADOT Rail Safety Program. City of Mesa to acquire right of way from Railroad in support of their work.
PHX13-901	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Construction Phase	2015	2016	0.5	4	4	CMAQ	\$ 178,105	\$ 300,395	\$ -	\$ 478,500.00	Amend: Increase local cost by \$159,751 and total cost by \$156,500, reduce federal amount by \$ 3,251.
PHX13-901D	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Design Phase	2014	-	0.5	4	4	CMAQ	\$ 46,400	\$ 188,600	\$ -	\$ 235,000.00	Admin: Increase local cost by \$ 35,000 and total cost by 35,000.
PHX13-901RW	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	2015	-	0.5	4	4	CMAQ	\$ 19,249	\$ 26,826	\$ -	\$ 49,326.00	Admin: Increase local cost by \$ 17,824, increase federal amount by \$3,251 and total cost by \$24,326.
PHX14-181	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Right-of-Way Acquisition	2015	-	0.5	4	4	Local	\$ 200,000	\$ -	\$ -	\$ 200,000	Delete duplicate work phase.
SCT12-102	Scottsdale	Hayden/Thomas Rd	Construct intersection improvement	2015	Jun-16	0.5	6	6	HSIP	\$ 4,459,369	\$ 1,240,631	\$ -	\$ 5,700,000	Amend: Increase local and total cost by \$4,384,379. Cost estimate may be revised later when engineer's estimate is updated.
SCT12-102D	Scottsdale	Hayden/Thomas Rd	Design intersection improvement	2013	Jun-16	0.5	6	6	HSIP	\$ 858,550	\$ 141,450	\$ -	\$ 1,000,000	Amend: Increase local and total project cost by \$850,000.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SCT14-110	Scottsdale	Hayden/Thomas Rd	ROW for intersection improvement	2014	Jun-16	0.5	6	6	Local	\$ 200,000	\$ -	\$ -	\$ 200,000	Amend: Add new ROW phase
SCT14-106T	Scottsdale	Thomas Road: 73rd St to Indian Bend Wash	Construct: Streetscape project to enhance sidewalks, add new bike lanes, turn lanes and lighting	2014	Oct-14	0.6	5	5	Local	\$ 4,613,900	\$ -	\$ -	\$ 4,613,900	Amend: New Project will follow FTA guidelines. Project has Federal interest (FTA) in it from retired Loma Transit center project.
TMP13-170	Tempe	5th Street (Tempe)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Tempe to facilitate necessary railroad crossing safety improvements.	2013	April 2014	0.1	3	3	HSIP-RGC	\$ -	\$ 205,000	\$ -	\$ 205,000	Amend: NEW project, ADOT Rail Safety Program
TMP13-171	Tempe	Broadway Road (Tempe)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Tempe to facilitate necessary railroad crossing safety improvements.	2013	June 2014	0.1	5	5	HSIP-RGC	\$ -	\$ 160,000	\$ -	\$ 160,000	Amend: NEW project, ADOT Rail Safety Program
TMP13-172	Tempe	Broadway Road (Tempe)	Acquisition of right-of-way by the City of Tempe for the sidewalk adjustments necessary for the installation of railroad gates and flashers and cantilevers. Under ADOT STIP Item 72613.	2013	June 2014	0.1	5	5	HSIP-RGC	\$ -	\$ 20,000	\$ -	\$ 20,000	Amend: NEW project, ADOT Rail Safety Program. City of Tempe to acquire right of way from Railroad in support of their work.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Completion/Open to Traffic: Est. Date	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TMP14-103	TEMPE	EVERGREEN NEIGHBORHOOD ALLEY STABILIZATION	DESIGN & CONSTRUCT ALLEY STABILIZATION PROJECT	2013	Dec-14	4.5	2	2	CMAQ	\$ 29,140	\$ 482,057	\$ -	\$ 511,197	Amend: Advance Project from FY2014-2013.
TMP12-805	TEMPE	HARDY DRIVE; UNIVERSITY DRIVE TO BROADWAY ROAD	BICYCLE AND PEDESTRIAN IMPROVEMENTS	2013	Dec-14	1	2	2	CMAQ	\$ 166,109	\$ 1,600,000	\$ -	\$ 1,766,109	Admin: Updated Engineering estimate received, Increase total cost by \$406,109, Close out eligible, increase federal by \$406,109.
TMP13-101	TEMPE	HOLDEMAN NEIGHBORHOOD ALLEY STABILIZATION	DESIGN & CONSTRUCT ALLEY STABILIZATION PROJECT	2013	Dec-13	7.8	0	0	CMAQ	\$ 45,202	\$ 747,823	\$ -	\$ 793,025	Amend: Scope Change: Increase project area coverage by 82% (41% increase in total project costs). Increase federal funding by \$216,726, increase local cost by \$13,099, total project phase cost increase of \$229,825. Street Committee reviewed project on 4-9-2013 and recommended expanding the scope.
WKN10-801C2	Wickenburg	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	2013	Jun-14	0.1	0	0	TA-MAG	\$ 6,010	\$ 99,421	\$ -	\$ 105,431	Amend: Increase TA-MAG from \$56,477 to \$99,421, and increase local cost from \$3,414 to \$6,010. Updated 60% plans/Engineering estimate received at a total construction cost of \$617,922. Project has multiple Federal funding sources; STP-TEA is \$483,279, TA-MAG is \$99,421.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 30, 2013

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including projects funded by federal Highway Safety Improvement Program Rail Grade Crossing, Congestion Mitigation and Air Quality Improvement Program, Safe Routes to School, and Transportation Alternatives. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by May 17, 2013.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, City of Phoenix Public Transit Department, Valley Metro/RPTA, Maricopa County Air Quality Department, Central Arizona Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP and Regional Transportation Plan 2010 Update.

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

April 30, 2013

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Al Larson, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION
IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including projects funded by federal Highway Safety Improvement Program Rail Grade Crossing, Congestion Mitigation and Air Quality Improvement Program, Safe Routes to School, and Transportation Alternatives. Comments on the conformity assessment are requested by May 17, 2013.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on April 16, 2013 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

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

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on April 16, 2013 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-131	ADOT	10: 32nd St - SR202L, Santan, Phase 3	R/W Acquisition	2013	11	IM	\$ -	\$ 23,575,000	\$ 1,425,000	\$ 25,000,000	Amend: Delete R/W project from the TIP.	A minor project revision is needed to delete the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-170	ADOT	10: 35th Ave - Sky Harbor Blvd	Safety Study	2013	7.5	HSIP-AZ	\$ 28,500	\$ 471,500	\$ -	\$ 500,000	Amend: Add a new ADOT safety study project in FY 2013 for \$500,000.	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT09-903	ADOT	10: 395th Ave	Design Traffic Interchange	2015	0.3	Private	\$ 1,820,000	\$ -	\$ -	\$ 1,820,000	Amend: Defer privately funded traffic interchange design project to FY 2015 from FY 2013.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT08-817	ADOT	10: Desert Creek/323rd Avenue	Design Traffic Interchange	2015	0.3	Private	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000	Amend: Defer privately funded traffic interchange design project to FY 2015 from FY 2013.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-118	ADOT	10: SR101L (Agua Fria) to I-17	Utility Design	2014	9	RARF	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	Amend: Defer utility design work to FY 2014 from FY 2013 while South Mountain Freeway study progresses.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-112	ADOT	10: Salome Road - SR85	Design Pavement Preservation (Crack Sealing)	2013	32	NHPP	\$ 3,021	\$ 49,979	\$ -	\$ 53,000	Amend: Add a new design project. Pavement preservation.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT98-111	ADOT	101 (Pima Fwy): Pima Rd Extension (JPA)	Design Roadway Extension	2014	2	RARF	\$ -	\$ -	\$ 297,000	\$ 297,000	Amend: Defer design JPA project to FY2014 from FY 2013. Current coordination with Salt River Pima Maricopa Indian Community's development plans.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT13-140	ADOT	17: Buckeye, Grant, Jefferson & Adams	Design for ADA Ramp Improvement & Pavement Maintenance	2013	5	NHS	\$ 11,400	\$ 188,600	\$ -	\$ 200,000	Amend: Add new design project. Pavement maintenance.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-141	ADOT	17: Buckeye, Grant, Jefferson & Adams	Design Electrical Rehabilitation	2013	5	NHS	\$ 9,975	\$ 165,025	\$ -	\$ 175,000	Amend: Add a new design project. Electrical rehabilitation.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-142	ADOT	17: Durango Curve	Construction of Erosion and Sedimentation Mitigation	2013	0.5	NHS	\$ 57,000	\$ 943,000	\$ -	\$ 1,000,000	Amend: Add a new construction project, erosion mitigation in FY 2013.	The new project is considered exempt under the category "Plantings, landscaping, etc." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-173	ADOT	5th Street (Tempe)	Design and construction of new railroad gates and flashers by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	0.1	HSIP-RGC	\$ -	\$ 340,000	\$ -	\$ 340,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-143	ADOT	60 (Grand Ave): Jomax Rd to SR303L	Design Pavement Preservation	2013	4.4	NHS	\$ 3,534	\$ 58,466	\$ -	\$ 62,000	Amend: Add a new design project. Pavement preservation.	The new project is considered exempt under the category "Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-838	ADOT	60 (Superstition Fwy) at Meridian Rd	Design Traffic Interchange	2013	0.3	RARF	\$ -	\$ -	\$ 920,000	\$ 920,000	Amend: Increase total project budget by \$120,000 from \$800,000 to \$920,000.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT14-115	ADOT	74: Picacho Wash Trail to I-17	Construct Pavement Preservation	2014	8	STP-AZ	\$ 285,000	\$ 4,715,000	\$ -	\$ 5,000,000	Amend: Add new construction project. Pavement preservation.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-174	ADOT	Broadway Road (Tempe)	Design and construction of new railroad gates and flashers and a new cantilever by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	0.1	HSIP-RGC	\$ -	\$ 490,000	\$ -	\$ 490,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-144	ADOT	Business Route 8: I-8 to Gillespie Canal	Construct Pavement Preservation	2013	3.1	STP-AZ	\$ 267,900	\$ 4,432,100	\$ -	\$ 4,700,000	Amend: Add a new construction project. Pavement preservation.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT13-175	ADOT	Dobson Road (Mesa)	Design and construction of new railroad gates and flashers and new cantilevers by the Union Pacific Railroad Co. Under ADOT STIP as item 72613.	2013	0.1	HSIP-RGC	\$ -	\$ 650,000	\$ -	\$ 650,000	Amend: NEW project, ADOT Rail Safety Program. Railroad safety project using Section 130 funds from FHWA administered by ADOT Utility & Railroad Section.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
BKY13-101	Buckeye	7th St: Norton Dr from Beloat Rd	Construct pave unpaved road project	2014	0.4	CMAQ	\$ 256,559	\$ 233,225	\$ -	\$ 489,784	Amend: Agency requests to defer project to FY2014 from 2013. Agency received updated engineering estimate increase local and total cost by \$242,261.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2013	0.2	CMAQ	\$ 15,082	\$ 249,518	\$ -	\$ 264,600	Amend: Received updated engineering cost estimate. Increase total project cost by \$ 196,248.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
CHN14-103	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Construct/Pave Dirt Alleys	2014	12.8	CMAQ	\$ 44,802	\$ 741,198	\$ -	\$ 786,000	Amend: Project activities to advance to FY2013 and combine funding with CHN13-102. Delete TIP Listing CHN14-103.	A minor project revision is needed to advance and combine funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
CHN13-102	Chandler	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd (FMA 15); Alma School Rd, Knox Rd, Arizona Ave and Ray Rd. (FMA 16); & Elliot Rd, Alma School Rd, Cheyenne Dr, and Evergreen St (FMA 7).	Construct/Pave Dirt Alleys	2013	9.68	CMAQ	\$ 44,802	\$ 741,198	\$ -	\$ 786,000	Amend: Advance CHA14-103 work elements and combine with CHN13-102 work elements. The length of 9.68 miles is an actual based on current needs, and updated engineering estimate of cost. The balance of the original project will be completed at a later date by the city.	A minor project revision is needed to advance and combine projects. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
CHN14-102	Chandler	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TMC	2013	9.0	CMAQ	\$ 47,191	\$ 780,721	\$ -	\$ 827,912	Amend: Increase total project cost by \$13,778 based on current engineering estimate. Project schedule allows advancement from FY2014 to FY2013. Closeout funding available, increase federal cost by \$191,244, reduce local share by \$177,466.	A minor project revision is needed to advance project and adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN09-610R	Glendale	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Construct Pedestrian Improvements	2014	0.1	CMAQ	\$ 237,759	\$ 315,721	\$ -	\$ 553,480	Amend: Agency requests to defer project to FY2014 from 2012 due to elements outside agency's control. Loss of closeout funding; decrease federal closeout award by \$150,014. Street Committee reviewed project on 4-9-2013 and recommended deferral.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
GLN12-102C	Glendale	Myrtle Avenue	Sidewalk Improvements	2015	0.4	SRTS	\$ 106,410	\$ 400,000	\$ -	\$ 506,410	Amend: Split project into Design and Construction phases. Defer construction from FY2014. ADOT award was \$400,000. Total Construction cost estimate increase by \$106,410.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
GLN12-102D	Glendale	Myrtle Avenue	Sidewalk Improvements	2014	0.4	TA-MAG	\$ 8,282	\$ 137,018	\$ -	\$ 145,300	Amend: Split project into Design and Construction phases. Defer Design to FY2014. ADOT award for construction was \$400,000. Eligible for TA-MAG funding for design phase.	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MMA13-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Design the construction of a new concrete crossing, new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. In addition, relocate traffic signals and connecting sidewalks at the intersection of Avondale Boulevard and MC 85.	2013	0	HSIP-RGC	\$ 90,455	\$ 100,000	\$ -	\$ 190,455	Amend: NEW project, ADOT Rail Safety Program.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MMA14-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Acquisition of right-of-way for the installation of a new concrete crossing, new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. In addition, relocate traffic signals & connecting sidewalks at the intersection of Avondale Boulevard and MC 85.	2014	0	HSIP-RGC	\$ 38,000	\$ 62,000	\$ -	\$ 100,000	Amend: NEW project, ADOT Rail Safety Program.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MMA15-190	Maricopa County	Avondale Blvd at MC 85: RR and Intersection modifications	Construction of a new concrete crossing , new railroad cantilever & updating of the railroad preemption by the Union Pacific Railroad Co. Additionally, relocate traffic signals & connecting sidewalks at the intersection of Avondale Boulevard and MC 85.	2015	0	HSIP-RGC	\$ 1,000,925	\$ 946,075	\$ -	\$ 1,947,000	Amend: NEW project, ADOT Rail Safety Program.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES13-170	Mesa	Dobson Road (Mesa)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Mesa to facilitate necessary railroad crossing safety improvements.	2013	0.1	HSIP-RGC	\$ -	\$ 40,000	\$ -	\$ 40,000	Amend: NEW project, ADOT Rail Safety Program	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MES13-171	Mesa	Dobson Road (Mesa)	Acquisition of right-of-way by the City of Mesa for the sidewalk adjustments necessary for the installation of railroad gates and flashers and cantilevers. Under ADOT STIP Item 72613.	2013	0.1	HSIP-RGC	\$ -	\$ 20,000	\$ -	\$ 20,000	Amend: NEW project, ADOT Rail Safety Program. City of Mesa to acquire right of way from Railroad in support of their work.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-901	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Construction Phase	2015	0.5	CMAQ	\$ 178,105	\$ 300,395	\$ -	\$ 478,500	Amend: Increase local cost by \$159,751 and total cost by \$156,500, reduce federal amount by \$3,251.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX13-901D	Phoenix	Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Design Phase	2014	0.5	CMAQ	\$ 46,400	\$ 188,600	\$ -	\$ 235,000	Admin: Increase local cost by \$35,000 and total cost by \$35,000.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX13-901RW	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	2015	0.5	CMAQ	\$ 19,249	\$ 26,826	\$ -	\$ 49,326	Admin: Increase local cost by \$17,824, increase federal amount by \$3,251 and total cost by \$24,326.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX14-181	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Right-of-Way Acquisition	2015	0.5	Local	\$ 200,000	\$ -	\$ -	\$ 200,000	Delete duplicate work phase.	A minor project revision is needed to delete the duplicate project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT12-102	Scottsdale	Hayden/Thomas Rd	Construct intersection improvement	2015	0.5	HSIP	\$ 4,459,369	\$ 1,240,631	\$ -	\$ 5,700,000	Amend: Increase local and total cost by \$4,384,379. Cost estimate may be revised later when engineer's estimate is updated.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT12-102D	Scottsdale	Hayden/Thomas Rd	Design intersection improvement	2013	0.5	HSIP	\$ 858,550	\$ 141,450	\$ -	\$ 1,000,000	Amend: Increase local and total project cost by \$850,000.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT14-110	Scottsdale	Hayden/Thomas Rd	Right-of-way for intersection improvement	2014	0.5	Local	\$ 200,000	\$ -	\$ -	\$ 200,000	Amend: Add new ROW phase	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
SCT14-106T	Scottsdale	Thomas Road: 73rd St to Indian Bend Wash	Construct: Streetscape project to enhance sidewalks, add new bike lanes, turn lanes and lighting	2014	0.6	Local	\$ 4,613,900	\$ -	\$ -	\$ 4,613,900	Amend: New Project will follow FTA guidelines. Project has Federal interest (FTA) in it from retired Loma Transit center project.	The new project is considered exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
TMP13-170	Tempe	5th Street (Tempe)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Tempe to facilitate necessary railroad crossing safety improvements.	2013	0.1	HSIP-RGC	\$ -	\$ 205,000	\$ -	\$ 205,000	Amend: NEW project, ADOT Rail Safety Program	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP13-171	Tempe	Broadway Road (Tempe)	Construction of railroad crossing road approach improvements, raised medians, and sidewalk adjustments by the City of Tempe to facilitate necessary railroad crossing safety improvements.	2013	0.1	HSIP-RGC	\$ -	\$ 160,000	\$ -	\$ 160,000	Amend: NEW project, ADOT Rail Safety Program	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP13-172	Tempe	Broadway Road (Tempe)	Acquisition of right-of-way by the City of Tempe for the sidewalk adjustments necessary for the installation of railroad gates and flashers and cantilevers. Under ADOT STIP Item 72613.	2013	0.1	HSIP-RGC	\$ -	\$ 20,000	\$ -	\$ 20,000	Amend: NEW project, ADOT Rail Safety Program. City of Tempe to acquire right of way from Railroad in support of their work.	The new project is considered exempt under the category "Railroad/highway crossing." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP14-103	Tempe	Evergreen Neighborhood alley stabilization	Design and construct alley stabilization project	2013	4.5	CMAQ	\$ 29,140	\$ 482,057	\$ -	\$ 511,197	Amend: Advance Project from FY2014-2013.	A minor project revision is needed to advance the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP12-805	Tempe	Hardy Dr; University Dr to Broadway Rd	Bicycle and pedestrian improvements	2013	1	CMAQ	\$ 166,109	\$ 1,600,000	\$ -	\$ 1,766,109	Admin: Updated Engineering estimate received, Increase total cost by \$406,109. Close out eligible, increase federal by \$406,109.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
TMP13-101	Tempe	Holdeman Neighborhood alley stabilization	Design and construct alley stabilization project	2013	7.81	CMAQ	\$ 45,202	\$ 747,823	\$ -	\$ 793,025	Amend: Scope Change: Increase project area coverage by 82% (41% increase in total project costs). Increase federal funding by \$216,726, increase local cost by \$13,099, total project phase cost increase of \$229,825. Street Committee reviewed project on 4-9-2013 and recommended expanding the scope.	The project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
WKN10-801C2	Wickenburg	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	2013	0.1	TA-MAG	\$ 6,010	\$ 99,421	\$ -	\$ 105,431	Amend: Increase TA-MAG from \$56,477 to \$99,421, and increase local cost from \$3,414 to \$6,010. Updated 60% plans/Engineering estimate received at a total construction cost of \$617,922. Project has multiple Federal funding sources; STP-TEA is \$483,279, TA-MAG is \$99,421.	A minor project revision is needed to adjust funding. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 30, 2013

SUBJECT:

Approval of the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in early spring by the federal agencies and approved by the Regional Council in May. The proposed budget information was presented incrementally each month, and adjustments have been made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 16, February 13, March 13, and April 10, 2013. The Regional Council reviewed the draft budget document at its meetings on January 30, February 27, and March 27, 2013. The draft Work Program will be presented for review at the Regional Council meeting on May 1, 2013.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2014 were first presented at the February 13, 2013, Management Committee meeting, the February 19, 2013, Executive Committee meeting, and the February 27, 2013, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. No additional revisions have been made to proposed projects from last month's presentations.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on April 3, 2013, was very positively received by both the federal, state and other parties and we have not received any recommendations as the result of this meeting for the FY 2014 Work Program and Annual Budget document at this time.

The draft FY 2014 draft Work Program and Annual Budget reflects a slight increase overall of 5.26 percent in budgeted expenses that is primarily due to an overall increase in personnel and carryforward consultant projects. The amount set aside for contingent costs also increased slightly as some of the FY 2013 contingency has been used during the fiscal year. For FY 2014 there are lower anticipated costs in overhead, consultants, pass-through agreements, and capital expenditures. The anticipated decrease in budgeted overhead reflects reduced budgets for a number of overhead items with the highest dollar decreases in professional services, legal, professional development and workshops, and printing. The majority of the decrease in professional services is due to the conclusion of the professional services contract during FY 2013 in support of the Metropolitan Business Planning Initiative. The other part of the reduction in the professional services budget is due to the completion of professional services related to the accounting data conversion performed in FY 2013. Budgeted legal costs for FY 2014 have decreased from prior year as two of the law firms hired in previous years for air quality issues, completed their work. Overhead line item costs for both professional development and workshops, and outside printing are expected to decrease as the number of outside workshops and the related printing costs for the workshops reduce in FY 2014. Another significant decrease in overhead costs for FY 2014 is a reduction in membership costs due to the reduction in dues for Western High Speed Rail membership. The capital items budget was reduced significantly in FY 2014 with the purchase of the ERP software that was

accomplished during FY 2013. A carryforward cost of \$250,000 for this capital item has been budgeted for FY 2014 and final implementation is anticipated in October. Overhead for FY 2014 shows an overall budgeted decrease of 4.65 percent.

MAG is awaiting a determination of the planning areas from the Governor. The Planning Areas section at the front of the Work Program will be updated when this decision is made. The determination of the planning areas may also increase Federal Highway funding awarded to MAG and a footnote with this information is included in the four page financial summary in the front section of the budget. The planning boundaries decision may also result in a decrease to each member for their dues and assessments for FY 2014.

The draft of the FY 2014 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting the final draft FY 2014 budget, which provides for an incremental review of key budget details of the complete draft budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget as it is drafted. MAG is providing a budget summary, "MAG Programs in Brief," that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation. The draft FY 2014 Unified Planning Work Program and Annual Budget is also provided.

ACTION NEEDED:

Recommend approval of the resolution adopting the Draft FY 2014 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

PRIOR COMMITTEE ACTIONS:

The draft budget is on the May 1, 2013 MAG Regional Council agenda for information and input.

The draft budget to-date was on the April 15, 2013 Executive Committee agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown, Treasurer
Mayor Gail Barney, Queen Creek

Mayor W. J. "Jim" Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
* Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

The draft budget to-date was on the April 10, 2013 Management Committee agenda for information and input.

MEMBERS ATTENDING

Tom Remes for David Cavazos, Phoenix
Dr. Spencer Isom, El Mirage, Vice Chair
Matt Busby for George Hoffman,
Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Rich Dlugas, Chandler
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Leah Hubbard for Patrick Banger, Gilbert
Brent Stoddard for Dick Bowers, Glendale
* Brian Dalke, Goodyear

* Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dan Worth, Scottsdale
Chris Hillman, Surprise
Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
* Lloyce Robinson, Youngtown
John Nelson for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

The draft budget to-date was on the March 27, 2013 MAG Regional Council agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Vice Mayor Alex Finter for Mayor Scott Smith,
Mesa
Councilwoman Robin Barker, Apache
Junction
* Mayor Jackie Meck, Buckeye
Vice Mayor Melissa Price for Mayor David
Schwan, Carefree
* Councilman Dick Esser, Cave Creek
Mayor Jay Tibshraeny, Chandler
* Mayor Lana Mook, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
* Mayor Linda Kavanagh, Fountain Hills
* Mayor Ron Henry, Gila Bend

* Governor Gregory Mendoza, Gila River
Indian Community
Vice Mayor Ben Cooper for Mayor John
Lewis, Gilbert
* Mayor Jerry Weiers, Glendale
Mayor Georgia Lord, Goodyear
Councilmember Joe Sanchez for Mayor
Yolanda Solarez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
* Supervisor Steve Chucri, Maricopa Co.
Mayor Scott LeMarr, Paradise Valley
Councilmember Cathy Carlat, Peoria
Mayor Greg Stanton, Phoenix
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community

Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor John Cook, Wickenburg

Mayor Michael LeVault, Youngtown
* Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

The draft budget to-date was on the March 18, 2013, MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown,
Treasurer
Mayor Gail Barney, Queen Creek

* Mayor W. J. "Jim" Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

The draft budget to-date was on the March 13, 2013 MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair
Dr. Spencer Isom, El Mirage, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Rich Dlugas, Chandler
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Jenna Goad for Horatio Skeete, Glendale
Brian Dalke, Goodyear
* Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park

Kari Kent for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Patrick Flynn for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
* Dan Worth, Scottsdale
Chris Hillman, Surprise
Andrew Ching for Jeff Kulaga, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
John Nelson for John Halikowski, ADOT
John Hauskins for Tom Manos,
Maricopa County
JymeSue McLaren for Steve Banta,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

The draft budget to-date was on the February 27, 2013 MAG Regional Council agenda for information and input.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair

Vice Mayor Alex Finter for Mayor Scott Smith,
Mesa

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

- Supervisor Steve Chucuri, Maricopa Co.
- # Mayor Scott LeMarr, Paradise Valley
- Councilmember Cathy Carlat, Peoria
- Councilmember Daniel Valenzuela for Mayor Greg Stanton, Phoenix
- # Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Mayor Michael LeVault, Youngtown
- * Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- * Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

The draft budget to-date was on the February 19, 2013 MAG Executive Committee agenda for information and input.

MEMBERS ATTENDING

- Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Mayor Michael LeVault, Youngtown, Treasurer
- Mayor Gail Barney, Queen Creek

- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Thomas L. Schoaf, Litchfield Park
- Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

The draft budget to-date was on the February 13, 2013 MAG Management Committee agenda for information and input.

MEMBERS ATTENDING

- David Cavazos, Phoenix, Chair
- Sue McDermott for Dr. Spencer Isom, El Mirage
- # Matt Busby for George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- # Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Rick Buss, Gila Bend

- * David White, Gila River Indian Community
- Patrick Banger, Gilbert
- Horatio Skeete, Glendale
- Brian Dalke, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dan Worth, Scottsdale
- Chris Hillman, Surprise
- Charlie Meyer, Tempe
- Reyes Medrano, Tolleson

Joshua Wright, Wickenburg
* Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT

Clem Ligocki for Tom Manos, Maricopa Co.
John Farry for Steve Banta,
Valley Metro/RPTA

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

The draft budget to-date was on the January 29, 2013, Regional Council agenda for information and input.

MEMBERS ATTENDING

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

Mayor Thomas Schoaf, Litchfield Park
* Supervisor Steve Chucuri, Maricopa Co.
Mayor Scott LeMarr, Paradise Valley
* Mayor Bob Barrett, Peoria
Mayor Greg Stanton, Phoenix
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor W. J. "Jim" Lane, Scottsdale
Mayor Sharon Wolcott, Surprise
Mayor Mark Mitchell, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor John Cook, Wickenburg
Mayor Michael LeVault, Youngtown
Victor Flores, State Transportation Board
Joseph La Rue, State Transportation Board
Roc Arnett, Citizens Transportation
Oversight Committee

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

The draft budget to-date was on the January 22, 2013, Regional Council Executive Committee agenda for information and input.

MEMBERS ATTENDING

* Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown,
Treasurer
Mayor Gail Barney, Queen Creek

Mayor W. J. "Jim" Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
* Mayor Greg Stanton, Phoenix

- * Not present # Participated by video or telephone conference call

The draft budget to-date was on the January 16, 2013 MAG Management Committee for information and input.

MEMBERS ATTENDING

David Cavazos, Phoenix, Chair
Dr. Spencer Isom, El Mirage, Vice Chair

George Hoffman, Apache Junction
Charlie McClendon, Avondale

- * Stephen Cleveland, Buckeye
 - # Gary Neiss, Carefree
 - * Usama Abujbarah, Cave Creek
 - Rich Dlugas, Chandler
 - Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
 - Ken Buchanan, Fountain Hills
 - Rick Buss, Gila Bend
 - * David White, Gila River Indian Community
 - Patrick Banger, Gilbert
 - Horatio Skeete, Glendale
 - Jim Rumpeltes for Brian Dalke, Goodyear
 - * Bill Hernandez, Guadalupe
 - Darryl Crossman, Litchfield Park
 - Christopher Brady, Mesa
 - * Jim Bacon, Paradise Valley
 - Carl Swenson, Peoria
 - # Wendy Kaserman for John Kross,
Queen Creek
 - * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
 - Dan Worth, Scottsdale
 - # Chris Hillman, Surprise
 - Charlie Meyer, Tempe
 - Reyes Medrano, Tolleson
 - Joshua Wright, Wickenburg
 - Lloyce Robinson, Youngtown
 - Floyd Roehrich for John Halikowski, ADOT
 - John Hauskins for Tom Manos, Maricopa
County
 - JymeSue McLaren for Steve Banta,
Valley Metro/RPTA
- * Those members neither present nor represented by proxy.
 # Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 30, 2013

SUBJECT:

Recommendation from the MAG Managed Lanes Network Development Strategy - Phase I Study

SUMMARY:

On November 15, 2010, the MAG Regional Council authorized procurement of consultant services to develop the MAG Managed Lanes Network Development Strategy - Phase I project. This multi-phase effort was in response to consideration for Public-Private-Partnership (P3) opportunities in the Phoenix Metropolitan Area where high occupancy vehicle (HOV) lanes could be operated as high occupancy toll (HOT) lanes as part of an overall congestion priced-managed lanes strategy. The project has been divided into the following four phases:

- I. **Network Feasibility** - where the program goals, an initial assessment of the viability of a priced-managed lanes network, regional considerations for applying a system, and an implementation strategy are developed.
- II. **Network Concept** - identifying a preliminary operations concept for a priced-managed lanes network that includes an overall design concept, preliminary traffic and revenue forecasts, and a delivery approach for the system.
- III. **Corridor Concept** - from the results in the second phase, determine the corridors and their operations concept that includes preliminary design, detailed traffic and revenue forecasts, and environmental clearance for construction and operation.
- IV. **Implementation** - following the identity of the corridor concepts, the system's business rules, final design, and market-grade traffic and revenue forecasts are developed to facilitate system construction, operations, and continuing maintenance.

The study team has completed the first phase of the project and has determined that priced-managed lanes operations in the metropolitan Phoenix area are feasible where the potential construction and operations costs are met by the users of the system over a thirty year period. Upon that determination, the study team recommends to actively pursue implementing a broad array of enhanced mobility options, including the use of managed lanes, congestion pricing, active traffic management, and other similar innovative transportation solutions to accommodate travel demand. To support this recommendation, the study team further recommends the following:

- Develop a unified branding strategy for enhancing mobility in the MAG region to capitalize on the success of projects that focus on maximizing system performance and productivity.
- Prioritize implementing an Active Traffic Management demonstration on the I-10/Papago Freeway to promote the benefits of integrated managed lanes strategies.

- Determine possible congestion pricing demonstration projects to pursue as an initial proof of concept.
- Use guiding policies to further enhance existing HOV operations or to facilitate the introduction of HOT operations on the regional freeway system.

Additional details related to this recommendation are summarized in the Phase I Executive Summary that is attached to this summary. Implementation of this recommendation would be identified and studied further in Phase II of this project.

PUBLIC INPUT:

Public comments were received at the April 17, 2013 Transportation Policy Committee meeting. Citizens expressed opposition to legislation that will impact automobile restorers and to toll roads in Arizona. The citizen stated that managed lanes that use tolls are a prelude to toll roads. The citizen expressed that he was not opposed to managed lanes and thinks they are a good idea, but they appear to be tied to generating funds. that he drives from Goodyear into Phoenix and he has noticed that the HOV lanes on Interstate 10 are underutilized, and taking one or two of the five lanes, this forces the rest of the traffic into three lanes, which is not a good solution. The citizen stated that toll roads will greatly impact families and working people and suggested eliminating tolls and financing improvements another way.

An owner of small business for 28 years spoke at the April 17, 2013, Transportation Policy Committee meeting. The citizen said he has seen his business decline 60 percent over the past six years, but he has remained in business because he thinks outside the box. He sees underutilized assets in this county that can be utilized to build and maintain the highway system. He stated that Arizona has the best highway system in the United States. The citizen stated that ADOT does a wonderful job, but we need to learn from other people's mistakes. He stated that tolls will cost drivers 15-20 cents per mile and businesses will pass this cost along to its customers. He said that his trips from Mesa to Phoenix for business will cost him an extra \$100 per week. The citizen encouraged the involvement of small businesses. He stated that he has seen ADOT demolish tax-generating buildings along Interstate 10 in the area between 40th and 48th streets, people are laid-off and now there are empty, weed-filled lots. The citizen encouraged collecting revenue from areas other than tolls. He said that small businesses will be asked to bear the brunt of the cost.

A citizen at the April 17, 2013, Transportation Policy Committee meeting commented on funds being diverted for other uses and said the agencies have done well managing highways, but important decisions will need to be made. The citizen stated that decisions made by the TPC will affect highway history and influences whether the middle class survives in Arizona and the United States. Besides ending diversions, raising the fuel tax and indexing it to inflation to stabilize the funding source, decision makers need to live within their means until the economy recovers. The citizen stated that alternative funding sources for highways also need to be considered. He said that he felt toll roads benefitted only banks and investors. The citizen suggested using Highway Project Advancement Notes, which is a financing mechanism used successfully by the City of Mesa. He stated that the average toll is 15 cents per mile and the government has suggested a 15 cent per mile vehicle mile travel tax. The average driver travels 12,000 to 15,000 miles per year and adding 30 cents per mile will impact the middle class.

A citizen at the April 17, 2013, Transportation Policy Committee meeting stated that the Arizona Trucking Association is committed to working with MAG on this proposal, but has questions. For high occupancy tolls, his organization is unopposed to tolls on new capacity, but is opposed to tolls on existing general purpose capacity. The citizen said that his organization wants to be at the table to answer questions and be involved in discussions.

A citizen at the April 17, 2013, Transportation Policy Committee meeting spoke of the Will Rogers Toll Road in Dallas as an example of a toll road that works well. He said that toll roads are used successfully because they save a lot of time, commercial drivers in particular. The citizen stated that tolls are reasonable because of the benefits received: savings on fuel and driver man hours, and less pollution. He stated that toll roads have a place if used with discrimination.

The project's second phase will feature a public outreach process based upon an early action item to identify a unified branding strategy to emphasize system performance and productivity.

PROS & CONS:

PROS: Public-Private-Partnerships (P3) represent a new direction for Arizona to consider in financing future transportation infrastructure. While numerous applications could be applied to the MAG region, priced-managed lanes could provide an introduction to P3 as an option in a corridor without requiring all commuters to pay a toll. As this capacity could be implemented on individual corridors, it is important to consider the overall feasibility of a system to ensure the potential success of priced-managed lanes in the region.

CONS: At this time, none. This request is to continue the MAG Managed Lanes Network Development Strategy into the next phase to study the network concept and conduct public outreach. It represents the second of four phases of study prior to any implement strategy. At the conclusion of this phase, the results will be reviewed by MAG and assessed before proceeding to the third phase.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The outcome and subsequent actions taken by the Regional Council based upon the findings of this first phase study could influence development and implementation of future transportation corridors identified in the Regional Transportation Plan. As this effort is to examine the potential for priced-managed lanes, other tolling options could be considered as part of a P3 implementation. This study could provide guidance for these options as well in the overall context of delivering the future transportation infrastructure.

POLICY: The outcomes of this study will provide guidance to MAG, the Arizona Department of Transportation, and other affected jurisdictions and agencies on the development of priced-managed lanes as a potential P3 option in the MAG region. A significant task within this project will be to examine various policies the Regional Council and State Transportation Board may need to consider to ensure the success of a priced-managed lanes network in the MAG region. These policies could include HOV occupancy, design guidance, and target travel speeds to ensure network reliability.

ACTION NEEDED:

Information, discussion, and review of the recommendations of the MAG Managed Lanes Network Development Strategy project.

PRIOR COMMITTEE ACTIONS:

This item is on the May 1, 2013, MAG Regional Council agenda for action.

On April 17, 2013, the Transportation Policy Committee recommend approval to move on to Phase II of the MAG Managed Lanes Network Development Strategy project.

MEMBERS ATTENDING

Mayor W. J. "Jim" Lane, Scottsdale, Chair
* Mayor Jackie Meck, Buckeye, Vice Chair
F. Rockne Arnett, Citizens Transportation Oversight Committee

Ron Barnes, Total Transit
* Councilmember Cathy Carlat, Peoria
* Dave Berry, Swift Transportation
Jed Billings, FNF Construction

- Vice Mayor Ben Cooper, Gilbert
- Mayor Mark Mitchell, Tempe
- # Councilmember Dick Esser, Cave Creek
- Joseph La Rue, State Transportation Board
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- * Lt. Governor Stephen Roe Lewis, Gila River Indian Community
- * Garrett Newland, Macerich

* Not present

Participated by telephone conference call

- * Mayor Marie Lopez Rogers, Avondale
- # Mayor Georgia Lord, Goodyear
- Mayor Jerry Weiers, Glendale
- Vice Mayor Jack Sellers, Chandler
- * Mayor Scott Smith, Mesa
- * Mayor Greg Stanton, Phoenix
- # Karrin Kunasek Taylor, DMB Properties
- * Supervisor Clint Hickman, Maricopa County
- * Mayor Sharon Wolcott, Surprise

+ Participated by videoconference call

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.



Managed Lanes

Network Development Strategy Phase One

Executive Summary

MARCH 2013

DRAFT



The Maricopa Association of Governments (MAG) is working in cooperation with the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), Valley Metro, and local communities throughout the region to explore a regional managed lanes system in the Phoenix Metro Area. This effort is in part a response to Arizona House Bill 2396, which enabled ADOT to consider Public-Private-Partnerships (P3) as a tool for financing transportation infrastructure in Arizona. The study entails determining future needs for High-Occupancy Vehicle (HOV) lane expansion, and evaluating the potential introduction of High-Occupancy Toll (HOT) lanes, and active traffic management strategies.

Specific study efforts include establishing Goals and Objectives for managed lanes in the region, exploring various management strategies and operations policies for managed lanes, and evaluating the existing regional freeway network for managed lanes potential in terms of constructability, traffic performance, facility cost, and revenue potential



Managed Lanes Concept

Managed lanes are dedicated lanes for one or more user groups that are proactively managed to provide better travel time reliability, greater user choices, and improved traffic flow than general purpose lanes, as well as possible enhancements to transit service.

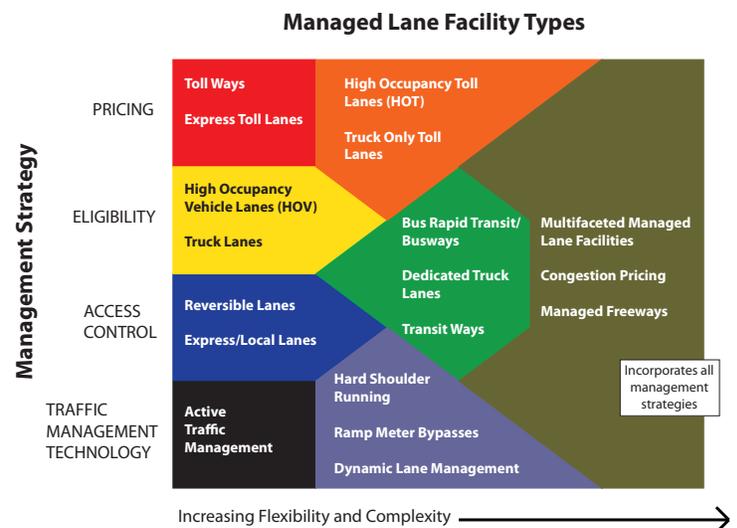
Many existing corridors in the Phoenix Metro Area continue to develop and are reaching a state of buildout. This requires the region to think differently about the use of pavement and space for transportation needs. Managed lanes are one tool that could offer commuters potential advantages.

Specific managed lane projects can be customized to meet local needs, using different management strategies, including pricing, vehicle types allowed to enter the lanes, access control, and traffic management technology. The concept can take many forms including:

- High-Occupancy Vehicle Lanes (HOV)
- High-Occupancy Toll Lanes (HOT)
- Truck Lanes
- Express Lanes
- Busways

Management Strategies and Facility Types

Managed lanes have been successfully implemented in seventeen corridors across the U.S., with additional facilities currently under construction. Managed lanes utilize four primary management strategies. Facility types vary in flexibility and complexity with different combinations of management strategies.



Why Managed Lanes?

Growth in population and subsequent highway traffic has outpaced the ability of many regions to provide adequate highway facilities.

Many regions are facing serious challenges that managed lanes can help to address.

Phoenix I-10 Maricopa Freeway



Tempe LOOP-101 Price Freeway



Benefits of Managed Lanes

Travel Time Savings

The primary benefit of managed lanes is travel time savings for commuters and other motorists. On average, vehicles in managed facilities are able to travel at a higher rate of speed and with fewer delays than vehicles using general purpose lanes within the same corridors.

Trip Reliability

Managed lanes can greatly improve trip reliability by offering motorists a new commuting option with fewer delays and less congestion than general purpose lanes within the same corridor.

Commuter Choices

Managed lanes can create greater commuter choices by allowing those willing to pay a toll into the lane, along with carpoolers and transit vehicles, which frees up space in the adjacent general purpose lanes.

Transit Service

Managed lanes can complement regional transit service by providing access to buses and vanpools and enhancing the speed and effectiveness of corresponding transit routes within the corridor.

*Washington D.C. Capital Beltway I-495 Express Lanes
(Initial Operation: November 2012)*



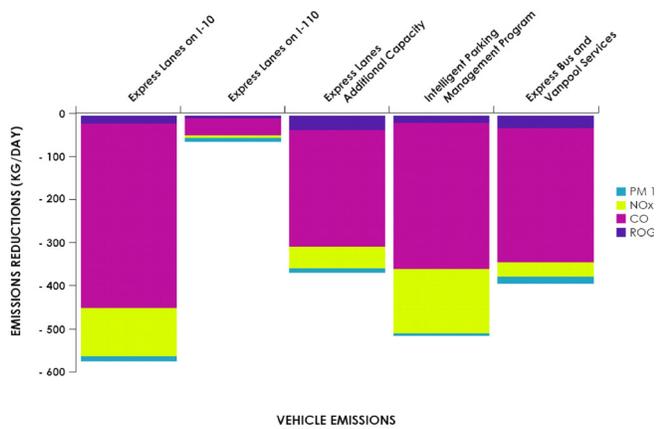
*Minneapolis I-35 MnPass Express Lanes
(Initial Operation: November 2010)*



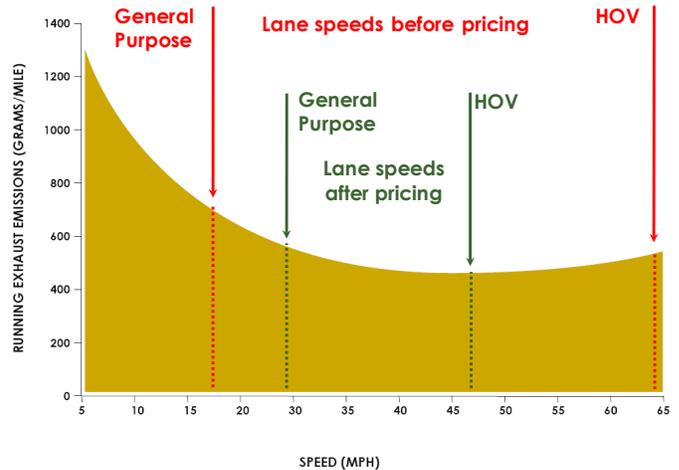
Los Angeles I-110 Express Lanes (Initial Operation: November 2012)



**LOS ANGELES CONGESTION REDUCTION DEMONSTRATION
ESTIMATED EMISSIONS REDUCTIONS**



**CARBON DIOXIDE EMISSIONS FOR ALL VEHICLE TYPES
(EMFAC2007 EMISSIONS FACTORS - LOS ANGELES COUNTY)**



Environmental Impacts

Managed lanes can have positive regional environmental impacts by maximizing overall lane productivity and enhancing transit service. Both of these factors can lower system-wide greenhouse gas emissions within a region.

Revenue

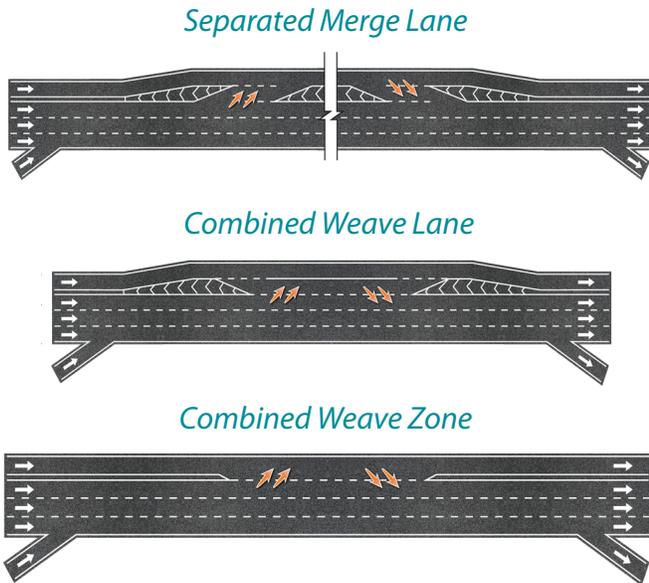
Managed lanes can create potential revenue by implementing a tolling element along corridors and requiring some drivers to pay to access the lane. These revenues are used to pay for the corridor and operations of the managed lanes; and in some cases, generate funding for other corridor improvements and transit.

MAG Regional Managed Lanes

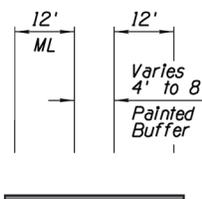
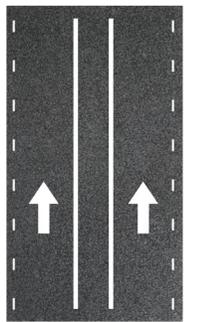
Goals & Objectives

The regional partners involved in the MAG managed lanes study effort identified several goals and objectives for managed lanes in the MAG region. These goals and objectives helped to prioritize which policy elements and performance measures should be evaluated. Although all goals listed below were deemed important, it is noteworthy that partners emphasized improved mobility over revenue alternatives.

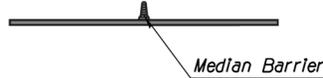
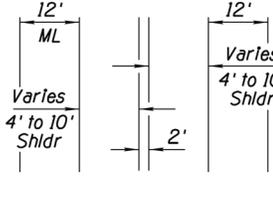
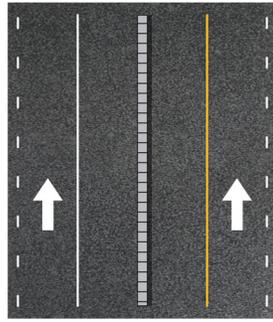
<h3>Improved Mobility</h3>	<ul style="list-style-type: none"> • Reduce travel times and improve travel time reliability. • Manage travel demand and traffic congestion. • Improve and maximize existing system infrastructure. • Maximize use of technology. • Increase capacity. • Provide mobility options. • Improve transit service options, efficiency, and reliability.
<h3>Revenue Alternatives</h3>	<ul style="list-style-type: none"> • Leverage existing revenue sources. • Access new and alternative revenue sources. • Accelerate project delivery to complete the system. • Support ongoing operations and maintenance. • Support transit service provision. • Better plan future investments.
<h3>Public and Political Support</h3>	<ul style="list-style-type: none"> • Support public education and outreach. • Identify and foster political champions. • Facilitate an equitable distribution of costs whereby users pay for what they use.
<h3>Improved Environmental Quality</h3>	<ul style="list-style-type: none"> • Provide air quality benefits. • Enhance quality of life.



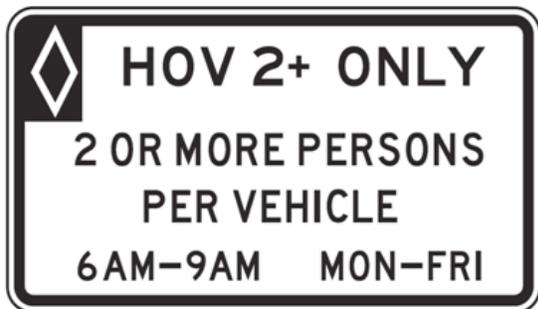
Buffer Separation



Barrier Separation



HOV Signage and Hours of Operation



Operating Policy and Practice Considerations

Decisions regarding several key policy and practice considerations can have a substantial affect on the successful implementation of a managed lanes network. The pros and cons of each relevant issue must be weighed carefully in terms of technical feasibility and support within a region.

Lane Separation and Access

Lane separation and access treatments determine how specified users gain access to the managed lane facility. Many different configurations have been implemented as part of managed lanes projects across the country. Options include limited access designs, either through the use of direct access ramps or transition lanes, and near-continuous to fully continuous access designs.

- Limited access configurations allow for optimal control over toll collection, speed, vehicle volumes, and transit operations, but require higher capital costs and space requirements for dedicated infrastructure.
- Continuous access designs maintain the open access structure of existing HOV lanes, cost less to implement and reduce crash potential.
- A lack of access control can complicate signage, toll structures, and enforcement against violators.

Hours of Operation

Hours of operation decisions concern what times of day a managed lane facility benefits specific users such as carpoolers or toll paying customers, and when the facility reverts to a general use lane. Nearly half of all U.S. HOV facilities operate on a part-time basis during peak traffic periods. However, almost all existing tolled U.S. HOT lanes operate on a full-time basis.

- When converting an HOV to HOT facility, maintaining existing part-time operating hours can limit public concern and reduce operating costs, but can also limit revenue potential and not address mid-day congestion.
- Expanded daytime or 24 hour operations can enhance revenue collection and offer a day-long congestion free option to customers, but are often met with reduced support and increased operating costs.

Occupancy Requirements

Occupancy requirements control the level of carpool access into a managed lane facility. Most often, occupancy requirements of existing HOV lanes are retained during the initial introduction of a HOT lane.

- Unrestricted access to HOV 2+ vehicles would maintain the current HOV policy in the Phoenix area; preserve the incentive to carpool and only toll single occupant users.
- Other options include allowing free access only to HOV 3+ , or tolling all vehicles, which increases revenue and management potential, but can also limit public support.

Pricing Methods

There are multiple approaches to pricing that have been implemented as part of managed lanes projects around the country. Types of pricing include:

1. Static/Flat rate: Typically a monthly charge.
2. Variable Static: Charge varies on fixed schedule by time of day.
3. Variable Dynamic: Prices change in near real time based on levels of demand.

Most new facilities utilize variable dynamic pricing, as it allows greater system efficiency through the ability to price managed lanes relative to the level of congestion.

Collection methods vary by system, but often require the pre-registration of vehicles. Types of collection mechanisms include:

1. “Sticker” passes.
2. License plate tolling.
3. Transponders.

Transponders can have a switch to allow users to indicate the number of vehicle occupants. these types of transponders aid in toll collection and enforcement.

Active Traffic Management (ATM)

Active Traffic Management systems use technology such as overhead signage, entrance ramp signals, and pavement markings to manage congestion in real-time to respond to traffic conditions. These systems offer the following benefits:

- Enhanced roadway safety by reducing the potential for crashes when speeds & conditions change.
- Reduced congestion through variable speed limits, variable lane control, and hard shoulder running.
- More reliable trips and enhanced information to motorists.
- Can provide meaningful traffic-flow benefits at a relatively low cost without tolling.

Seattle I-5 Variable Speed Signage (WSDOT)



HOV 2+: Two or more persons per vehicle

HOV 3+: Three or more persons per vehicle

Express Lane Signage



FasTrak® Transponder



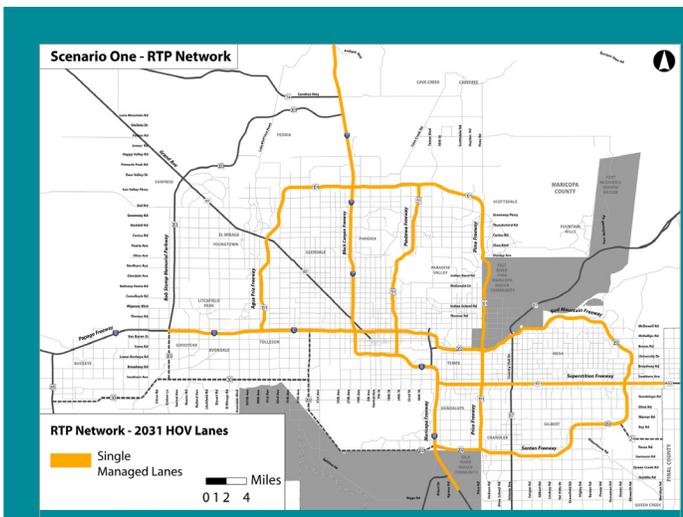
Initial Evaluation

To support the study of managed lanes in the Phoenix region, the existing HOV system was evaluated based on its potential to implement High-Occupancy Toll (HOT) lanes. The initial evaluation consisted of screening candidate corridors within the existing freeway system for managed lane feasibility in terms of their existing traffic capacity and their potential for managed lanes construction.

Capacity: An assessment of existing traffic conditions on candidate corridors, such as the level of congestion in general purpose lanes, the level of utilization of HOV lanes, and the potential for additional travel-time savings for managed lanes users.

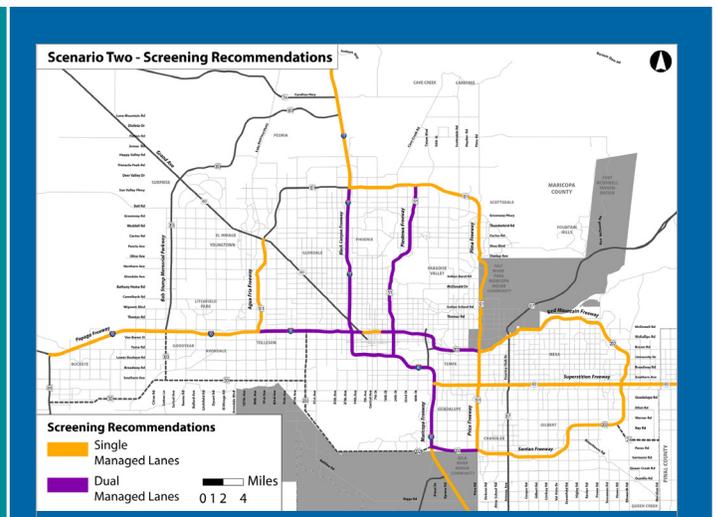
Constructability: An assessment of existing physical conditions that would affect the ability to construct the infrastructure necessary for managed lane implementation.

The initial evaluation led to the development of two different scenarios for the potential implementation of managed lanes, which allowed for more detailed analysis of the concept:



Scenario 1

The conversion of all existing and proposed HOV lanes described in the MAG Regional Transportation Plan through 2031 into single-lane managed lane operations.

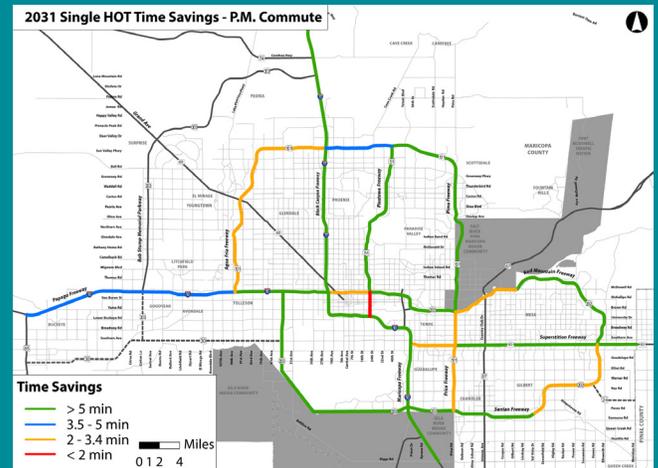
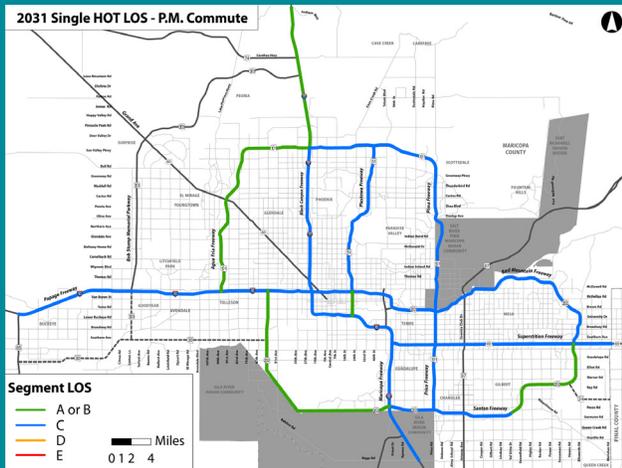


Scenario 2

The conversion of the most congested centrally located candidate corridors to dual-lane managed lanes, and the conversion of most outlying corridors to single-lane managed lanes based on the results of the initial evaluation.

Potential Traffic Performance

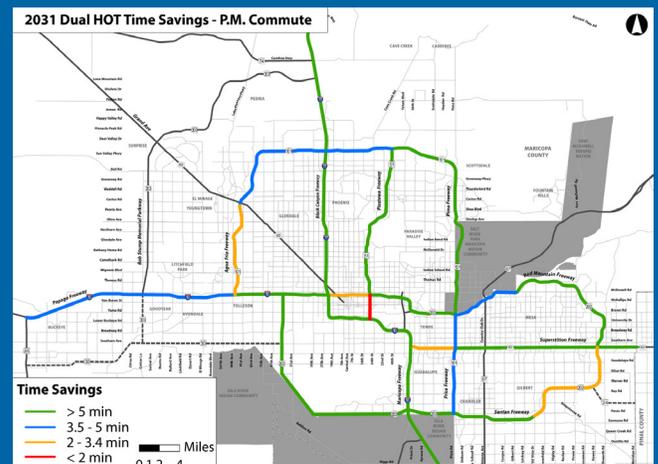
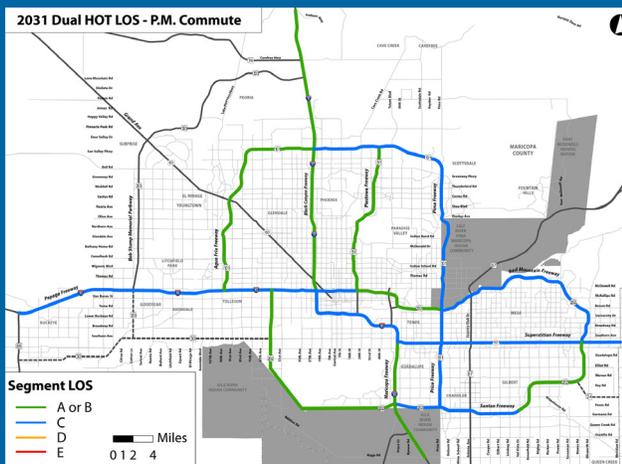
As part of the evaluation of potential managed lane implementation in the Phoenix region, traffic performance was forecasted in order to gauge the benefits that priced managed lanes could provide in terms of congestion relief and travel time savings. The MAG Travel Demand Model was used to forecast both 2031 scenarios established by the initial evaluation.



Scenario 1 Single-lane managed lanes

The MAG Model forecasted that the development of Scenario 1 would provide favorable 2031 traffic conditions overall within the HOT lanes. During the evening peak-period, the level of congestion, or level of service (LOS), on regional HOT lanes is expected to remain at stable flow or better (LOS C).

The 2031 travel time savings provided by the use of HOT lanes is expected to be up to 5 minutes in most freeway corridors within the region, and at least 3 minutes in all but one freeway segment.



Scenario 2 Single and Dual-lane managed lanes

The MAG Model forecasts for Scenario 2 predict more favorable 2031 traffic conditions than Scenario 1. During the evening peak-period, the level of congestion on regional HOT lanes is expected to remain at least stable flow (LOS C), with many corridors expected at near free-flow conditions (LOS A&B).

The 2031 travel time savings provided by HOT lanes in Scenario 2 is expected to be at least 3 ½ minutes for most freeway corridors, slightly better than the travel time savings predicted in Scenario 1.

Potential Construction Cost

Preliminary cost estimates for implementing a managed lanes network within the Phoenix region were developed for both development scenarios. Cost estimates were calculated using comparable costs from other recently developed projects throughout the country. Considerations for Scenario 1 and 2 included:

Tolling Items: Structures and equipment necessary for electronic tolling such as transponder readers, signage, cameras, and other communication and enforcement equipment

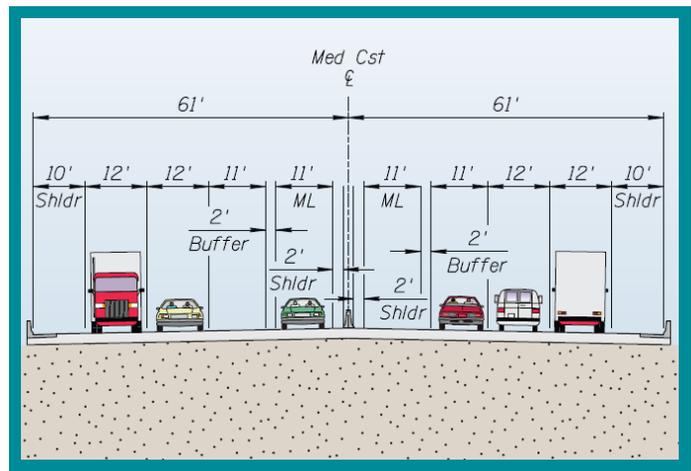
Roadway and Structural Items: Construction costs necessary for managed lanes implementation including new pavement, striping, retaining walls, bridge enhancements, and right-of-way acquisition

Operation and Maintenance: The annual cost of operating and maintaining a managed lanes network including toll equipment operation, toll enforcement, and roadway maintenance

Scenario 1

Assumed the conversion of a single existing HOV lane to a single HOT lane with minimal pavement widening

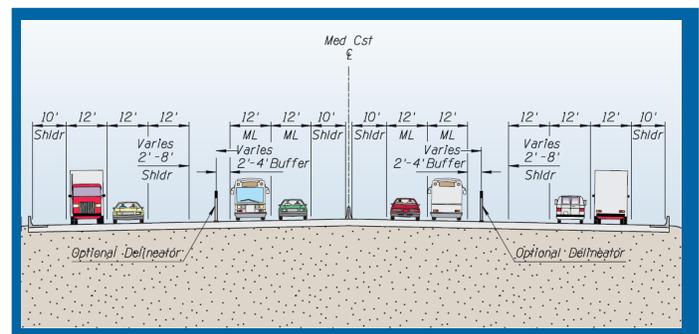
Scenario 1	
Total Construction Cost	\$240 - \$300 (million)
Annual Operation and Maintenance Cost	\$50 - \$70 (million)



Scenario 2

Assumed a mix of single HOV lane to HOT lane conversion and dual HOT lane construction with increased roadway widening

Scenario 2	
Total Construction Cost	\$2,400 - \$3,000 (million)
Annual Operation and Maintenance Cost	\$60 - \$80 (million)



The implementation of Scenario 2 would be notably more expensive than Scenario 1, since the proposed dual-lane sections would require increased lane expansion, earthwork, and right-of-way acquisition.

Houston I-10 Katy Tollway (Initial Operation: April 2009)



Projected Revenue Potential

MAG Travel Demand Model projections and ECONorthwest's Rapid Toll Optimization Model (RapidTOM©) were used to develop high-level estimates for the tolls and revenues associated with potential managed lanes. The RapidTOM model was used to determine toll levels and hourly revenues for priced managed lanes under both development scenarios (Scenario 1 and 2).

Yearly revenue projections were calculated for 2015 and 2031, representing a base year, and the horizon year of the 2031 MAG Regional Transportation Plan. Revenue estimates were also determined, assuming a 30 year lifespan of the potential managed lane system.

Assumptions included:

- An HOV2+ carpool occupancy policy for both model years.
- A minimum 45 mile-per-hour travel speed within managed lanes.
- Dual-lane construction would not be completed by 2015 base year.
- 2010 dollar value for present value calculations, and an inflation adjusted annual discount rate of 3 percent.

The implementation of Scenario 2 would result in significantly more revenue than Scenario 1 over the lifetime of the managed lanes facility. However, Scenario 2 would also be notably more expensive to construct.

Scenario 1	2010 Dollar Value (millions)	Inflation Adjusted (millions)
2015 Revenue	\$170 - \$210	-
2031 Revenue	\$240 - \$290	\$150 - \$190
Lifecycle Revenue (2015-2045)	\$7,300 - \$9,000	\$4,800 - \$5,800

Scenario 2	2010 Dollar Value (millions)	Inflation Adjusted (millions)
2015 Revenue	\$170 - \$210	-
2031 Revenue	\$310 - \$380	\$200 - \$240
Lifecycle Revenue (2015-2045)	\$9,700 - \$11,900	\$6,000 - \$7,400

At a regional level, revenue generated from a network of managed lanes could cover the costs of implementing a system, although it is important to note that costs and revenues do vary significantly by specific corridors.

Managed Lanes Network Development Strategy - Phase One

Study Recommendation and Next Steps

DRAFT

The results of the Phase One study effort have determined that implementing a system of managed lanes in the MAG region is feasible. Results reveal that a system of managed lanes is constructible, improves overall highway system performance, efficiency and traffic operations, provides additional reliable travel options for system users, and generates a net positive cash flow. Based on the findings of the Phase One study effort, **it is recommended that MAG and its key transportation partners endorse and actively pursue the implementation of a broad array of enhanced mobility options, including the use of managed lanes, congestion pricing, Active Traffic Management, and other similar innovative transportation solutions.**

Specific next steps for implementing enhanced mobility options in the MAG region include:

WSDOT "Good to Go!" Logo



1. Develop a unified branding strategy for enhancing mobility in the MAG region to capitalize on the success of projects that focus on maximizing system performance and productivity.

- Projects could include various managed lane elements, along with freeway and highway system operational improvements, transit services, and bicycle and pedestrian amenities.
- Incorporate a strategy for enhancing mobility and maximizing system performance and productivity as the cornerstone premise of the Regional Transportation Plan and associated future transportation efforts in the region.

2. Prioritize the immediate implementation of an Active Traffic Management demonstration on the I-10 Papago Freeway to promote the benefits of integrated managed lanes strategies.

- Active Traffic Management provides the lowest cost and least intrusive managed lanes solution.
- Active Traffic Management can afford meaningful traffic flow benefits in appropriate locations.

3. Determine possible demonstration projects to pursue as an initial proof of concept.

- Seek an initial relatively low cost conversion project to demonstrate benefits.
- Build toward more substantial and complex managed lane projects in the most congested freeway corridors.

4. Utilize the following guiding policies to further enhance existing HOV operations or to facilitate the introduction of HOT operations on the regional freeway system:

- Implement the 2009 Manual of Uniform Traffic Control Devices (MUTCD) recommended standards for HOV and HOT lane separation.
- Transition toward a near-continuous access design and operations for HOV and HOT facilities by utilizing limited access treatments in selected locations to improve traffic operations and address safety issues, and to better facilitate enforcement (and tolling).
- Expand HOV hours of operation to ensure time savings and reliability throughout more of the day.
- Maintain the existing HOV occupancy requirement of two or more persons per vehicle (2+) for the foreseeable future, including during initial deployment of HOT, but establish degradation thresholds to guide increasing occupancy to HOV 3+ in order to maintain required lane performance.
- For HOT operations, utilize variable pricing based on levels of congestion and travel time savings within segments of each facility.
- Calculate tolls on a per-mile basis but communicate toll rates to customers per-segment.
- Require all users to carry a transponder with switchable setting to declare carpool status as a primary means of toll collection and occupancy verification on HOT facilities.
- Ensure regional consistency to promote familiarity and support for managed lanes.

Planning Partner Agencies

