MARICOPA ASSOCIATION of GOVERNMENTS

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September 3, 2013

TO: Members of the MAG Management Committee

FROM: Dr. Spencer Isom, City of El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, September 11, 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 who purchased a transit ticket to attend the meeting, 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
September 11, 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.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Management Committee on activities of general interest.	4. Information.
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 (*).	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the August 7, 2013, Meeting Minutes	5A. Review and approval of the August 7, 2013, meeting minutes.

TRANSPORTATION ITEMS

*5B. Amendment to the Bicycle Count Study Contract for Additional Bicycle Count Locations

In May 2012, the Regional Council approved the MAG FY 2013 Unified Planning Work Program (UPWP) and Annual Budget, which included a Bicycle Count Study. On November 12, 2012, the Regional Council Executive Committee selected Chen Ryan to conduct the study for an amount not to exceed $96,000. It is requested to amend the contract with Chen Ryan in the amount of $3,750 for work on an additional eight bicycle count locations. This funding will allow the consultant to conduct bicycle counts at Apache Junction, Florence, Fort McDowell-Yavapai Nation, Fountain Hills, Gila Bend, City of Maricopa, Paradise Valley and Salt River Pima-Maricopa Indian Community. Please refer to the enclosed material.

5B. Recommend approval to amend the Chen Ryan contract in the amount of $3,750 for work on an additional eight bicycle count locations for the Bicycle Count Study.

*5C. Don't Trash Arizona Litter Prevention and Education Contract Amendment

It costs our region more than $3 million every year to pick up litter from our regional freeway system. Proposition 400 includes funding for a litter prevention and education program designed to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The Don't Trash Arizona Litter Education and Prevention program is implemented by MAG in cooperation with the Arizona Department of Transportation (ADOT). On October 17, 2011, the Regional Council Executive Committee approved the selection of Olson Communications, Inc. as the consultant to design and implement the FY 2012 Litter Prevention and Education Program, with the ability to extend the contract up to two additional years based on performance and funding availability. The contract was amended for one additional year in October 2012. Staff recommends amending the consultant contract with Olson for the second additional year for the Litter Prevention and Education Program and to include the $300,000 budgeted in the FY 2014 Unified Planning Work Program and Annual

5C. Recommend approval to amend the consultant contract with Olson Communications, Inc., for one additional year for the Litter Prevention and Education Program to include $300,000 budgeted in the MAG FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education.

Budget for litter prevention and education efforts. Please refer to the enclosed material.

*5D. FY 2014-2017 MAG Highway Safety Improvement Program Projects

Since Fiscal Year (FY) 2010, MAG has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT) to be programmed for qualifying road safety improvements. A total of 21 projects that were approved by MAG for FY 2012 and 2014 are currently being implemented. Many of the projects originally planned for FY 2014 were advanced due to funds being available in earlier years due to lower bid costs and some projects being disqualified by Federal Highway Administration (FHWA). At the recommendation of ADOT, four fiscal years are being programmed to help expedite project implementation. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in fiscal years 2014-2017. A total of six projects applications were received by MAG. The Transportation Safety Committee reviewed all applications at a meeting held on August 20, 2013. All proposed projects were determined to be qualified and the committee recommended projects for each fiscal year and funding amounts. On August 29, 2013, the Transportation Review Committee recommended approval. This recommendation does not fully utilize available HSIP funds. The Transportation Safety Committee will be exploring the possibility of a second call for projects and utilizing a portion remaining funds for future projects to address regional road safety priorities to be identified in the Strategic Transportation Safety Plan that is currently being developed by MAG. Please refer to the enclosed material.

5D. Recommend approval of the listing of selected projects for FY 2014-2017 Highway Safety Improvement Program funds.

*5E. Federal Fiscal Year 2013 Year End Closeout Report: September Update

On August 21, 2013, the MAG Regional Council approved the advancement of the Mesa Drive to Gilbert Road light rail extension project to close

5E. Recommend approval to proceed with ALCP project advancements to address FHWA funding at risk, general project changes, and to authorize staff to make any necessary project changes to address additional outstanding federal funds at risk during FFY 2013, and of the related amendments

out Federal Fiscal Year 2013. Staff noted at the Regional Council meeting that additional flexibility may be needed due to additional information that may come from the Arizona Department of Transportation indicating that additional federal funds may be available from closing out federal funds. Since then, FY 2013 projects have completed federal authorization and an additional balance of FFY 2013 federal funds needs to be addressed. MAG has been informed that the balance of projects and project phases expected to authorize in FFY 2013 did not utilize the fully programmed amount as listed in the Transportation Improvement Program (TIP). The amount is $12.1 million of FHWA funding that is at risk. To address the un-programmed federal funds, MAG staff contacted member agencies that had potentially federally eligible project phases scheduled in the phase II and III areas of the Arterial Life Cycle Program (ALCP). Of the federally eligible projects, and based on current work schedules, and ADOT project management approvals, the attached list of ALCP projects are being advanced to address the federal funds that are at risk. The detail of TIP listings will be provided prior to the meeting. Please refer to the enclosed material.

to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and Regional Transportation Plan 2010 Update.

AIR QUALITY ITEMS

*5F. Consultation on Potentially Regionally Significant Projects from the Draft FY 2014-2018 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2014-2018 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by September 20, 2013. Please refer to the enclosed material.

5F. Consultation.

*5G. 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 and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including the advancement of various Arterial Life Cycle Program projects using federal funds. 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.

5G. Consultation.

GENERAL ITEMS

*5H. Social Services Block Grant Allocation Revision

Through a partnership with the Arizona Department of Economic Security, the MAG Human Services Coordinating Committee prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. On February 27, 2013, the MAG Regional Council approved the FY 2014 SSBG allocation recommendations. In July 2013, the Arizona Department of Economic Security requested that the $175,687 allocated for transitional housing be re-purposed for housing support services with the goal of funding rapid re-housing programs. The MAG Continuum of Care Regional Committee on Homelessness was notified of the request and the inclusion of this item on the August MAG Human Services Technical Committee meeting agenda. On August 8, 2013, the MAG Human Services Technical Committee recommended approval of re-purposing transitional housing funds to housing

5H. Recommend approval of re-purposing $175,687 allocated for transitional housing programs to housing support services in the FY 2014 Social Services Block Grant allocation recommendations.

support services. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. Domestic Violence Awareness Month

Victim advocates, law enforcement, prosecutors, and bystanders will soon have new information to assist victims of domestic violence in getting help. Through a partnership with the O'Connor House, Arizona State University, and the Arizona Coalition Against Domestic Violence, MAG is enhancing an interactive web map created to connect victims and making it available nationwide. Development of a national web application will make it easy for anyone with a smart phone to find information to help victims find safety and support. Release of the web app will take place on October 3, 2013, in conjunction with National Domestic Violence Awareness Month.

6. Information.

7. Town of Gilbert's Long Range Infrastructure Plan

Gilbert, like many MAG member agencies, has experienced rapid and unprecedented growth with the majority of the infrastructure being built largely at the same time. Correspondingly, most of the infrastructure in the town will need critical maintenance or replacement concurrently. The town's long range infrastructure plan provides an assessment of the current condition of the town's infrastructure with the goal of optimizing the performance of assets and helping to contain costs over their life. Due to the applicability of this infrastructure plan to many MAG member agencies, the Town of Gilbert will provide a general report on the methodology that was used.

7. Information.

8. ADOT Urban Logo Sign Program

The Arizona Department of Transportation (ADOT) has launched the Urban Logo Sign Program which is aimed at generating revenues for the agency by selling sign space to private businesses wishing to advertise along state routes. This program allows ADOT to lease logo sign space to local businesses that are within three miles of a state route following national guidelines.

8. Information and discussion.

9. Sustainable Transportation Land Use Integration Study – Recommendations, Findings and Tools

The Sustainable Transportation Land Use Integration Study (ST-LUIS) was undertaken from 2010-2013 to highlight the potential to move the region toward greater use of sustainable transportation modes - transit, walking and biking. The study was completed in three phases: research and analysis, scenario planning and modeling, and the development of local and regional tools The study was complemented by nine stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities. The outcomes of the scenario modeling exercise, the study's recommendation of place types for high capacity transit and walkable communities, the local/community evaluation tool, the regional high capacity corridor evaluation process, and the overall recommendations and findings will be presented. The study was recommended for acceptance on August 8, 2013, by the MAG Transit Committee and on August 29, 2013, by the MAG Transportation Review Committee. Please refer to the enclosed material.

9. Recommend acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate.

10. Request for Second Deferral of the Construction Phase of the City of Surprise Dove Valley Paving Project

In October 2011, the Regional Council approved the MAG Federal Fund Programming Guidelines and Procedures. One of the sections of the Guidelines and Procedures addressed project deferrals and deletions. One of the goals was to reduce the number of deferrals for federally funded projects. One deferral is granted. If a second project deferral is requested, the request is to be heard by the MAG committees with final approval by the Regional Council. The City of Surprise is requesting to defer the construction phase of the Dove Valley paving project from FY 2013 to FY 2014 due to right-of-way issues. According to the MAG programming polices, the

10. Recommend approval of a second deferral for the construction phase of the Dove Valley Paving Project.

sponsoring agency needs to establish that it has continuously worked on the project since it was originally deferred and that the cause of the delay is due to external factors that are not within a project sponsor's control. At the meeting, staff from the City of Surprise will brief the Management Committee on the status of the project, the cause of the delay and the ability of the City to complete the project should the request be recommended for approval. This item was recommended for approval on August 13, 2013, by the MAG Street Committee, and on August 29, 2013, by the MAG Transportation Review Committee. Please refer to the enclosed material.

11. Transportation Alternatives Program: Draft Goals, Objectives, and Competitive Process

Prior to 2013, there were three distinct types of federal formula funds apportioned to the state, which were programmed in collaboration with MPOs and COGs: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which consolidated these three programs into one federal formula funding category: Transportation Alternatives Program (TA). The funding is now directly allocated to MAG, which is different from previous years. The MAG region receives about $4.4 million per year for this program. Working with member agencies via a survey and a stakeholder meeting, MAG staff drafted goals and objectives and outlined a competitive process to program the TA funds for FY 2015, 2016, and 2017. If approved, the TA process would be incorporated into the MAG Federal Fund Programming Guidelines and Procedures approved October 26, 2011, by the MAG Regional Council. The Transportation Review Committee recommended approval that the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures on

11. Recommend approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures, October 26, 2011.

August 29, 2013. Please refer to the enclosed material.

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

On August 28, 2013, the Environmental Protection Agency (EPA) published a proposed consent decree to address a lawsuit filed by the Arizona Center for Law in the Public Interest against EPA for failure to take action on the MAG 2012 Five Percent Plan for PM-10 by the mandatory deadline of February 14, 2013. According to the consent decree, EPA would publish a notice of proposed action by January 14, 2014 to either approve the plan, promulgate a federal implementation plan, or approve the plan in part with the promulgation of a partial federal implementation plan. EPA would publish the notice of final action by June 2, 2014. In addition, on August 23, 2013, EPA proposed approval of additional statutes for measures in the Five Percent Plan for PM-10. To date, there have been five exceptional event days in 2013 due to regional dust storms and thunderstorms. Please refer to the enclosed material.

12. Information and discussion.

13. Legislative Update

An update will be provided on legislative issues of interest.

13. Information, discussion, and possible action.

14. 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.

14. Information.

15. 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.

15. Information.

Adjournment

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
August 7, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Dr. Spencer Isom, El Mirage, Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Rodney Glassman, Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
* Charles Montoya, Florence
* Phil Dorchester, Fort McDowell Yavapai Nation
Ken Buchanan, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Patrick Banger, Gilbert
Brent Stoddard for Brenda S. Fischer, Glendale
Brian Dalke, Goodyear
Rosemary Arellano, Guadalupe
* Darryl Crossman, Litchfield Park
Trisha Sorensen, City of Maricopa
Kari Kent for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson, Peoria
David Cavazos, Phoenix
Greg Stanley, Pinal County
Tracy Corman for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for Fritz Behring, Scottsdale
Chris Hillman, Surprise
Andrew Ching, Tempe
* Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
Lloyce Robinson, Youngtown
John Nelson for John Halikowski, ADOT
John Hauskins for Tom Manos, Maricopa County
John Farry for Steve Banta, Valley Metro/RPTA

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

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Dr. Spencer Isom, El Mirage, at 12:07 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Tracy Corman, Queen Creek, joined the meeting via teleconference.

Chair Isom welcomed new members to the Management Committee: Rodney Glassman, Cave Creek; Rosemary Arellano, Guadalupe; Trisha Sorensen, City of Maricopa; and Greg Stanley, Pinal County.

Chair Isom proceeded to agenda announcements. He noted items at each place: the previously emailed materials for agenda items 5C, 5H, 5K, and 8, and the addendum to the agenda, and a set of revised minutes that reflected a change to the attendance.

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

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.

Chair Isom recognized public comment from Dianne Barker of Phoenix, who said she had taken light rail and the bus to Desert Ridge. Ms. Barker stated that transit is for the public good – it improves health and has a social value. She stated that she is a peer mentor at the Arizona Bridge to Independent Living and assists people with transit. Ms. Barker encouraged wheelchair-bound people to get out and about, and said there are numerous facilities with accommodations, including CityScape. Ms. Barker expressed her support for the pedestrian safety barriers put up by the City of Phoenix at the downtown YMCA building. Chair Isom thanked Ms. Barker for her comments.

Chair Isom recognized public comment from John Rusinek of Phoenix, who said he has spoken at the last three meetings on the dust problems that have been occurring on a neighboring driveway for eight years that still have not been resolved. He outlined the proper technique for dust-proofing using a particular chemical, and he noted that only water was used – the neighbor tried to scam the city. Mr. Rusinek said that he had been told that the case had gone to court, but then he was told in 2007 that there was no court record on file. Mr. Rusinek's time expired and he concluded his comments. Chair Isom thanked Mr. Rusinek for his comments. He noted that he wanted to let Mr. Rusinek tell his story, and perhaps next time he would discuss topics related to MAG. Chair Isom expressed appreciation for Mr. Rusinek's time.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith first displayed the distressed properties maps as of March 2010 (63,000+ distressed properties) and June 2013 (11,000+ distressed properties). He noted that the rate is now back to normal. Mr. Smith expressed that he hoped that the focus would continue on diversifying the region's economy beyond homebuilding.

Mr. Smith stated that a delegation from the City of Nogales, Sonora, participated in a business incubator tour on June 24, 2013, to experience how these incubators operate. He said that they toured SkySong, the Innovations Science & Technology Incubator, the Center for Entrepreneurial Innovation, AZ TechCelerator, and BioInspire in the cities Chandler, Peoria, Phoenix, Scottsdale, and Surprise. Mr. Smith stated that the day began at 7:30 a.m. at MAG. He noted that elected officials greeted the tour members in each city. He stated that there is ample opportunity to develop a supply chain between Sonora, Mexico, and the Valley.

Mr. Smith reported that October will be Domestic Violence Awareness month. He said that they are in the process of compiling a calendar of activities and trainings that will be distributed to local media and at the annual press conference in October. Mr. Smith noted that Renae Tenney staffs the Regional Domestic Violence Council.

Mr. Smith stated that for the15th year in a row, MAG has received the Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR). He noted that the award was presented to the MAG Fiscal Services Division by the Government Finance Officers Association for the fiscal year 2012 CAFR. Mr. Smith congratulated the MAG Fiscal Services Division for its efforts on the CAFR.

Chair Isom thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Isom stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L were on the Consent Agenda. No requests for public comment were received.

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.

Chair Isom called for a motion.

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

5A. Approval of the June 12, 2013, Meeting Minutes

The MAG Management Committee, by consent, approved the June 12, 2013, revised meeting minutes.

5B. Arizona Department of Transportation Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2013, to June 30, 2013. Of the 192 notices received, none had an impact to the State Highway System.

5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update

The MAG Management Committee, by consent, recommended approval of the amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the FY 2014 Arterial Lifecycle Program and Regional Transportation Plan 2010 Update. The FY 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 six times, with the latest approval on June 19, 2013. Since then, there is a need to modify projects in the programs. An administrative correction is pending Arizona Department of Transportation and Federal Highway Administration approval. The requested project changes include Federal Highway Administration, Federal Transit Administration, Regional Area Road Funds, and locally funded projects. Projects included in the request may require a conformity consultation. On August 1, 2013, the MAG Transportation Review Committee recommended approval.

5D. MAG Design Assistance for the Pedestrian and Bicycle Facilities Program

The MAG Management Committee, by consent, recommended approval of the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Phoenix: Van Buren Corridor Bike & Pedestrian Improvements for $70,000; Apache Junction: Winchester/16th Street/Southern Sidewalk Design for $45,000; Tempe: Highline Canal Multi-Use Path for $65,000; Tempe: North South Rail Spur Multi-Use Path for $65,000; Cave Creek: Shared Use Path Connector for $55,000. The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes $300,000 for the Pedestrian and Bicycle Design Assistance Program. In accordance with federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. Eleven project applications were submitted by member agencies for the program. On July 16, 2013, the MAG Bicycle and Pedestrian Committee reviewed and

ranked the applications and voted to recommend five projects for approval. On August 1, 2013, the MAG Transportation Review Committee recommended approval.

5E. MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List

The MAG Management Committee, by consent, recommended approval of the selection of the following consultants for the MAG Pedestrian and Bicycle Design Assistance Facilities Program On-Call Consultant List: Coffman Studio, PLLC; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design, LLC; Lee Engineering, LLC; Kimley-Horn & Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture LLC; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc. The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes $300,000 for the Pedestrian and Bicycle Design Facilities Assistance program. As part of this program, MAG develops a qualified consultant on-call list. On May 30, 2013, MAG published a Request for Qualifications. On June 27, 2013, MAG received 14 consultant proposals. On July 11, 2013, a multi-jurisdictional evaluation panel met to review the consultant proposals and recommended to MAG the selection of the 14 consultants. On July 16, 2013, the Bicycle and Pedestrian Committee voted to recommend the 14 consultants for approval. On August 1, 2013, the MAG Transportation Review Committee recommended approval.

5F. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget for the Interstate 10/Interstate 17 Corridor Master Plan

The MAG Management Committee, by consent, recommended approval of an amendment of the FY 2014 MAG Unified Planning Work Program and Annual Budget (UPWP) to add the Interstate 10/Interstate 17 Corridor Master Plan project and to increase the FY 2014 UPWP by $2,500,000 with Regional Area Road Funding (RARF) for this related work from the MAG Regional Freeway and Highway Program. At the May 15, 2013, Transportation Policy Committee (TPC) meeting, a presentation was made on the status of planning for Interstates 10 and 17 between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. During this presentation, the TPC was presented with the recommendation for establishing a corridor master plan in response to the 2012 suspension of environmental impact statements for both corridors. The decision for suspending these environmental efforts was to take time and identify whether the studies were consistent with the planning efforts identified in the Regional Transportation Plan, as well as with recent conclusions from MAG's continuing planning efforts through the Southeast Corridor Major Investment Study and the Managed Lanes Network Development Strategy project. Staff from the Arizona Department of Transportation, Federal Highway Administration, MAG, and Valley Metro, as well as the Cities of Chandler, Phoenix, and Tempe, met in a workshop to study this consistency and through discussion identified a path forward that includes establishing a corridor master plan for improving this central interstate route that represents the transportation Spine of the Valley. The purpose of this agenda item is to amend the FY 2014 MAG Unified Planning Work Program and Annual Budget with added funding for this related work from the MAG Regional Freeway and Highway Program to conduct the development of the Interstate 10/Interstate 17 Corridor Master Plan.

5G. Consultant Selection for the MAG Regional Transportation Plan On-Call Consultant Services Program

The MAG Management Committee, by consent, recommended approval of the selection of the list of consultants to participate in the MAG Regional Transportation Plan On-Call Consultant Services Program for a three-year period, and for an amount not to exceed $500,000. The Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes $500,000 to conduct the MAG Regional Transportation Plan On-Call Consultant Services Program. The purpose of a Regional Transportation Plan On-Call Consultant Services Program is for expediting the delivery of consultant services at MAG. Qualified consultants were sought to assist staff in the following six services areas: (1) Civil Engineering, (2) Transportation Planning, (3) Transportation Operations, (4) Policy and Finance, (5) Public Involvement, and (6) Economic Development. A Request for Statements of Qualifications was issued on May 30, 2013, with a due date of June 28, 2013, for response. A total of 27 Statements of Qualifications were received. An internal team of MAG staff reviewed the Statements of Qualifications and on July 29, 2013, recommended to MAG the selection of 15 consultants for participation in the MAG Regional Transportation Plan On-Call Consultant Services Program.

5H. MAG Federally Funded, Locally Sponsored Project Development Status Report

The MAG Management Committee, by consent, recommended approval of the MAG Federally Funded, Locally Sponsored Project Development Status Report, and of actions that defer, delete, advance, and change projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federally funded projects. The Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) funds that are programmed to obligate in Federal Fiscal Year (FFY) 2013, 2014, and 2015 and the number of project deferrals. The Project Development Status workbook sent to member agencies in the May/June timeframe required that a project development schedule be completed and that project changes could be requested. Information submitted by local agencies was at times cross checked with the Arizona Department of Transportation (ADOT) Local Government section for feasibility and further inquiries were made by MAG staff. The Project Development Status Report identifies the projects programmed to obligate in FY 2014 and 2015 that are requesting a deferral to a later year, requesting to be deleted or have funds reprogrammed, and that are projected to obligate based on the schedule submitted. The Project Development Status Report also is a final inventory for ADOT of the projects programmed to obligate in FFY 2013. A separate agenda item lists individual project change line items with the requested FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update amendments and modifications. On August 1, 2013, the MAG Transportation Review Committee recommended approval.

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

A status report is being 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.

5J. Consultation on Proposed Transportation Conformity Processes for the 2014 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis on the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan. Comments regarding this material were requested by August 16, 2013.

5K. 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 various projects for the Arizona Department of Transportation, Avondale, Chandler, El Mirage, Gilbert, Glendale, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe. Comments on the conformity assessment were requested by August 16, 2013. 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.

5L. MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040

The MAG Management Committee, by consent, recommended approval of the MAG Annual Municipality Population Projections for July 1, 2013, through July 1, 2040. In accordance with Executive Order 2011-04, MAG prepares annual population projections by jurisdiction. A draft set of population projections for July 1, 2013, through July 1, 2040, was prepared utilizing the projections by Municipal Planning Area and Regional Analysis Zone approved by the MAG Regional Council on June 19, 2013. The resulting projections of population by jurisdiction for Maricopa County for July 1, 2013, to July 1, 2040, were recommended for approval by the MAG Population Technical Advisory Committee on June 25, 2013.

6. Resolution of Appreciation

Chair Isom expressed that this was a bittersweet agenda item. He noted that Lloyce Robinson, one of the Management Committee's long serving members, will be retiring soon. Chair Isom read the Resolution of Appreciation that was prepared in recognition of her service to the citizens of the region. He expressed his congratulations to Ms. Robinson and said that he considered her a friend. Chair Isom requested a motion.

Mr. Dalke moved to adopt the Resolution of Appreciation for Ms. Lloyce Robinson for her service to the MAG region. Mr. Buchanan seconded, and the motion passed unanimously.

Upon presentation of the Resolution, Chair Isom invited Ms. Robinson to say a few words. Ms. Robinson stated that managers do not need to know everything, just know where to look or who to ask. She said that she knew who to call at MAG and she expressed her thanks to Dennis Smith for all of his assistance. Ms. Robinson expressed that it had been an honor to work with everyone at MAG. Ms. Robinson received a standing ovation.

7. Continuum of Care Regional Committee on Homelessness Update

Brande Mead, staff member for the MAG Continuum of Care Regional Committee on Homelessness, reported on the Continuum's activities. She said that MAG has been working on homeless issues since 1987 and took on the responsibility of coordinating the Continuum of Care in 1999 as there was a need to have a regional approach to planning.

Ms. Mead stated that MAG assumed the responsibility of completing the annual funding application for federal funds and took on staffing the year-round planning process. She noted that the Continuum is a true partnership between the public and non-profit groups, and results in successful efforts.

Ms. Mead proceeded to an update on the Continuum's progress and key efforts, which include managing the HUD Continuum of Care program and homeless funding, completing an annual point-in-time homeless count, and coordinating the regional heat relief network. She noted that the heat relief network has tripled since the program began in 2006. Ms. Mead said that HUD designated this region as a priority community for ending homelessness, and due to this designation, the Continuum has leveraged the support of other federal agencies, is receiving technical assistance to implement proven strategies, and is being recognized for its work.

Ms. Mead stated that annual funding has grown from $7 million in 1999 to $25 million in 2012, a total of $269 million in competitive homeless assistance funding. Through leveraged funding the Continuum now has more than 60 programs that provide housing and support services for homeless individuals and families.

Ms. Mead reported on how the Continuum of Care funding is being invested back into the community for housing programs and services. She noted that the investment in programs has made a difference. Preliminary data show that there has been an overall nine percent decrease in

homelessness, seven percent decrease in chronic homelessness, and a 50 percent decrease in veteran street homelessness. Ms. Mead stated that 83 percent of people placed in permanent housing have retained housing for a year or more, and 75 percent of people placed in transitional housing are moving to permanent housing.

Ms. Mead stated that in 2009, Congress passed legislation reauthorizing the HUD homeless assistance program, calling it the HEARTH Act (Homeless Emergency Assistance and Rapid Transition to Housing). She noted that the HEARTH Act establishes a federal goal of ensuring that individuals and families who become homeless return to permanent housing within 30 days. At the same time, the first ever federal plan to end homelessness was developed. The plan has set 2015 as the target to end veteran and chronic homelessness.

Ms. Mead stated that the Continuum of Care is in the process of implementing changes to align with federal regulations and goals. They are in the process of making major changes to align with HEARTH requirements and leveraging opportunities through community initiatives, such as Mayor Stanton's Homeless Advisory Council.

Ms. Mead stated that they will be engaging more than 80 stakeholders from all sectors of community, charged with implementing federal regulations and creating a system that houses people quickly and effectively. Ms. Mead stated that there are numerous opportunities to participate in the Continuum of Care initiatives. Chair Isom thanked Ms. Mead for her report.

Mr. Smith stated that the Regional Council agreed that the Continuum of Care Committee would have the ultimate approval for homeless efforts in order to make the program a success. Mr. Smith stated that the committee is unique in that it has co-chairs – one from a nonprofit organization and one from the public sector. He noted that the MAG Continuum of Care is one of the top ten groups in the nation, and he expressed his appreciation to MAG staff who support the program.

8. Year End Closeout Report of Federal Fiscal Year 2013 Funds, and Evaluation of Federal Fiscal Year 2014 Funding Levels

Teri Kennedy, MAG staff, reported on the closeout of the Federal Fiscal Year (FFY) 2013 federal funds. She noted that the agenda packet included material that showed a decrease in federal funding to this region of 12.5 percent now that MAP-21 is in place.

Ms. Kennedy explained that obligation authority is the maximum amount of federal funds under Federal Highway Administration that an agency can spend. She said that MAG was authorized for $113 million this year to which an obligation amount of 95.5 percent was applied. If any obligation authority is left unspent, it is at risk from such things as federal rescissions. Ms. Kennedy stated that ADOT has informed MAG that beginning with next year, any obligation authority left on the table will be swept. She advised that this means projects need to be scheduled on time and the funds utilized to the best of our ability.

Ms. Kennedy first addressed Congestion Mitigation and Air Quality Improvement (CMAQ) projects. She reported that the Regional Council has already approved the maximum federal

amount for all CMAQ funded projects that could authorize in FFY 2013. Ms. Kennedy stated that since December 2012, seven projects have requested deferral and ten requested to cancel. She added that additional funds were also received.

Ms. Kennedy then addressed FFY 2013 Surface Transportation Program (STP) projects, which are typically Arterial Lifecycle Program (ALCP) projects. She said that funding was advanced to three federally funded eligible projects, including Northern Parkway. Ms. Kennedy stated that the outstanding obligation authority is approximately $4,074,000. She noted that these funds can be carried forward, however, if the federal government enacts a rescission, they could be reduced, and are called funds at risk.

Ms. Kennedy stated that the Transportation Review Committee recommended advancing to the Mesa Main Street: Mesa Drive to Gilbert Road light rail extension CMAQ reimbursements in the amount of $3.9 million, which comes close to utilizing the outstanding $4 million.

Ms. Kennedy stated that by advancing funding there is a potential estimated ALCP program cost savings if the inflation rate is reinstated, debt service costs for the project would be reduced, and the project stays on schedule, in addition to protecting the obligation authority.

Ms. Kennedy stated that the action requested is to recommend approval for advancement of $3.9 million of CMAQ funding for the Mesa Drive to Gilbert Road light rail extension project using un-programmed FFY 2013 Obligation Authority; and to the related amendments to the FY 2011-2015 Transportation Improvement Program, FY 2014 Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update.

Chair Isom thanked Ms. Kennedy for her report and asked if there were questions.

Mr. McClendon asked if any other requests for these funds had been received. Ms. Kennedy replied that as part of the Project Status Report process, agencies were asked about their projects' current work schedules and if the projects can advance. She added that no other requests for advancing a project were received than the Mesa light rail project.

Mr. Banger stated that this is a good use of funds and extending light rail is a project of great regional significance.

Mr. Banger moved to recommend approval to proceed with the FFY 2013 Federal funding advancement of $3.9 million of CMAQ funding for the Mesa Drive to Gilbert Road light rail extension project, and of amendments to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Lifecycle Program, and Regional Transportation Plan 2010 Update. Mr. Hauskins seconded, and the motion passed unanimously.

9. FY 2013 Draft Transit Program of Projects for Federal Funds

Alice Chen, MAG staff, reported on the Federal Fiscal Year 2013 Draft transit program of projects for federal funds, which is utilized to develop the grant for submittal to the Federal Transit

Administration (FTA). Ms. Chen stated that the transit program of projects is a coordinated effort between MAG, City of Phoenix and Regional Public Transportation Authority (RPTA).

Ms. Chen stated that the current fiscal year transit projects are ready for obligation. Upon approval of the program of projects by the MAG Regional Council, the City of Phoenix (the region's designated grant recipient) develops the grant application. She said that once the application is approved, member agencies and eligible subrecipients can then draw down the funds. Ms. Chen stated that the Transit Guidelines, approved by the MAG Regional Council on March 27, 2013, were used to develop the FY 2013 program of transit projects with input from RPTA. Ms. Chen advised that the transit program is currently underprogrammed by $3.9 million.

Ms. Chen then described the programming funding priorities and distribution of the FY 2013 funds. This includes an amount to the City of Phoenix for administration of the grant, preventive maintenance and operations, and apportionment to Job Access and Reverse Commute, bus replacement capital, and facility capital. Ms. Chen stated that a draft listing of projects was recommended for approval by the MAG Transit Committee and the MAG Transportation Review Committee.

Chair Isom thanked Ms. Chen for her report. No questions from the Committee were noted.

Mr. Buchanan moved to recommend approval the FY 2013 MAG Transit Program of Projects, amendments to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update. Ms. Kent seconded, and the motion passed unanimously.

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

Lindy Bauer, MAG Environmental Programs Director, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She stated that on May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan. Ms. Bauer stated that the EPA completeness determination on the plan on July 20, 2012, stopped the 18-month and 24-month sanctions clocks. On April 19, 2013, EPA proposed approval of several statutes for measures in the plan. Ms. Bauer reported that on April 30, 2013, the Arizona Center for Law in the Public Interest filed a lawsuit against EPA for not taking action on the plan in time, which was supposed to have taken place February 14, 2013.

Ms. Bauer stated that a major milestone was reached on July 1, 2013, when EPA completed its review of the 2011-2012 exceptional events documentation, and it concurred with 17 of the 18 packages submitted by ADEQ. Ms. Bauer noted that EPA took no action on one of the packages. She stated that with the EPA action, the exceedances will not count against the MAG region. Ms. Bauer stated that the region needs three years of clean data for EPA to find that the standard has been met.

Ms. Bauer stated that 2010 was a clean year with no violations of the standard, but in 2011 and 2012, dust storms and haboobs occurred one right after the other. She noted that providing the

documentation required by EPA to prove the exceedances were not manmade is costly and is very resource intensive. Ms. Bauer stated that documentation will be required for the three exceedances that have occurred in 2013. She stated that ADEQ intends to send a letter next week to EPA regarding the submission of documentation for those three days.

Ms. Bauer reviewed next steps. She said that EPA is continuing to review the plan in light of these exceptional event approvals. There were no violations of the PM-10 standard in 2010, 2011, and 2012. EPA needs to take approval action on the Five Percent Plan to avoid the imposition of a federal implementation plan. She noted the lawsuit by the Arizona Center for Law in the Public Interest is asking for federal implementation since EPA failed to take action on time.

Ms. Bauer stated that the EPA Exceptional Events Process is still flawed and needs to be streamlined. Too much documentation is required, it is too expensive and time consuming. She advised that EPA intends to revise the Exceptional Events Rule and added that EPA, after review of MAG's exceptional events documentation, informally said that further streamlining is possible.

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

Mr. Smith expressed appreciation to Maricopa County for the early warning system and the calls made to jurisdictions. Ms. Bauer noted that the Management Committee recommended and Regional Council approved providing $90,000 to the Maricopa County Air Quality Department to accommodate real-time monitor data on the County website. She noted that it previously had been one hour to one-and-one-half hours behind and that is too late when you are trying to prevent exceedances. Ms. Bauer stated that the efforts of the County, the cities and towns, and the private sector paid off with no violations of the PM-10 standards.

11. Legislative Update

No report.

14. Amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget

Chair Isom stated that the addendum to the agenda was emailed to members the morning before.

Eric Anderson, MAG Transportation Director, stated that an amendment to the FY 2014 MAG Unified Planning Work Program and Annual Budget is being requested to add a public opinion survey on transportation issues for an amount not to exceed $50,000. He stated that MAG is starting the NexGen Regional Transportation Plan. The purpose of the survey will be to gauge public attitudes and opinions on how the MAG regional transportation system is functioning, future needs, and revenue options. Mr. Anderson stated that the survey would help inform policy makers of citizen preferences. He explained that they originally were going to process a survey through the Regional Transportation Plan On-call, but then decided it would be better to contract with a polling firm. Mr. Anderson stated that upon approval, a Request for Qualifications would be issued for a firm that would conduct the survey.

Chair Isom thanked Mr. Anderson for his report and asked if there were questions. Hearing none, he called for a motion.

Ms. Kraus moved to recommend amending the FY 2014 MAG Unified Planning Work Program and Annual Budget to add a public opinion survey on transportation issues for an amount not to exceed $50,000. Mr. Wright seconded, and the motion passed unanimously.

12. 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.

13. 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.

Chair Isom noted the recent groundbreaking of the Northwest Valley Family YMCA on August 1, 2013. Chair Isom noted that funding for the construction of the facility was the result of a voter approved bond. He described the facility as approximately 28,500 square feet. Chair Isom noted that El Mirage and the YMCA have an innovative agreement for the management and operations of the facility

Adjournment

There being no further business, the meeting was adjourned at 1:10 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 3, 2013

SUBJECT:
Amendment to the Bicycle Count Study Contract for Additional Bicycle Count Locations

SUMMARY:
In May 2012, the Regional Council approved the MAG FY 2013 Unified Planning Work Program (UPWP) and Annual Budget, which included a Bicycle Count Study. The data that will be collected in the Study will provide information on bicycle volumes, be used to develop better measures of safety and health impacts associated with cycling, be integrated into planning efforts, and help member agencies with their bike plans. On November 12, 2012, the Regional Council Executive Committee selected Chen Ryan to conduct the Bicycle Count Study for an amount not to exceed $96,000. It is requested to amend the contract with Chen Ryan in the amount of $3,750 for work on an additional eight bicycle count locations in MAG member agencies that are not in the urban core: Apache Junction, Florence, Fort McDowell-Yavapai Nation, Fountain Hills, Gila Bend, City of Maricopa, Paradise Valley and Salt River Pima-Maricopa Indian Community.

PUBLIC INPUT:
No public input has been received concerning the specific requested change.

PROS & CONS:
PROS: This increased funds will support bicycle counts at MAG member agencies that are not in the urban core.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: MAG is planning on regular bike count data that will be collected for years to come, which will give information on bicycle volumes, which can also be used to develop better measures of safety and health impacts associated with cycling.

POLICY: The bike-monitoring program will begin in 2013 and will focus on collecting bicycle counts at a number of strategically selected locations across the region.

ACTION NEEDED:
Recommend approval to amend the Chen Ryan contract in the amount of $3,750 for work on an additional eight bicycle count locations for the Bicycle Count Study.

PRIOR COMMITTEE ACTIONS:
None.

CONTACT PERSON:
Maureen DeCindis, Transportation Planner III, (602) 452-5073

Agenda Item #5C

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY…for your review

DATE:
September 3, 2013

SUBJECT:
Don't Trash Arizona Litter Prevention and Education Contract Amendment

SUMMARY:
The Regional Transportation Plan (RTP) includes $279 million for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. The program, known as *Don't Trash Arizona* was first implemented in 2006.

The purpose of the *Don't Trash Arizona* program is to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. MAG works cooperatively with the Arizona Department of Transportation (ADOT), which manages the program for the state outside of Maricopa County.

In October 2011, the MAG Regional Council approved the selection of a consultant, Olson Communications, Inc., to continue the implementation of *Don't Trash Arizona* through November 2012. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. Based on the success of the program, in October 2012, the MAG Executive Committee approved exercising the first one-year option with Olson Communications, Inc.

Since 2006, combined with public relations efforts, the *Don't Trash Arizona* Litter Prevention and Education program has achieved tens of millions of audience impressions. Strategies implemented in the past two years include public relations, media outreach, paid advertising, and community partnerships. Among the top items littered along our state and regional freeways are cigarette butts and beverage containers, including cups and cans, leading the campaign to continue the theme, "No Cups, Cans, or Butts. Don't Trash Arizona!" Along with radio and web advertising, Innovative tactics have included a mobile billboard that travels to major sporting events and concert venues, banners at high school football games, social media videos, messaging at gas stations and convenience stores near Maricopa County freeways, movie theater advertising, a refreshed website, and other public relations efforts.

A telephone survey of Maricopa County residents conducted in August 2012 found that the anti-litter program is working to decrease the number of motorists who litter while driving. The survey found the percentage of residents who admit to littering soda cans, bottles and cigarette butts decreased by half from the previous year (6% vs. 13% for soda cans and bottles and 5% vs. 12% for cigarette butts). Only four percent of smokers indicated they toss cigarette butts out of vehicle windows-a 69 percent decrease. Half (51%) of smokers surveyed reported that they use an ashtray in their vehicles, reversing a decline seen between 2010 and 2011 (53% down to 43%). Approximately 16% of smokers indicated that they do not smoke in the car at all, representing a 700 percent increase from the previous year (2%). Results are based on 600 fifteen-minute interviews with Maricopa County residents with results at a 95 percent confidence level.

A full copy of the survey and its findings is available at www.DontTrashAZ.com. The site also includes information about littering, activities and resources for students and teachers, a page to report littering violations and other information.

The amended contract with Olson expires on November 30, 2013. Due to the ongoing success of the *Don't Trash Arizona* program, staff recommends amending the consultant contract with Olson Communications for one additional year for the Litter Prevention and Education Program to include the $300,000 budgeted in the FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education efforts.

PUBLIC INPUT:

Numerous presentations and special events were conducted throughout the year, with feedback solicited through onsite surveys, website outreach, and with a statistically valid telephone survey conducted annually.

PROS & CONS:

PROS: Research suggests that prevention programs can change public perception and habits regarding litter, which is ugly, unhealthy and unsafe. Properly maintained freeways are important to the quality of life of the residents of this region and to the image projected to tourists and economic development prospects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Regional Transportation Plan includes $279 million in funding for landscape maintenance and noise mitigation, with a small portion allocated for litter prevention and education. The FY 2014 campaign will build on efforts of the *Don't Trash Arizona* campaign to date.

POLICY: An effective litter prevention and education program will help change the behavior of offenders, which will improve health and safety, protect the environment, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

ACTION NEEDED:

Recommend approval to amend the consultant contract with Olson Communications, Inc., for one additional year for the Litter Prevention and Education Program to include $300,000 budgeted in the MAG FY 2014 Unified Planning Work Program and Annual Budget for litter prevention and education.

PRIOR COMMITTEE ACTIONS:

On October 17, 2011, the MAG Regional Council approved a recommendation forwarded by the MAG Management Committee that Olson Communications, Inc., be selected to design and implement the FY 2012 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. On October 15, 2012, the MAG Regional Council Executive Committee exercised the first one-year option, and approved amending the contract through November 30, 2013.

CONTACT PERSON:

Kelly Taft, Communications Manager, 602-254-6300.

Agenda Item #5D

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 3, 2013

SUBJECT:
FY 2014-2017 MAG Highway Safety Improvement Program Projects

SUMMARY:
The Highway Safety Improvement Program (HSIP) was introduced through federal transportation funding legislation in 2005 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – and was identified in 2012 in federal transportation funding legislation – Moving Ahead for Progress in the 21st Century Act (MAP-21). HSIP specifically focuses on improving road safety. The Federal Highway Administration (FHWA) division offices located in each state provide oversight to the program. The Arizona Department of Transportation (ADOT) Local Government Section administers the local agency projects funded through the HSIP program.

ADOT receives approximately $32 million per year in HSIP funds. Nearly 25 percent of this is suballocated by ADOT to the Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) in the state. The remaining 75 percent of HSIP funds is allocated to road safety projects statewide and is administered by ADOT. For fiscal years (FY) 2014 through 2017 MAG will be receiving $1.9 million in HSIP funds to be programmed for projects that would meet eligibility requirements defined by ADOT and FHWA. This allocation reflects an increase of $600,000 from FY 2014 to account for the recent expansion of the MAG Planning Area. At the recommendation of ADOT, four fiscal years from 2014 through 2017 are being programmed, as it would be helpful for expediting project implementation. Guidelines on the types of projects that would qualify for HSIP funds have been provided by ADOT and FHWA. These guidelines have been shared with member agencies.

On July 1, 2013, MAG issued a call for road safety improvement projects that would meet ADOT and FHWA requirements for HSIP funded projects. A total of six project applications was received from three MAG member agencies. The following types of projects are proposed:

- A major intersection improvement at 59th Avenue and Olive Avenue - currently ranked as the second highest for intersection crash risk in the MAG region
- Road sign inventory and management systems
- Upgrading for road signs
- Accessible pedestrian signals - for visually impaired pedestrians

The Transportation Safety Committee reviewed all project applications at a committee meeting held on August 20, 2013, and unanimously recommended all proposed projects for the funding amounts shown in the attachment. These projects will be included in the FY 2014-2018 Transportation Improvement Program (TIP) as an amendment.

PUBLIC INPUT:
None has been received.

PROS & CONS:

PROS: Implementation of all recommended projects is likely to result in road safety improvements. The projects are targeted both at improving pedestrian safety and also motorist safety.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The development of safety projects and the timely obligation of federal HSIP funds programmed by MAG requires close coordination between local agencies and the ADOT Local Government Section. Local agencies need to ensure that agency staff maintain familiarity with complex HSIP eligibility requirements and the ADOT project development process.

POLICY: None.

ACTION NEEDED:

Recommend approval of the listing of selected projects for FY 2014-2017 Highway Safety Improvement Program funds.

PRIOR COMMITTEE ACTIONS:

The MAG Transportation Review Committee unanimously approved recommendation of the list of proposed HSIP projects on August 29, 2013.

MEMBERS ATTENDING

Avondale: Kristen Sexton for David Fitzhugh
Glendale: Debbie Albert, Acting Chair
ADOT: John Nelson for Floyd Roehrich
Buckeye: Jose Heredia for Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum for Sue McDermott
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Steven Johnson
Gilbert: Dawn Irvine for Leah Hubbard
* Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: Lynne Hilliard for John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina for Rick Naimark
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley for Terry Lowe
Tempe: Shelly Seyler
Valley Metro: Wulf Grote John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Charles Andrews, Avondale
* ITS Committee: Catherine Hollow, Tempe
FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
* Transportation Safety Committee: Renate Ehm, Mesa

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

The MAG Transportation Safety Committee conducted a detailed review of all project applications and unanimously recommended approval of the list of proposed projects on August 20, 2013.

MEMBERS ATTENDING

* Linda Gorman, AAA Arizona
* Tom Burch, AARP
  Larry Talley for Kohinoor Kar, ADOT
Shane Kiesow, City of Apache Junction
Dana Chamberlin, City of Avondale
Thomas Chlebanowski, Town of Buckeye
  Tom Roberts for Martin Johnson, City of Chandler
* Jorge Gastelum, City of El Mirage
# Kelly LaRosa, FHWA
# Mike Gillespie, Town of Gilbert
  Chris Lemka, City of Glendale
  Glendale: Chris Lemka
* Alberto Gutier, GOHS
# Luke Albert for Hugh Bigalk, City of Goodyear
  Nicolaas Swart, Maricopa County
  Renate Ehm (Chair), City of Mesa
* Jeremy Knapp, Town of Paradise Valley
# Mannar Tamirisa for Jamal Rahimi, City of Peoria
* Kerry Wilcoxon, City of Phoenix
# George Williams, City of Scottsdale
* Jason Mahkovtz, City of Surprise
# Julian Dresang, City of Tempe
* Gardner Tabon, RPTA

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

CONTACT PERSON:
Sarath Joshua, MAG, (602) 254-6300.

List of MAG HSIP Projects in FY 2014-2017

Agency/ID	Project Title		FY	Federal $'s	Local $'s	Total Cost($)
AVN-1	Sign Management System and Regulatory/Warning Sign Upgrade	Phase 1	2014	$115,000	$0	**$115,000**
		Phase 2	2015	$264,000	$0	**$264,000**
		Phase 3	2016	$207,000	$0	**$207,000**
		Phase 4	2017	$216,000	$0	**$216,000**
AVN-2	McDowell-Dysart Roads Accessible Pedestrian Signals	Phase 1	2014	$45,000	$0	**$45,000**
		Phase 2	2016	$149,904	$0	**$149,904**
BKY-1	Systemic Sign Management System and Sign Panel Reflectivity Upgrades	Phase 1	2014	$220,500	$0	**$220,500**
		Phase 2	2016	$167,400	$0	**$167,400**
GLN-1	59th Avenue and Olive Avenue Design & Construction	Phase 1	2015	$287,615	$17,385	**$305,000**
		Phase 2	2017	$1,310,770	$57,855	**$1,368,625**
GLN-2	Sign Management System of Local Roads and Sign Upgrades on Arterial, Collector, and Local Roads	Phase 1	2014	$245,000	$0	**$245,000**
		Phase 2	2015	$120,000	$0	**$120,000**
GDY-1	Sign Inventory Management System and Sign Upgrades	Phase 1	2014	$180,000	$0	**$180,000**
		Phase 2	2016	$75,000	$0	**$75,000**

FY	Federal $'s
2014	$805,500.00
2015	$671,615.00
2016	$599,304.00
2017	$1,526,770

Agenda Item #5E

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

DATE:
September 3, 2013

SUBJECT:
Federal Fiscal Year 2013 Year End Closeout Report: September Update

SUMMARY:
On August 21, 2013, the Regional Council approved the advancement of Federal Highway Administration (FHWA) funding for the Mesa Drive to Gilbert Road light rail extension project to utilize outstanding Federal Fiscal Year (FFY) 2013 funds. Since then, MAG has been informed that certain FHWA funded projects expected to authorize in FFY 2013 will not fully utilize the amount programmed in the Transportation Improvement Program (TIP), and additional final voucher savings have been received. This amounts to approximately $12.1 million that is at risk. To address this funding balance, federally eligible projects that meet specific criteria have been evaluated and a listing of proposed advancements and general project changes is included.

A total of 209 FHWA funded projects/work phases is programmed for authorization during FFY 2013. As of the generation of the August 2013 report, 102 work phases had authorized, and 107 had yet to receive federal authorization. The FHWA funding balance currently outstanding is due to 61 project work phases that authorized since the August report at a lower amount than programmed in the TIP.

Having met agency requests for currently programmed FFY 2013 bicycle-pedestrian, intelligent transportation systems, and paving of unpaved roads projects and advancement of the Gilbert Road light rail extension, and being past the FFY 2013 transfer deadline, MAG staff contacted member agencies that have Arterial Life Cycle Program (ALCP) projects. Staff reviewed potentially federally eligible project phases scheduled in the phase II and III areas of the ALCP. The specific criteria that must be met for the advancement of federal funds and project changes are:

- The project work phase(s) can obligate by September 16, 2013, and
- does not require a new finding of conformity, and
- the project work is federally eligible, is not a scope change, and
- is a certification acceptance agency, and
- the sponsoring agency is able to complete paperwork at ADOT, and
- sponsoring agency has required local match.

Of the federally eligible projects reviewed, and based on local agency concurrence, the attached list shows all ALCP projects eligible to be advanced to address the federal funds that are at risk. The eligible projects total exceeds the $12.1.million available. The list is separated by proposed advancements and those pending additional funds that may become available. Two of the projects listed could authorize in FFY 2013, however they currently are programmed in FFY 2014 for FHWA funding authorization and advancement at this time is not advantageous. Northern Parkway-Litchfield Overpass project can take additional funding if any of the current remaining 34 projects scheduled to authorize do not fully utilize their programmed funding. Additional non ALCP project changes are also included in this request. The detail of TIP listings will be provided prior to the meeting.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of this recommendation will protect federal funding and allow for transportation project phases to advance in the MAG region for FFY 2013. Advancement may provide local cost savings, and will reduce future reimbursements in the ALCP. There is no guarantee that sufficient funds will be available in the following fiscal years.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Action to close out the FFY 2013 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. Funds that are not used are at risk and subject to rescission. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed and to protect current year federal funding. All advancements of Federal funds will reduce future year reimbursements by the stated amounts.

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

ACTION NEEDED:
Recommend approval to proceed with ALCP project advancements to address FHWA funding at risk, general project changes, and to authorize staff to make any necessary project changes to address additional outstanding federal funds at risk during FFY 2013, and of the related amendments to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:
None.

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

Eligible Projects: FFY2013 Advancements

FHWA Outstanding Balance:	**$**	**12,057,525**
Proposed Advancement Projects	$	12,057,940
Carry Forward	**$**	**(415)**

Projects Recommended for Available Funding: $12.1 million

Agency	PM Priority	Project Name	Amount	Phase	RTP ID	Advancement Year(s)	Project Notes
Chandler	1	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	$ 2,048,488.00	CONST	ACI-GIL-10-03-E	2019, 2020	Project has already authorized some federal funding through ADOT sponsored STP funds. Agency has completed local match sponsored work.
MCDOT	2	McKellips Road DCR	$ 581,000	DES	ACI-MCK-40-03	2019	Local agency work to begin FY2014.
Chandler	3	McQueen Rd: Ocotillo Rd to Chandler Heights (part of Riggs Rd)	$ 3,895,652.17	CONST	ACI-PRC-10-03-C	2017-2020	Northern half of project is fully cleared. Project is estimated and designed in N/S portions. North segment of project construction is scheduled for FY2014.
Chandler	4	Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	$ 1,514,800	DES	ACI-QNC-10-03-B	2019-20	Local agency work to begin FY2014.
MCDOT	5a	Northern Parkway: Reems & Litchfield Overpasses	$ 4,018,000	CONST	ACI-NOR-10-03-C	2015-2016	Will take as much as possible on this project phase in advancements. Project is schedule for work in FY2014.
Proposed Advancement Total			**$ 12,057,940**				

Additional Projects if More Funding is Available

Agency	PM Priority	Project Name	Amount	Phase	RTP ID	Advancement Year(s)	Project Notes
MCDOT	5b	Northern Parkway: Reems & Litchfield Overpasses	$ 848,000	CONST	ACI-NOR-10-03-C	2015-2016	Will take as much as possible on this project phase in advancements. If additional funding is available prior to close of year, this project can take up to balance as listed.
Chandler	6	Chandler Heights Rd: Arizona Ave to McQueen Rd	$ 835,500	DES	ACI-PRC-10-03-A	2023	Local agency work to begin FY2014.
Phoenix	7	Avendia Rio Salado	$ 2,360,996	CONST	ACI-RIO-10-03	2014	*Can take advancement. Advancement may be of little to no benefit for one month early funding.*
MCDOT	8	Northern Parkway -- Dysart to 111th	$ 1,412,000	ROW	ACI-NOR-10-03-B	2014	*Can take advancement. Advancement may be of little to no benefit for one month early funding.*
Balance of Eligible Projects Total			**$ 5,456,496**				

Total Eligible Projects	**$**	**17,514,436**

Agenda Item #5F

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

DATE:
September 3, 2013

SUBJECT:
Consultation on Potentially Regionally Significant Projects for the Draft FY 2014-2018 MAG Transportation Improvement Program

SUMMARY:
Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2014-2018 MAG Transportation Improvement Program has been prepared. On September 3, 2013, MAG distributed for interagency consultation the regionally significant projects subject to conformity requirements. Comments on the list of potentially regionally significant projects are requested by September 20, 2013.

PUBLIC INPUT:
Copies of the attached list of regionally significant projects were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Valley Metro/RPTA, Valley Metro Rail, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, Central Arizona Governments, Pinal County Air Quality Control District, Sun Corridor Metropolitan Planning Organization, and other interested parties.

PROS & CONS:
PROS: Interagency consultation on regionally significant projects provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the Draft FY 2014-2018 MAG Transportation Improvement Program and the 2035 MAG Regional Transportation Plan.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A regionally significant transportation project is required to meet

conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

POLICY: The consultation for the regionally significant projects for the Draft FY 2014-2018 MAG Transportation Improvement Program is being conducted in accordance with federal regulations and MAG Conformity Consultation Processes adopted by the Regional Council.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

MARICOPA ASSOCIATION of GOVERNMENTS
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September 3, 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
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Don Gabrielson, Pinal County Air Quality Control District
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS FOR THE DRAFT FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is distributing for interagency consultation the transportation projects which will be considered "regionally significant" for the purpose of performing the regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2014-2018 MAG Transportation Improvement Program is attached for your review and comment. In addition, on August 29, 2013 a draft copy of the Project Listing, including the potentially regionally significant projects, was provided to members of the MAG Transportation Review Committee. Please provide any comments regarding the list by September 20, 2013.

The MAG designation of transportation projects as regionally significant is considered advisory to the sponsoring agencies of the projects. Federal conformity regulations specify that a regionally significant project is a transportation project that is on a facility that serves regional transportation needs, and would normally be included in the modeling of the transportation network. In addition, Section R18-2-1429(B) of the Arizona Administrative Code requires the project sponsor that is a recipient of federal highway or transit funds to determine whether or not the project is regionally significant. The criteria used to identify regionally significant projects are also detailed in the MAG Transportation Conformity Guidance and Procedures.

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

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
ADOT	2014	DOT14-147	23287	101 (Pima Fwy): Shea Blvd to SR202L (Red Mtn Fwy)	Construction General Purpose lanes	5.0	8	10	Freeway	$ -	$ 91,000,000	$ -	$ 91,000,000
ADOT	2014	DOT14-192	18606	10: Wild Horse Pass to Queen Creek	Roadway Widening, EB	2.0	4	5	Freeway	$ 2,479,147	$ -	$ 149,853	$ 2,629,000
ADOT	2015	DOT11-105	39146	85: Warner Street Bridge	Construction Bridge	0.2	-	4	Street	$ -	$ 5,300,000	$ -	$ 5,300,000
ADOT	2015	DOT99-124	1709	101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	3.0	-	4	Street	$ -	$ 3,634,000	$ -	$ 3,634,000
ADOT	2016	DOT15-178	6919	202 (South Mountain): Salt River to Buckeye Rd, Segment 8	Construction	2.0	-	8	Freeway	$ 96,200,000	$ 35,300,000	$ -	$ 131,500,000
ADOT	2016	DOT16-415	42975	303: I-10/303L System Interchange, Phase II	Construct new freeway interchange	1.0	-	4	Freeway	$ 42,000,000	$ 20,000,000	$ -	$ 62,000,000
ADOT	2017	DOT15-192	43087	202 (South Mountain): Salt River Bridge, Segment 7	Construct Bridge	0.6	-	8	Freeway	$ 32,300,000	$ 51,200,000	$ -	$ 83,500,000
ADOT	2017	DOT17-405	19029	202 (South Mountain): I-10 Maricopa - 24th St (Seg 1)	Construct New freeway	3.0	-	8	Freeway	$ 99,958,000	$ 6,042,000	$ -	$ 106,000,000
ADOT	2018	DOT14-148	47518	202 (South Mountain): 17th Avenue to 51st Avenue, Segment 3	Construction	5.0	-	8	Freeway	$ 68,500,000	$ 162,740,000	$ -	$ 231,240,000
ADOT	2018	DOT18-405	15671	202 (South Mountain): 24th St - 17th Ave (Seg 2)	Construct new freeway	3.0	-	8	Freeway	$ 68,500,000	$ 48,500,000	$ -	$ 117,000,000
Avondale	2015	AVN08-801	2359	99th Ave: Indian School Rd to Osborn (W 1/2-.5 miles)	Add 1 SB & 1 NB lanes	0.5	4	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Avondale	2015	AVN10-009	29280	Avondale & Buckeye Intersection	Improve Intersection Capacity & Safety	1.0	4	5	Street	$ -	$ -	$ 550,000	$ 550,000
Avondale	2015	AVN10-813	45845	99th Ave: Osborn Rd to Thomas (W 1/2) (0.5 miles)	Add 1 SB & 1NB	0.5	4	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Avondale	2015	AVN15-401	29280	Avondale & Buckeye Intersection	Improve Intersection capacity & safety	1.0	4	5	Street	$ -	$ -	$ 1,500,000	$ 1,500,000

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Avondale	2015	AVN15-402	7655	El Mirage: I-10 to Van Buren (E 1/2, .50 miles)	Add 2 lanes	0.5	2	4	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Avondale	2015	AVN15-404	440	Thomas Road: RID to 99th Avenue (N 1/2. .50 mi)	Add 1 lane	0.5	3	4	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Avondale	2015	AVN15-408	27974	Van Buren: 111th Avenue to 107th Avenue (N 1/2, .50 miles) Roadway Improvements	Add 4 lanes, curb, gutter, sidewalks	0.5	2	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Avondale	2016	AVN16-401	2752	99th Avenue: Thomas to Encanto (W 1/2, 0.5 miles)	Construct	0.5	4	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Avondale	2016	AVN16-403	49472	El Mirage (Fairway Drive) & I-10 Freeway	Construct full traffic Interchange	1.0	-	4	Freeway Interchange	$ -	$ -	$ 400,000	$ 400,000
Avondale	2016	AVN16-407	40514	Van Buren: 119th Avenue to Avondale Blvd (N1/2, .50 miles) Roadway Improvements	Add 2 lanes, curb, gutter, sidewalks	0.5	4	6	Street	$ -	$ -	$ 1,500,000	$ 1,500,000
Avondale	2018	AVN18-402	14302	Litchfield Road: Lower Buckeye to Elwood Alignment (E 1/2, .50 miles	add 2 lanes, curb, gutter, sidewalks	0.5	2	3	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Avondale	2018	AVN18-407	5674	Van Buren: 105th Avenue to 101st Avenue (N 1/2, .50 miles) Roadway Improvements	Add 4 lanes, curb, gutter, sidewalks	0.5	2	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Buckeye	2014	BKY12-107	46845	McDowell Rd: Dean Rd (alignment) to Verrado Way	Construct new six lane roadway	1.0	-	6	Street	$ -	$ -	$ 6,400,000	$ 6,400,000
Buckeye	2014	BKY13-104	108	Miller Rd: Lower Buckeye Rd to RID Canal	Construct through lanes	0.5	2	4	Street	$ -	$ -	$ 5,042,340	$ 5,042,340
Buckeye	2014	BKY13-105	108	Miller Rd: Lower Buckeye Rd to RID Canal	Construct through lanes	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Buckeye	2014	BKY13-109	14078	Turner Rd: Baseline Rd to 0.5 miles north	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 910,000	$ 910,000
Buckeye	2014	BKY13-111	19475	Apache Rd: RID Canal to Lower Buckeye Rd	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 2,266,667	$ 2,266,667
Buckeye	2016	BK12-114	28378	Beardsley Pkwy: Desert Vista Blvd (West) to Desert Oasis Blvd	Construct new four lane roadway	1.0	-	4	Street	$ -	$ -	$ 1,200,000	$ 1,200,000

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Buckeye	2016	BKY07-702	1866	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.0	-	2	Street	$ -	$ -	$ 2,852,000	$ 2,852,000
Buckeye	2016	BKY10-902	4807	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Street	$ -	$ -	$ 3,737,210	$ 3,737,210
Buckeye	2016	BKY12-108	47206	Southern Ave: Watson Rd to 231st Ave (alignment)	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 1,320,000	$ 1,320,000
Buckeye	2016	BKY12-113	13358	Thomas Rd: Jackrabbit Trl to Tuthill Rd	Construct two through lanes	1.0	2	4	Street	$ -	$ -	$ 500,000	$ 500,000
Buckeye	2016	BKY12-115	17270	Westpark Loop Rd: Rooks Rd (South) to Rooks Rd (North)	Construct new four lane roadway	1.0	-	4	Street	$ -	$ -	$ 3,122,400	$ 3,122,400
Buckeye	2016	BKY12-117	9097	Rooks Rd: Baseline Rd to MC-85	Construct new two lane roadway, intersection and railroad crossing improvements	1.0	-	2	Street	$ -	$ -	$ 4,750,000	$ 4,750,000
Buckeye	2016	BKY12-905	16413	Watson Rd: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Street	$ -	$ -	$ 2,572,970	$ 2,572,970
Buckeye	2016	BKY13-103	31916	Canyon Springs Blvd (267th Ave): Deer Valley Rd (alignment) to Pinnacle Peak Rd (alignment)	Construct new four lane roadway and bridge over the CAP	1.0	-	4	Street	$ -	$ -	$ 5,200,000	$ 5,200,000
Buckeye	2016	BKY13-108	35388	Rainbow Rd: RID Canal to Dunlap Rd	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Buckeye	2016	BKY13-110	23622	Apache Rd: Lower Buckeye Rd to SRP/WAPA powerline(s)	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 2,200,562	$ 2,200,562
Buckeye	2016	BKY13-116	13944	Southern Ave: Apache Rd to Miller Rd	Construct two through lanes	1.0	2	4	Street	$ -	$ -	$ 7,756,320	$ 7,756,320
Buckeye	2016	BKY13-117	10298	Desert Oasis Blvd: Beardsley Pkwy to CAP Canal	Construct new four lane roadway	0.5	-	4	Street	$ -	$ -	$ 500,000	$ 500,000
Buckeye	2016	BKY13-120	6425	Pinnacle Peak Rd: 259th Ave (alignment) to 271st Ave	Construct new six lane roadway	1.0	-	6	Street	$ -	$ -	$ 1,500,000	$ 1,500,000
Buckeye	2018	BKY04-401B	5373	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.0	-	4	Street	$ -	$ -	$ 1,500,000	$ 1,500,000

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Buckeye	2018	BKY11-104	21782	Verrado Way: Park Meadows Dr to I-10	Construct three lanes	0.5	3	6	Street	$ -	$ -	$ 2,600,000	$ 2,600,000
Buckeye	2018	BKY12-109	19424	Van Buren St: 191st Ave to Perryville Rd	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Buckeye	2018	BKY12-110	20521	Watson Rd Southern Ave to Broadway Rd	Construct two through lanes	1.0	4	6	Street	$ -	$ -	$ 2,640,000	$ 2,640,000
Buckeye	2018	BKY12-112	41057	Jackrabbit Trl: Osborn Rd to 750 feet north of Thomas Rd	Construct two through lanes	1.0	2	4	Street	$ -	$ -	$ 200,000	$ 200,000
Buckeye	2018	BKY12-907	31723	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2.0	2	4	Street	$ -	$ -	$ 11,578,367	$ 11,578,367
Buckeye	2018	BKY13-106	47900	Broadway Rd: Apache Rd to Watson Rd	Construct two through lanes	1.0	2	4	Street	$ -	$ -	$ 7,756,320	$ 7,756,320
Buckeye	2018	BKY13-112	47480	Dean Rd: Lower Buckeye Rd to Dunlap Rd	Construct two through lanes	0.5	2	4	Street	$ -	$ -	$ 1,500,000	$ 1,500,000
Buckeye	2018	BKY13-121	9195	Bell Rd/287th Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	2.0	-	6	Street	$ -	$ -	$ 4,500,000	$ 4,500,000
Buckeye	2018	BKY13-122	10544	Greenway Rd/271st Ave (loop): Sun Valley Pkwy (west) to Sun Valley Pkwy (east)	Construct new six lane roadway	5.0	-	6	Street	$ -	$ -	$ 12,500,000	$ 12,500,000
Buckeye	2018	BKY13-126	40595	Jackrabbit Trl: Bethany Home Rd to Missouri Ave	Construct new two lane roadway	2.0	-	2	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Buckeye	2018	BKY13-127	47978	Lower Buckeye Rd: 255th Dr to Miller Rd	New two lane roadway, plus a continuous left turn lane	1.0	-	2	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Chandler	2014	CHN11-105	38402	Alma School Road, Willis Road to Pecos Road	Construct Roadway widening	1.0	4	6	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Chandler	2014	CHN11-106	46678	Chandler Heights, Gilbert to Four Peaks Way	Construct Roadway widening	0.5	2	4	Street	$ -	$ -	$ 1,500,000	$ 1,500,000
Chandler	2014	CHN12-103	41324	Chandler Heights, White Drive to Lindsay	Construct Road Widening	0.3	2	4	Street	$ -	$ -	$ 1,000,000	$ 1,000,000

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Chandler	2014	CHN12-110	4811	Ocotillo, Lindsay to 148th St	Construct Road Widening	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Chandler	2014	CHN12-111	27240	Ocotillo, Norman Way to Gilbert Rd	Construct Road Widening	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Chandler	2014	CHN12-112	27331	Ocotillo, Union Pacific Railroad to Consolidated Canal	Construct Roadway widening	0.5	2	4	Street	$ -	$ -	$ 4,000,000	$ 4,000,000
Chandler	2014	CHN12-113	14906	Queen Creek, Cooper Road to Eagle Drive	Construct Road Widening	0.5	2	6	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Chandler	2014	CHN12-115	22895	Queen Creek, Emmett Drive to Gilbert Rd	Construct Road Widening	0.5	2	5	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Chandler	2014	CHN12-116	44934	Arizona, Chandler Heights Rd to 0.75 mile north	Construct Road Widening	0.8	5	6	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Chandler	2014	CHN14-102C2Z	34064	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	Street	$ -	$ 663,831	$ 284,499	$ 948,330
Chandler	2014	CHN14-102C3Z	34064	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	Street	$ -	$ 938,525	$ 2,732,796	$ 3,671,321
Chandler	2014	CHN14-102CZ	34064	Ocotillo Road: Arizona Avenue to McQueen Road	Relocate utilities and construct roadway widening.	1.0	2	4	Street	$ 2,250,773	$ -	$ 3,830,396	$ 6,081,169
Chandler	2014	CHN14-104C2Z	7687	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	4	Street	$ -	$ 3,000,000	$ 1,852,759	$ 4,852,759
Chandler	2014	CHN14-108CZ2	32459	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	1.0	2	4	Street	$ -	$ 2,528,111	$ -	$ 2,528,111
Chandler	2014	CHN15-108CZ	32459	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	1.0	2	4	Street	$ -	$ 1,000,000	$ -	$ 1,000,000
Chandler	2015	CHN12-104	37347	Cooper, Riggs Road to .5 north	Construct Road Widening	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Chandler	2015	CHN12-108	32919	Ocotillo, Cobblestone to Lindsay	Construct Roadway widening	0.5	2	4	Street	$ -	$ -	$ 1,500,000	$ 1,500,000

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Chandler	2017	CHN10-101CZ	20462	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	Street	$ -	$ 3,242,771	$ 2,045,229	$ 5,288,000
Chandler	2018	CHN06-213	32395	Chandler Blvd: Colorado Street to McQueen Road	Widen roadway from 4 to 6 lanes, plus turn lanes	0.5	4	6	Street	$ -	$ -	$ 14,645,755	$ 14,645,755
Chandler	2018	CHN10-101CZ2	20462	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	Street	$ -	$ 1,242,771	$ 4,235,229	$ 5,478,000
El Mirage	2015	ELM14-103CZ	1652	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	4	Street	$ -	$ 1,718,051	$ 736,308	$ 2,454,359
El Mirage	2016	ELM15-103CZ	1652	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	4	Street	$ -	$ 3,718,051	$ 1,593,450	$ 5,311,502
Florence	2015	FLO15-401	7417	Adamsville Rd: Central to Centennial Park Ave	Construct Roadway Widening	1.0	2	4	Street	$ -	$ -	$ 800,000	$ 800,000
Florence	2016	FLO16-401	15598	Florence Kelvin Hwy: SR 79 to Quail Run	Construct New Roadway	1.0	-	4	Street	$ -	$ -	$ 1,714,000	$ 1,714,000
Florence	2017	FLO17-401	25357	Attaway: Hunt Hwy to Felix	Construct New Roadway	1.0	-	4	Street	$ -	$ -	$ 1,120,000	$ 1,120,000
Fountain Hills	2014	FTH12-002	44892	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2.0	2	4	Street	$ -	$ -	$ 5,200,000	$ 5,200,000
Fountain Hills	2014	FTH14-101CZ	29576	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	Street	$ -	$ 709,111	$ 303,905	$ 1,013,016
Fountain Hills	2014	FTH14-101CZ2	29576	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	Street	$ -	$ 500,000	$ 214,286	$ 714,286
Fountain Hills	2014	FTH14-101CZ3	29576	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	Street	$ -	$ 1,593,996	$ 1,148,158	$ 2,742,154
Gilbert	2014	GLB05-108	46844	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 6,000,000	$ 6,000,000
Gilbert	2014	GLB05-113	35992	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 1,500,000	$ 1,500,000

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Gilbert	2014	GLB11-802	20194	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 3,500,000	$ 3,500,000
Gilbert	2014	GLB14-103C2Z	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	$ -	$ 1,407,933	$ 603,400	$ 2,011,333
Gilbert	2014	GLB14-103C3Z	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	$ -	$ 390,850	$ 167,507	$ 558,357
Gilbert	2014	GLB14-103CZ	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	$ -	$ 2,407,067	$ 1,031,600	$ 3,438,667
Gilbert	2014	GLB14-107CZ	24369	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Street	$ -	$ 1,956,746	$ 2,979,254	$ 4,936,000
Gilbert	2015	GLB08-714	14677	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Gilbert	2015	GLB09-719	11047	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	1.0	2	4	Street	$ -	$ -	$ 4,000,000	$ 4,000,000
Gilbert	2015	GLB14-109CZ	47974	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Street	$ -	$ 1,221,409	$ 1,859,591	$ 3,081,000
Gilbert	2015	GLB15-103CZ	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	$ -	$ 1,431,016	$ 613,293	$ 2,044,309
Gilbert	2015	GLB15-103CZ2	34743	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Street	$ -	$ 999,134	$ 428,200	$ 1,427,334
Gilbert	2015	GLB15-109CZ	47974	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Street	$ -	$ 1,221,409	$ 871,591	$ 2,093,000
Gilbert	2016	GLB16-108CZ	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	$ -	$ 1,808,167	$ 774,929	$ 2,583,095
Gilbert	2016	GLB16-108CZ2	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	$ -	$ 297,200	$ 1,289,705	$ 1,586,905
Gilbert	2017	GLB17-108CZ	8305	Elliot Rd at Cooper Dr	Construct intersection improvement	0.5	4	6	Street	$ -	$ 702,800	$ 301,200	$ 1,004,000

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Gilbert	2018	GLB03-910	49603	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 5,000,000	$ 5,000,000
Gilbert	2018	GLB04-105	7608	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Street	$ -	$ -	$ 4,000,000	$ 4,000,000
Gilbert	2018	GLB05-111	37704	Ray Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Gilbert	2018	GLB08-712	16366	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Gilbert	2018	GLB12-808	35777	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	1.0	2	4	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Goodyear	2015	GDY13-910	15198	Sarival: Van Buren to Portland	Street Improvement - Add second north bound lane and relocate power poles	1.0	3	4	Street	$ -	$ -	$ 1,200,000	$ 1,200,000
Goodyear	2016	GDY09-901	24850	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane	1.0	3	4	Street	$ -	$ -	$ 480,000	$ 480,000
Goodyear	2016	GDY10-902	7388	Van Buren: Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	1.0	3	5	Street	$ -	$ -	$ 1,750,000	$ 1,750,000
Goodyear	2017	GDY17-401	49142	Indian School Road - SR303 to Sarival	Construct New Roadway	1.0	2	4	Street	$ -	$ -	$ 1,127,295	$ 1,127,295
Maricopa (City)	2015	MAR15-401	38888	Honeycutt Road: Porter Rd to White and Parker Road	Construct New Roadway	1.0	2	4	Street	$ -	$ -	$ 2,550,000	$ 2,550,000
Maricopa (City)	2015	MAR15-402	16588	MCG Highway: Porter Road to White and Parker	Construct Roadway Widening	1.0	2	4	Street	$ 540,000	$ -	$ 3,008,000	$ 3,548,000
Maricopa (City)	2015	MAR15-403	26347	White and Parker Rd: South of Honeycutt to Cowpath Rd	Construct Roadway Widening	1.0	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Maricopa (City)	2016	MAR15-405	35349	Garvey Avenue Extension to SR238	Construct New Roadway	0.8	-	2	Street	$ -	$ -	$ 2,250,000	$ 2,250,000
Maricopa (City)	2017	MAR17-401	36106	MCG Highway: White and Parker to East City Limits	Construct Roadway Widening	1.0	2	4	Street	$ -	$ -	$ 12,652,250	$ 12,652,250

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Maricopa (City)	2018	MAR18-402	45865	Hartman Road: Honeycutt Rd to Bowlin Rd	Construct Roadway Improvements	1.0	2	3	Street	$ -	$ -	$ 2,500,000	$ 2,500,000
Maricopa County	2014	MMA14-113CX	33360	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Street	$ 5,530,207	$ -	$ 2,370,089	$ 7,900,296
Maricopa County	2014	MMA14-114CZ	38335	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	Street	$ -	$ 3,894,389	$ 1,669,024	$ 5,563,413
Maricopa County	2014	MMA14-116CZ	7162	El Mirage Rd: Bell Road to Picerne Drive	Construct roadway widening	0.5	4	10	Street	$ -	$ -	$ 2,570,000	$ 2,570,000
Maricopa County	2014	MMA14-401	45370	Riggs Rd, Hawes Rd to Ellsworth Rd	Construct roadway widening	1.0	2	4	Street	$ -	$ -	$ 2,800,000	$ 2,800,000
Maricopa County	2015	MMA11-719	27564	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.0	-	4	Street	$ -	$ -	$ 25,000,000	$ 25,000,000
Maricopa County	2015	MMA15-113C2	33360	Northern Parkway: Dysart to 111th	Construct bridge and roadway widening	2.5	2	4	Street	$ 7,827,638	$ -	$ 3,354,702	$ 11,182,340
Maricopa County	2015	MMA15-113CX	33360	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Street	$ 4,939,987	$ -	$ 2,117,137	$ 7,057,124
Maricopa County	2015	MMA15-114CZ	38335	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	Street	$ -	$ 3,894,389	$ 1,669,024	$ 5,563,413
Maricopa County	2015	MMA15-401	13311	Riggs Rd, Power Rd to Hawes Rd	Construct roadway widening	1.0	2	4	Street	$ -	$ -	$ 4,680,000	$ 4,680,000
Maricopa County	2016	MMA15-112CZ	4620	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	Street	$ 2,008,124	$ -	$ 860,625	$ 2,868,749
Maricopa County	2016	MMA15-112CZ	4620	Northern Parkway: Northern Avenue at Loop 101	Construct intersection improvement	0.5	4	6	Street	$ 3,000,000	$ -	$ 1,285,714	$ 4,285,714
Maricopa County	2016	MMA16-113CZ	26961	Northern Parkway: Dysart Overpass	Construct roadway widening and overpass	0.1	-	4	Street	$ 10,000,000	$ -	$ 4,790,429	$ 14,790,429
Maricopa County	2016	MMA16-113CZ	26961	Northern Parkway: Dysart Overpass	Construct roadway widening and overpass	0.1	-	4	Street	$ 10,707,494	$ -	$ 4,082,935	$ 14,790,429

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Maricopa County	2018	MMA18-105CZ	8868	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Street	$ 5,289,914	$ -	$ 2,267,106	$ 7,557,020
Maricopa County	2018	QNC13-903	36818	Riggs Rd, Ellsworth Rd to Meridian Rd	Widen roadway	3.0	-	6	Street	$ -	$ -	$ 5,550,000	$ 5,550,000
Mesa	2014	MES13-126CZ	48790	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Street	$ -	$ -	$ 17,738,042	$ 17,738,042
Mesa	2014	MES14-402	47799	Signal Butte Rd: Elliot Rd to Ray Rd	Ph3: Construct full 1/2 street; east half of Signal Butte: Ray to Via Toscano	2.0	2	6	Street	$ -	$ -	$ 250,000	$ 250,000
Mesa	2014	MES14-403	10364	Southern Ave, Dobson Rd to Alma School Rd	Narrow roadway from 6 lanes to 4 lanes and construct new, wider sidewalks and install new landscaping behind the new curbs.	1.0	6	4	Street	$ -	$ -	$ 9,750,000	$ 9,750,000
Mesa	2015	MES15-118CZ	651	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Street	$ 6,315,471	$ -	$ 381,741	$ 6,697,212
Mesa	2016	MES08-802	24488	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	4	6	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Mesa	2016	MES12-128	37705	Ray Road, Ellsworth Rd to Crismon Rd	Construct Southern half street (3 lanes)	1.0	-	3	Street	$ -	$ -	$ 9,764,123	$ 9,764,123
Mesa	2017	MES08-804	36561	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Mesa	2017	MES17-118CZ	651	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Street	$ -	$ 267,219	$ 6,008,178	$ 6,275,397
Mesa	2017	MES17-121CZ	49255	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Street	$ 2,816,580	$ -	$ 1,207,106	$ 4,023,686
Mesa	2017	MES17-127CZ	13167	Mesa Dr at Broadway Rd	Construct intersection improvement	1.0	4	6	Street	$ -	$ 5,708,597	$ 2,446,542	$ 8,155,139

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Mesa	2017	MES17-401	24534	McKellips Rd: Hawes Rd to Ellsworth (Note: The 1st section from Hawes Rd to 88th St was completed with private funds, but will not be open to traffic until the entire section from Hawes Rd to Ellsworth Rd is completed)	McKellips: 88th St to Ellsworth: Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Street	$ -	$ -	$ 1,200,000	$ 1,200,000
Mesa	2017	MES17-402	3936	Spine East Road (replacement for Crismon Road), Ray Rd to Warner Rd	Eastmark Pkw-North Phase: 1/4 east of Ray to Warner, Construct half street (2 lanes)	1.0	-	2	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Mesa	2018	MES18-121CZ	49255	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Street	$ 2,816,580	$ -	$ 1,207,106	$ 4,023,686
Mesa	2018	MES18-127CZ	13167	Mesa Dr at Broadway Rd	Construct intersection improvement	1.0	4	6	Street	$ -	$ -	$ 8,719,095	$ 8,719,095
Mesa	2018	MES18-401	47799	Signal Butte Rd: Elliot Rd to Ray Rd	Ph2: Construct full 1/2 street; west half of Signal Butte: Point 22 Blv (Warner) to Rueben; 2/3 mile	2.0	2	6	Street	$ -	$ -	$ 1,330,000	$ 1,330,000
Peoria	2014	PEO12-107	9772	Vistancia; Westland to CAP	Construct roadway	1.0	-	3	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Peoria	2014	PEO14-101C2Z	28009	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Street	$ -	$ 3,527,482	$ 1,511,778	$ 5,039,259
Peoria	2014	PEO14-101CZ	28009	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Street	$ -	$ 4,990,604	$ 2,138,830	$ 7,129,435
Peoria	2014	PEO15-103	16307	91st Ave, Butler Dr to Mtn View Rd	Construct roadway widening	1.0	2	4	Street	$ -	$ -	$ 4,084,332	$ 4,084,332
Peoria	2015	PEO10-803	7203	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median	2.0	-	4	Street	$ -	$ -	$ 12,000,000	$ 12,000,000
Peoria	2016	PEO12-106	13715	Westland; Vistancia to Sunrise Point	Construct roadway	1.0	-	2	Street	$ -	$ -	$ 4,000,000	$ 4,000,000
Peoria	2016	PEO12-108	11148	Deer Valley Rd; 91st Ave to Lake Pleasant Pkwy	Construct roadway	1.0	2	5	Street	$ -	$ -	$ 5,000,000	$ 5,000,000
Peoria	2016	PEO13-104	30822	83rd Ave; Happy Valle Rd to Jomax Rd	Construct roadway	1.0	2	4	Street	$ -	$ -	$ 5,000,000	$ 5,000,000

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Peoria	2017	PEO17-420T	246	Grand/Peoria	Construct regional park-and-ride (Grand/Peoria)	-	-	0	Transit Bus	$ 3,131,521	$ 782,881	$ -	$ 3,914,402
Phoenix	2014	PHX13-102CZ	6424	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	-	6	Street	$ 14,990,117	$ -	$ 6,424,336	$ 21,414,453
Phoenix	2014	PHX13-190	40752	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Construct new roadway	1.0	-	6	Street	$ -	$ -	$ 8,000,000	$ 8,000,000
Phoenix	2014	PHX14-101CZ	10072	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	-	6	Street	$ 8,418,197	$ -	$ 1,393,513	$ 9,811,710
Phoenix	2014	PHX14-415T	138	Phoenix - East Baseline	Construct park-and-ride lot	-	-	0	Transit Bus	$ 280,000	$ 70,000	$ -	$ 350,000
Phoenix	2015	PHX10-629	14497	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Street	$ -	$ -	$ 3,600,000	$ 3,600,000
Phoenix	2015	PHX15-101CZ	10072	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	-	6	Street	$ 5,918,197	$ -	$ 7,066,593	$ 12,984,790
Phoenix	2015	PHX15-102CZ	6424	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	-	6	Street	$ 2,500,000	$ -	$ 1,071,429	$ 3,571,429
Phoenix	2015	PHX15-138	19232	Baseline Rd: 59th - 51st Ave	Construct roadway widening from 4 lanes to 6	1.0	4	6	Street	$ -	$ -	$ 2,700,000	$ 2,700,000
Phoenix	2015	PHX15-188	15600	56th St: Deer Valley - Pinnacle Peak	Construction	1.0	2	4	Street	$ -	$ -	$ 4,800,000	$ 4,800,000
Phoenix	2016	PHX13-188	4579	Dove Valley Rd: I-17 Freeway to North Valley Pkwy	Construct Roadway and Bridge	0.3	-	6	Street	$ -	$ -	$ 6,200,000	$ 6,200,000
Phoenix	2016	PHX16-412	9563	Buckeye Rd: 7th St to 16th St	Construction	1.0	4	6	Street	$ -	$ -	$ 9,750,000	$ 9,750,000
Phoenix	2017	PHX17-401	4579	Dove Valley Rd: I-17 Freeway to North Valley Pkwy	Construct Roadway and Bridge	0.3	-	6	Street	$ -	$ -	$ 4,400,000	$ 4,400,000
Phoenix	2017	PHX17-403	18412	83rd Ave: Lower Buckeye - Buckeye	Construct roadway	1.0	2	4	Street	$ -	$ -	$ 2,500,000	$ 2,500,000

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Phoenix	2017	PHX17-405	29906	35th Ave: Dobbins Rd - Baseline Rd	Construction	1.0	2	4	Street	$ -	$ -	$ 4,800,000	$ 4,800,000
Phoenix	2017	PHX17-409	15457	27th Ave: Lower Buckeye - Buckeye	Construction	1.0	2	4	Street	$ -	$ -	$ 6,600,000	$ 6,600,000
Phoenix	2018	PHX18-401	4579	Dove Valley Rd: I-17 Freeway to North Valley Pkwy	Construct Roadway and Bridge	0.3	-	6	Street	$ -	$ -	$ 6,200,000	$ 6,200,000
Phoenix	2018	PHX18-402	8184	35th Ave: Olney Dr - Dobbins	Construction	0.5	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Phoenix	2018	PHX18-403	13530	North Valley Pkwy: Lone Mountain Rd (Sonoran Blvd) - N of Dixileta Rd	Construct roadway	1.0	4	6	Street	$ -	$ -	$ 16,000,000	$ 16,000,000
Phoenix	2018	PHX18-411	42661	Cave Creek Rd: Union Hills - Pima Fwy	Construction	1.0	4	6	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Pinal County	2014	PNL14-401	936	Germann Rd: Meridian Rd to Ironwood Rd	Construct New Roadway	1.0	-	2	Street	$ -	$ -	$ 300,000	$ 300,000
Pinal County	2015	PNL15-401	10694	Guadalupe Rd: Meridian Rd to Delaware Drive	Construct New Roadway	0.5	-	2	Street	$ -	$ -	$ 150,000	$ 150,000
Pinal County	2017	PNL17-401	28634	McCartney Rd: I-10 to Evans Rd	Construct Roadway Improvements	3.0	2	4	Street	$ -	$ -	$ 1,500,000	$ 1,500,000
Queen Creek	2014	QNC07-713	33375	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 2,800,000	$ 2,800,000
Queen Creek	2014	QNC07-722	13118	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 4,500,000	$ 4,500,000
Queen Creek	2014	QNC07-728	13433	Ocotillo Rd: Rittenhouse Rd to Crismon	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Queen Creek	2014	QNC08-750	12627	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	1.0	-	4	Street	$ -	$ -	$ 6,000,000	$ 6,000,000
Queen Creek	2014	QNC09-774	46508	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	Construct new roadway	1.0	2	4	Street	$ -	$ -	$ 4,500,000	$ 4,500,000

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Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Queen Creek	2014	QNC13-101	9151	Queen Creek Rd: 194th St to 196th St	Widen roadway	1.0	3	4	Street	$ -	$ -	$ 3,000,000	$ 3,000,000
Queen Creek	2016	QNC08-751	40311	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Queen Creek	2016	QNC09-773	21513	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	1.0	2	5	Street	$ -	$ -	$ 2,500,000	$ 2,500,000
Queen Creek	2017	QNC07-701	26782	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 500,000	$ 500,000
Queen Creek	2017	QNC07-719	11683	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	1.0	2	3	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Queen Creek	2017	QNC07-721	11879	Hawes Rd: Rittenhouse Rd to 1000 ft south of Queen Creek Rd	Widen roadway	1.0	2	3	Street	$ -	$ -	$ 500,000	$ 500,000
Queen Creek	2017	QNC07-735	33662	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 2,500,000	$ 2,500,000
Queen Creek	2017	QNC09-766	2381	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 5,000,000	$ 5,000,000
Queen Creek	2018	QNC07-707	34984	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway and add Bike Lane	1.0	2	3	Street	$ -	$ -	$ 500,000	$ 500,000
Queen Creek	2018	QNC09-769	12063	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Queen Creek	2018	QNC09-779	19362	Signal Butte Rd: Ocotillo Rd to Barnes Parkway	Widen roadway, from 2 to 4 lanes	1.0	2	4	Street	$ -	$ -	$ 1,000,000	$ 1,000,000
Queen Creek	2018	QNC13-102	12531	Rittenhouse Rd: Loop Rd N and Loop Rd S	Intersection Improvements	1.0	2	4	Street	$ -	$ -	$ 600,000	$ 600,000
Queen Creek	2018	QNC18-401	6334	Meridian Rd: 2035' South of Ocotillo to Riggs Rd	Construct New Roadway	2.0	-	6	Street	$ -	$ -	$ 6,000,000	$ 6,000,000
Scottsdale	2014	SCT12-014C2R2	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Street	$ -	$ 4,814,225	$ 2,063,239	$ 6,877,465

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Scottsdale	2014	SCT12-014C3RZ	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Street	$ -	$ 2,814,225	$ 1,206,097	$ 4,020,322
Scottsdale	2014	SCT12-014CZ	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Street	$ -	$ 5,582,310	$ 2,392,419	$ 7,974,729
Scottsdale	2014	SCT13-115	12309	Union Hills from Scottsdale to Hayden	Construct new road	1.0	-	4	Street	$ -	$ -	$ 18,000,000	$ 18,000,000
Scottsdale	2014	SCT13-117	12038	Miller Road from Loop 101 to 76th St	Construct new road	0.4	-	4	Street	$ -	$ -	$ 15,000,000	$ 15,000,000
Scottsdale	2014	SCT13-118	37995	Miller Road from Princess to Loop 101	Construct new road	0.6	-	4	Street	$ -	$ -	$ 15,000,000	$ 15,000,000
Scottsdale	2014	SCT14-123CZ	38462	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	Street	$ -	$ 704,145	$ 301,776	$ 1,005,922
Scottsdale	2014	SCT14-124C2Z	12577	Loop 101 South Frontage Roads	Construct roadway widening	0.8	-	4	Street	$ -	$ 997,950	$ 427,692	$ 1,425,642
Scottsdale	2014	SCT14-124CZ	12577	Loop 101 South Frontage Roads	Construct roadway widening	0.8	-	4	Street	$ -	$ 997,950	$ 427,693	$ 1,425,643
Scottsdale	2014	SCT15-107CZ	21671	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Street	$ -	$ 3,520,725	$ 1,508,882	$ 5,029,608
Scottsdale	2015	SCT11-111CZ	30028	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Street	$ -	$ 5,589,769	$ 2,401,454	$ 7,991,224
Scottsdale	2015	SCT13-113CZ	4095	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Street	$ -	$ 1,236,494	$ 929,925	$ 2,166,419
Scottsdale	2015	SCT15-106CZ	34155	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	-	2	Street	$ -	$ 5,633,161	$ 2,414,212	$ 8,047,373
Scottsdale	2016	SCT11-112CZ	4292	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Street	$ -	$ 2,000,000	$ 1,285,714	$ 3,285,714
Scottsdale	2016	SCT16-112CZ	4292	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Street	$ -	$ 6,706,551	$ 5,233,979	$ 11,940,530

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Scottsdale	2016	SCT16-118CZ	7209	Raintree Drive: Loop 101 to Hayden	Construct roadway widening	1.0	4	6	Street	$ -	$ 4,041,451	$ 2,060,622	$ 6,102,073
Scottsdale	2016	SCT16-118CZ2	7209	Raintree Drive: Loop 101 to Hayden	Construct roadway widening	1.0	4	6	Street	$ -	$ 3,000,000	$ 1,285,714	$ 4,285,714
Scottsdale	2016	SCT16-128CZ	22239	Pima Rd: Dynamite Blvd to Stagecoach Pass	Construct roadway widening	5.0	2	4	Street	$ -	$ 4,425,338	$ 1,896,574	$ 6,321,912
Scottsdale	2017	SCT17-125CZ	36968	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Street	$ -	$ 3,200,000	$ 1,371,429	$ 4,571,429
Scottsdale	2017	SCT17-125CZ2	36968	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Street	$ -	$ 7,054,983	$ 3,023,564	$ 10,078,546
Scottsdale	2017	SCT17-128CZ	22239	Pima Rd: Dynamite Blvd to Stagecoach Pass	Construct roadway widening	5.0	2	4	Street	$ -	$ 4,425,338	$ 1,896,574	$ 6,321,912
Scottsdale	2018	SCT13-114CZ	6515	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	Street	$ -	$ 5,825,463	$ 4,332,179	$ 10,157,642
Scottsdale	2018	SCT18-125CZ	36968	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Street	$ -	$ 3,200,000	$ 1,371,429	$ 4,571,429
Scottsdale	2018	SCT18-128CZ	22239	Pima Rd: Dynamite Blvd to Stagecoach Pass	Construct roadway widening	5.0	2	4	Street	$ -	$ 1,425,339	$ 610,860	$ 2,036,199
Surprise	2014	SUR11-101	9209	Greenway Road Between Litchfield Road and Bullard Avenue	Construct new arterial roadway, sidewalk, curb and gutter, and median.	1.0	2	4	Street	$ -	$ -	$ 2,700,000	$ 2,700,000
Surprise	2014	SUR11-104	12427	Perryville Rd between Cactus Rd. and 1/4 mile north of Peoria Ave	Construct new 2 lanes with curb, gutter, and sidewalks	0.8	2	4	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Surprise	2014	SUR11-106	20393	Litchfield Road between Waddell Road and Sweetwater Avenue	Construct new 2 south bound lanes on arterial roadway	0.5	2	4	Street	$ -	$ -	$ 1,315,000	$ 1,315,000
Surprise	2014	SUR12-101	35770	Cactus Road between Citrus Rd and Perryville Rd	Construct new 2 lanes with curb, gutter, and sidewalks	1.0	-	2	Street	$ -	$ -	$ 2,000,000	$ 2,000,000
Surprise	2014	SUR13-104	19664	Pinnacle Peak Rd: between 235th Ave and 227th Ave	Construct new 2 lanes with curb, gutter, and sidewalks	1.0	-	2	Street	$ -	$ -	$ 2,750,000	$ 2,750,000

DRAFT FY 2014 - FY 2018 MAG Transportation Improvement Program
List of Potentially Regionally Significant Projects

Agency	Year	TIPID	Project ID	Location	Work	Miles	Lanes Before	Lanes After	MAG Mode	Federal	Regional	Local	Total
Surprise	2014	SUR13-105	48720	227th Ave: between Pinnacle Peal Rd and Happy Valley Rd	Construct new 2 lanes with curb, gutter, and sidewalks	1.0	-	2	Street	$ -	$ -	$ 2,750,000	$ 2,750,000
Valley Metro Rail	2014	VMR14-102T	5655	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	3.0	-	0	Transit Rail	$ 897,434	$ 693,600	$ -	$ 1,591,034
Valley Metro Rail	2014	VMR15-102T	5655	Central Mesa Light Rail	Sm Starts: Stations, Stops, Terminals, Intermodal	3.0	-	0	Transit Rail	$ 1,485,089	$ 1,147,782	$ -	$ 2,632,871
Valley Metro Rail	2015	VMR15-101UA	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	$ 267,126	$ -	$ 16,147	$ 283,273
Valley Metro Rail	2016	VMR16-101CZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	$ 6,789,600	$ -	$ 410,400	$ 7,200,000
Valley Metro Rail	2016	VMR16-101CZ2	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Sitework	2.0	4	2	Transit Rail	$ 16,031,000	$ -	$ 969,000	$ 17,000,000
Valley Metro Rail	2017	VMR17-101CZ	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	$ 158,010	$ -	$ 9,551	$ 167,561
Valley Metro Rail	2017	VMR17-101CZ6	41266	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Gilbert Road Light Rail Extension - Construction	2.0	4	2	Transit Rail	$ 9,417,819	$ -	$ 569,264	$ 9,987,083

Agenda Item #5G

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

DATE:
September 3, 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 the advancement of various Arterial Life Cycle Program projects using federal funds. 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 September 16, 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, Sun Corridor Metropolitan Planning Organization, 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.

MARICOPA ASSOCIATION of GOVERNMENTS

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September 3, 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
Maria Hyatt, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro/RPTA
William Wiley, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Donald Gabrielson, Pinal County Air Quality Control District
Benjamin Bitter, Sun Corridor Metropolitan Planning Organization
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 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 the advancement of various Arterial Life Cycle Program projects using federal funds. Comments on the conformity assessment are requested by September 16, 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 July 1, 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 July 1, 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

Agency	Project Name	Amount	Phase	RTP ID	Advancement Year(s)	Project Notes	Conformity Assessment
Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	$ 2,048,488.00	CONST	ACI-GIL-10-03-E	2019, 2020	Project has already authorized some federal funding through ADOT sponsored STP funds. Agency has completed local match sponsored work.	A minor project revision is needed to advance reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MCDOT	McKellips Road DCR	$ 581,000	DES	ACI-MCK-40-03	2019	Local agency work to begin FY 2014.	A minor project revision is needed to advance reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	McQueen Rd: Ocotillo Rd to Chandler Heights (part of Riggs Rd)	$ 3,895,652.17	CONST	ACI-PRC-10-03-C	2017-2020	Northern half of project is fully cleared. Project is estimated and designed in N/S portions. North segment of project construction is scheduled for FY 2014.	A minor project revision is needed to advance reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
Chandler	Queen Creek Rd: McQueen Rd to Gilbert Rd (CHN)	$ 1,514,800	DES	ACI-QNC-10-03-B	2019-20	Local agency work to begin FY 2014.	A minor project revision is needed to advance reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
MCDOT	Northern Parkway: Reems and Litchfield Overpasses	$ 4,018,000	CONST	ACI-NOR-10-03-C	2015-2016	Will take as much as possible on this project phase in advancements. Project is scheduled for work in FY 2014.	A minor project revision is needed to advance reimbursement year. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

Agenda Item #5H

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

DATE:
September 3, 2013

SUBJECT:
Social Services Block Grant Allocation Revision

SUMMARY:
Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating and Technical Committees prioritize services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG support assistance to the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. On February 27, 2013, the MAG Regional Council approved the FY 2014 Social Services Block Grant allocation recommendations. In July 2013, the Arizona Department of Economic Security requested that the $175,687 in funds allocated for transitional housing be re-purposed for housing support services with the goal of funding rapid re-housing programs. The MAG Continuum of Care Regional Committee on Homelessness was notified of the request and the inclusion of this item on the August MAG Human Services Technical Committee meeting agenda. On August 8, 2013, the MAG Human Services Technical Committee recommended approval of re-purposing transitional housing funds to housing support services.

PUBLIC INPUT:
An opportunity for public input was made available at the August MAG Human Services Technical Committee meeting. No comments were received.

PROS & CONS:
PROS: The re-purposing of funds from transitional housing to housing support services for rapid re-housing programs makes funding available for an innovative model that can help move people experiencing homelessness from the streets to self-sufficiency more quickly and effectively.

CONS: Transitional housing programs are eligible to request funds for housing support services but will need to change their approach from the traditional transitional housing model. Some transitional housing programs may not be willing or able to make this change. Others may need technical assistance to make the change.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Research conducted by the U.S. Department of Housing and Urban Development (HUD) nationally and in this region indicate rapid re-housing accelerates the ability of people experiencing homelessness to stabilize and become self-sufficient. This approach places people directly into permanent housing with access to support services. This model is cost effective and successful in achieving outcomes such as longer durations in permanent housing and lower rates of recidivism to homelessness. This model is different from the traditional approach in which people experiencing homelessness participate in a transitional housing program for up to two years before obtaining permanent housing. Rapidly re-housing people causes less disruption caused when people move from one program to another and helps to stabilize people more quickly.

POLICY: A focus on providing housing support services through rapid re-housing programs is a change in policy. This change is supported by extensive research that indicates the cost effectiveness and successes achieved from the new approach. The target populations assisted by the current transitional housing programs funded with Social Services Block Grant allocations are older adults and people with disabilities who are experiencing homelessness. These two groups will comprise 60 percent of the people projected to be served with the new housing support services through rapid re-housing. This change is consistent with the State of Arizona's position on housing support services and rapid re-housing. It also is consistent with federal policy established through the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2012. The HEARTH Act establishes a goal to ensure people who become homeless return to housing within 30 days. The goal focuses on three primary outcomes of reducing episodes of homelessness, reducing the length of homeless episodes, and reducing the return to homelessness. Re-purposing the funds from transitional housing to housing support services within rapid re-housing programs moves the region closer to attaining these three outcomes.

ACTION NEEDED:

Recommend approval to forward the revised Social Services Block Grant (SSBG) allocation recommendations for FY 2014 to the Arizona Department of Economic Security reflecting the re-purposing of $175,687 from transitional housing to housing support services to support rapid re-housing programs.

PRIOR COMMITTEE ACTIONS:

On August 8, 2013, the MAG Human Services Technical Committee voted unanimously to recommend approval of re-purposing $175,687 from transitional housing to housing support services to support rapid re-housing programs in the FY 2014 Social Services Block Grant allocations.

MEMBERS ATTENDING

* Mary Berumen, City of Mesa
# Kyle Bogdon, Arizona Department of Economic Security/Administration of Children, Youth, and Families
# Cindy Ensign for Jan Cameron, City of Scottsdale
* Krista Cornish, Town of Buckeye
Naomi Farrell, City of Tempe, Chair
Jessica Fierro, Town of Gilbert
Janeen Gaskins, City of Surprise
Margaret Kilman for Laura Guild, Arizona Department of Economic Security
CiCi Bajema for Ilene Herberg, Arizona Department of Economic Security / Division of Developmental Disabilities
* Jeffrey Jamison, City of Phoenix
Tim Cole for Deanna Jonovich, City of Phoenix
Jeff Dean for Jim Knaut, Area Agency on Aging
Ismael Cantu for Margarita Leyvas, Maricopa County
Joyce Lopez-Powell, Valley of the Sun United Way
Steven MacFarlane, City of Phoenix
Caterina Mena, Tempe Community Council
Jeanne Bosarge for Leah Powell, City of Chandler
Cindy Saverino, Arizona Department of Economic Security
Stephanie Small, City of Avondale, Vice Chair

* Those members neither present nor represented by proxy.
# Those members present by audioconference. + Those members present by videoconference.

CONTACT PERSON:

Amy St. Peter, MAG Human Services Manager, (602) 254-6300

Agenda Item #9

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 3, 2013

SUBJECT:
Sustainable Transportation Land Use Integration Study – Recommendations, Findings and Tools

SUMMARY:
The Sustainable Transportation and Land Use Integration Study (ST-LUIS) highlights the potential to move the region toward greater use of sustainable transportation modes – transit, walking and biking. The study provides a fresh look at ideas for transit investments and services that have been under previous consideration, and supports the creation of walkable and transit-oriented communities. The uniqueness of the ST-LUIS is the holistic approach taken to investigating transit's potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling. The Study's focus on transit and supportive land use is joined up with recommendations for creating compact walkable places throughout the region.

ST-LUIS asks how the region can move toward sustainable transportation in ways that:

- Reflect market reality
- Recognize the high cost of high capacity transit
- Are consistent with the values and aspirations of member communities

ST-LUIS was undertaken from 2010-2013 and completed in three phases: research and analysis, scenario planning and modeling, and the development of local and regional tools The study was complemented by nine stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities.

Based on the ST-LUIS investigation of market realities and research findings, and the study's testing of high capacity transit (HCT) scenarios in the MAG region, the overarching recommendation from the ST-LUIS is to provide a high quality, productive transit system supported by compact walkable and transit-oriented places.

The Study's key findings are: 1) transit oriented development (TOD) demand will be driven by projected regional growth in population and jobs, and supported by demographic shifts, 2) transit-supportive and compact walkable development is achievable, with distinct opportunities in different parts of the region, 3) targeted corridor modifications improve transit productivity, 4) regional transit mode share and regional access increase with a mix of light rail transit (LRT) and upgraded bus services, and 5) existing conditions drive the pathway for future HCTservice

The study was rooted on the projected demand for TOD, which projects that in a future of 8.3 million people, 1 million (12 percent) will be the market for TOD; as well as a quarter, 1.1 million jobs from a future 4.4 million jobs would drive the TOD employment demand forward.

With this and other key findings, the study moved forward with a scenario planning and modeling exercise to offer three visions for future land uses, high capacity transit networks, transit ridership and transit

productivity, using the project's market demand forecasts for TOD jobs and housing. The results of the scenario planning exercises provide high-level results rather than specific local recommendations. The scenario modeling exercise used the 44 recommended high capacity transit corridors from the MAG Regional Transit Framework Study, as the candidate corridors for analysis.

As part of the scenario planning exercise, the STLUIS created 3 place types: Compact Walkable, Transit Served, and High Capacity Transit (HCT) Oriented were created to reflect threshold densities and development patterns supportive of different transit modes. These land uses were "applied" to station areas (½ mile) in the scenario planning process.

Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. A brief summary of each scenario is provided below.

Enhanced Transit Scenario

The Enhanced Transit Scenario reflects a moderate expansion of the MAG Base Case scenario transit network (the RTP 2035 Network), as well as a reallocation of total regional growth to specify transit-oriented development (TOD) consistent with the ST-LUIS place types within one half mile of transit stations ("station areas"). The scenario includes 10 LRT, streetcar, and commuter rail corridors (including eight service corridors and two commuter rail corridors).

Transit Supply Scenario

This scenario reflects a very generous expansion of the Base Case scenario transit network, as well as a reallocation of total regional growth to direct transit-oriented and compact walkable development to station areas. This scenario includes all 44 corridors including LRT, bus rapid transit (BRT) (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.

Refined Transit Supply Scenario

This scenario was generated after Scenario 1 and Scenario 2 were completed. This scenario tests a transit network that is more extensive than that of Scenario 1, but less extensive compared to Scenario 2. Transit network and land use assumptions were revised with the aim of increasing network productivity and reflecting constraints to HCT-supportive densities in some locations. This scenario includes 25 corridors including LRT, BRT (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.

ST-LUIS Scenario Modeling revealed that the small, compact, and selective strategic HCT network in the Enhanced Transit Sscenario was the most productive, had the best fit with regional TOD demand, and represented the lowest capital cost.

As cities, towns, communities, neighborhoods, and transportation corridors are quite different throughout the region, the STLUIS recognizes that *One Size Doesn't Fit All* and created 3 tools for the region and it's member agencies to use: 1) Place Types, 2) Local Toolkit - Community Pathways to Sustainable Transportation and Development Prototypes Catalogue, and the 3) Regional High Capacity Transit (HCT) Evaluation and Scenario Planning Process.

The study recommendations, findings and tools have set the stage for the region to move toward more sustainable transportation options by evaluating regional projects that support sustainable transportation, jump start the regional transportation plan process, consider upgrading transit services, and support municipal actions. A copy of the Key Recommendations and Tools is enclosed and the seven working papers and employment/market analysis are available at www.bqaz.org.

PUBLIC INPUT:

The study process included seven stakeholder meetings and two public/private business meetings to define sustainable transportation for the MAG region, and coordinate findings, create useful tools and products from the study.

PROS & CONS:

PROS: This study takes a holistic approach in investigating the region's high capacity transit network potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling.

CONS: A shift in regional transportation, transit priorities, and discussions with local agencies on compatible land uses would be required to implement the recommendations for sustainable transportation services identified in the Sustainable Transportation Land Use Integration Study.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: To provide a data driven, analytical approach for testing different high capacity transit systems and their productivity, the scenario planning process established a two tiered screening and selection process of HCT candidate corridors, while evaluating the positive relationship with the more compact walkable and transit oriented land uses. The overarching finding and recommendation is for the region to provide a high quality and productive transit system that is supported by compact walkable and transit-oriented places.

POLICY: The Sustainable Transportation Land Use Integration Study provides a data driven, technical foundation for future policy discussions related to creating a more sustainable transportation network, and shifting transit investments and prioritization.

ACTION NEEDED:

Recommend acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate.

PRIOR COMMITTEE ACTIONS:

On August 29, 2013, the Transportation Review Committee recommended acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate.

MEMBERS ATTENDING

Avondale: Kristen Sexton for David Fitzhugh
Glendale: Debbie Albert, Acting Chair
ADOT: John Nelson for Floyd Roehrich
Buckeye: Jose Heredia for Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum for Sue McDermott
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Steven Johnson
Gilbert: Dawn Irvine for Leah Hubbard
* Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: Lynne Hilliard for John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina for Rick Naimark
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley for Terry Lowe
Tempe: Shelly Seyler
Valley Metro: Wulf Grote John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Charles Andrews, Avondale
* ITS Committee: Catherine Hollow, Tempe
  FHWA: Ed Stillings
  Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
* Transportation Safety Committee: Renate Ehm, Mesa

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

On August 8, 2013, the Transit Committee recommended acceptance of the Sustainable Transportation Land Use Integration Study recommendation, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration process, including evaluation criteria as appropriate.

MEMBERS ATTENDING

* ADOT:Nicole Patrick
* Avondale: Rogene Hill
# Buckeye: Andrea Marquez
  Chandler: Jason Crampton for RJ Zeder
  El Mirage: Sue McDermott
  Gilbert: Leslie Hart
  Glendale: Matthew Dudley for Cathy Colbat
  Goodyear: Cato Esquivel
  Maricopa County DOT: Mitch Wagner
  Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
  Peoria: Maher Hazine
  Phoenix: Maria Hyatt
Queen Creek: Chris Anaradian
  Scottsdale: Madeline Clemann, Chair
  Surprise: David Kohlbeck
  Tempe: Robert Yabes
* Tolleson: Chris Hagen
  Valley Metro: Wulf Grote
  Youngtown: Grant Anderson

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

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Sustainable Transportation & Land Use Integration Study

Key Recommendations and Tools

July 2013

SUSTAINABLE TRANSPORTATION & LAND USE INTEGRATION STUDY

MARICOPA ASSOCIATION of GOVERNMENTS

1. Project Overview

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DEFINITION

SUSTAINABLE TRANSPORTATION

"A transportation system that supports prosperity in Maricopa County by providing a variety of mobility options, offering walkable communities throughout the region and locating high capacity transit that will be chosen by households and businesses seeking excellent access to local and regional destinations."

ST-LUIS Stakeholder Group

The **Sustainable Transportation and Land Use Integration Study (ST-LUIS)** highlights the potential to move the region towards greater use of sustainable transportation modes – transit, walking and biking.

The study provides a fresh look at ideas for transit investments and services that have been under previous consideration, and supports the creation of walkable and transit-oriented communities. The uniqueness of the ST-LUIS is the holistic approach taken to investigating transit's potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling. The Study's focus on transit and supportive land use is joined up with recommendations for creating compact walkable places throughout the region.

ST-LUIS asks how the region can **move toward sustainable transportation** in ways that:

- Reflect market reality
- Recognize the high cost of high capacity transit, and
- Are consistent with the values and aspirations of member communities.

ST-LUIS was completed in three phases undertaken from 2010-2013, complemented by the stakeholder activities shown in Figure 1. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities. This document presents key study recommendations, findings, and a summary of the project's research and analysis activities, scenario planning, and tools and strategies development.

Figure 1: ST-LUIS Meetings and Forums

2. Achieving Sustainable Transportation - Key ST-LUIS Recommendations

Based on the ST-LUIS investigation of market realities and research findings, and the study's testing of high capacity transit (HCT) scenarios in the MAG region, the overarching recommendation from the ST-LUIS is to:

Provide a high quality, productive transit system supported by compact walkable and transit-oriented places.

The ST-LUIS has created tools and implementation strategies for the region and local agencies to move to a more sustainable transportation system in the future. These are discussed further on pages 18-21.

3. Key ST-LUIS Findings

Out of the research and analysis, five key findings helped set the stage in testing illustrative high capacity transit networks in conjunction with land use modifications, and created tools and strategies for the region and local agencies to assess sustainable transportation options with appropriate land uses.

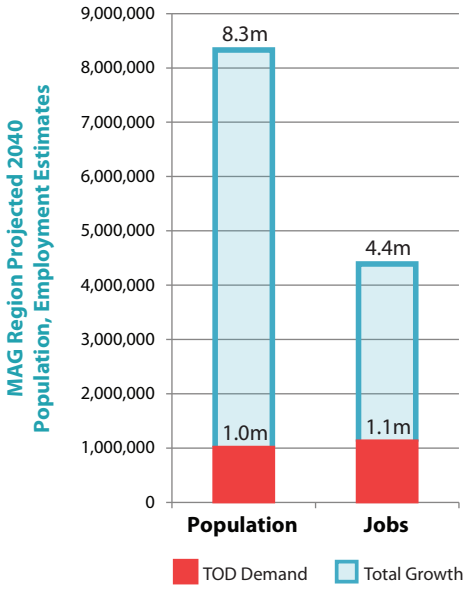
3.1 TOD Demand Will Be Driven by Projected Regional Growth in Population and Jobs, and Supported by Demographic Shifts

Overall regional growth is the fundamental factor fuelling demand for Transit-Oriented Development (TOD) and walkable communities. Growth in knowledge-based industries and demographic changes are the two key factors for growth in transit-oriented place types. Figure 2 illustrates the projected demand for TOD within the future regional growth of population and jobs. These trends are discussed in the *4.1 Research & Analysis* section, and in greater depth in project background documents.

3.2 Transit-Supportive and Compact Walkable Development is Achievable, with Distinct Opportunities in Different Parts of the Region

The outlook for transit-oriented and compact walkable places in the MAG region is good with specific forms depending largely on market conditions. The ST-LUIS market analysis and financial feasibility analysis demonstrate that the strongest locations for new higher density development are mixed use employment centers in the core locations of Downtown Phoenix, Downtown Tempe, and Downtown Scottsdale. These employment centers can support the densities

Figure 2: Regional Population and Employment Projections



Source: Woods and Poole; MAG; Strategic Economics 2011

that correspond to **HCT Oriented** place types, ranging from 2-3 story townhomes to 5-7 story mixed use buildings.

There are other places in central locations—such as Camelback Corridor—that can offer relatively dense, walkable, bike-friendly environments, but that command slightly lower prices than the large employment centers. In these locations, the **Transit Served** place type will typically be achievable with likely product types including 2-3 story townhomes, 2-3 story apartments, and 3-4 story office buildings.

The market conditions necessary to support compact walkable development are far more widespread than are locations with the market strength required to support Transit Served and HCT Oriented development. There are many locations that have promise as places that could transition from conventional large-lot single family housing to the **Compact Walkable** place type that supports sustainable transportation.

The place types convey the development characteristics that need to be present on an area- or corridor-wide basis in order to support transit productivity and increased walk and biking. However, these characteristics will be found elsewhere in localized cases as well. The densities and the characteristics described are likely to continue to be found in contexts where higher densities and walkable character are valuable components of placemaking and identity, such as mixed use downtowns in places with low centrality that may not be directly served by high capacity transit.

3.3 Strategic Corridor Modifications Improve Transit Productivity

Adjustments to the planned corridors and networks made during upcoming planning phases are very likely to improve forecast productivity relative to the ST-LUIS projections. Careful modification and evaluation of specific alignments, stop locations, corridor length, connecting pedestrian improvements, land use shifts, and mode will be part of subsequent stages of planning for an Enhanced Transit system, with likely productivity gains.

3.4 Regional Transit Mode Share and Regional Access Increase with a Mix of LRT and Upgraded Bus Services

To increase regional transit use and productivity, a mixed network of both LRT and high quality bus services will generate the greatest transit productivity share as well as giving more households and communities improved options for travel throughout the region. LRT alone does not meaningfully increase the regional transit mode share. A high quality bus system that complements rail services, walk, bike and land use strategies is essential to shifting people from single occupant vehicles to transit. While upgraded bus services may include "true" Bus Rapid Transit (BRT) with exclusive guideways, lower-cost upgrades to provide all-day reliable and fast service can provide the quality envisioned by the study.

3.5 Existing Conditions Drive the Pathway for Future HCT Service

The HCT Supportiveness Analysis assessed existing corridor conditions such as land use, transit-supportive densities, and current transit demand to gauge a corridor's potential to support future HCT service. Corridors with transit-supportive jobs and populations as well as demographic characteristics supporting transit ridership generally performed well in the corridor-level analysis for each scenario. Current transit-supportive conditions play a significant role in whether a corridor can sustain and support upgrades to HCT service in the future. Increased presence of the factors listed as HCT screening criteria will, over time, improve conditions for productive transit service and for TOD.

Continuing attention to existing conditions is particularly important because ridership of existing low-income and transit-dependent populations is taken into account most strongly in this part of the study.

PRIMARY HCT SCREENING CRITERIA

- Total Residents
- Percent Minority Population
- Percent Low-Income Households (under $20,000 per year)
- Total Jobs
- Transit-Supportive Job Density (jobs / acre)
- Transit-Supportive Density (jobs + residents / acre)
- Average Daily Weekday Boardings
- Average Daily Weekday Boardings / Mile

4. Project Summary

The ST-LUIS effort was organized into three broad components. Each is summarized in this section.

4.1 RESEARCH & ANALYSIS

The *Research and Analysis* component provided the foundation of the Sustainable Transportation and Land Use Integration Study, set the parameters for the *Scenario Planning* component, and informed the development of the *Tools & Strategies* component.

Investigating the Opportunity for TOD

ST-LUIS included a range of activities to investigate the opportunity to create TOD, as shown in Table 1.

Through this investigation it was found that:

- **The commute trip is a critical factor in transit productivity.** Though work trips are less than 20% of total trips, work trips make up close to 60% of transit trips nationally.
- **Some business sectors are more likely to be near transit than others.** Jobs in industry sectors that have a tendency to cluster near transit include: Government; Information; Finance and Insurance; Real Estate; Professional, Scientific and Technical Services; Management of Companies and Enterprises; Arts, Entertainment, and Recreation; and Accommodation and Food Services (based on national studies from the Center for Transit-Oriented Development).
- National research shows that **higher job density at station areas has a greater impact on increasing ridership** than does higher residential density, though both factors build transit use.

Table 1: ST-LUIS Activities and Outcomes

ST-LUIS ACTIVITIES				OUTCOMES
Transit-Oriented Development (TOD) and walkable communities	Research	Best Practices	Local Precedents	ST-LUIS Place Types and Local Toolkit
Understanding the real estate market	Development feasibility	Regional growth	Forecast Demand (jobs & housing)	Estimate of demand for jobs and housing in station areas
Corridor Potential	Current Conditions	Past Plans and Studies	Services and Modes	Corridor screening results and Transit Service Characteristics

> *"The Phoenix Metro region has historically ignored the business community in this conversation. ST-LUIS has been instrumental in moving this conversation forward in terms of understanding the role that employment plays in public transportation."*
>
> **Dena Belzer**
> ULI Forum 2

Key Factors Impacting Transit Ridership

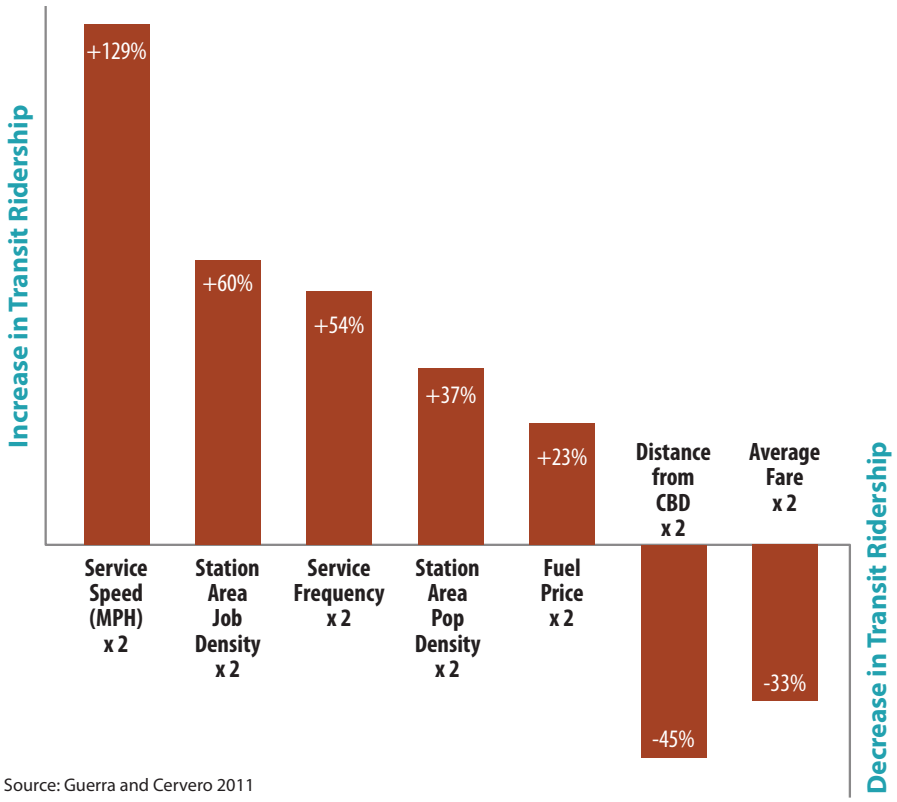
Academic research and practical experience have identified factors having significant impact on transit ridership.

These factors include service speed and frequency, station area job and population density, and distance from the central business district (CBD). Increasing values for these key factors results in either an increase or decrease in ridership, as shown in Figure 3.

Many of the factors supporting transit use have been shown to support walking and cycling as well. These include:

- Mixed use neighborhoods and districts at compact densities
- Local street networks with high connectivity
- Travel demand management/ incentives, including parking management

Figure 3: Change in Transit Ridership Resulting from Doubling Key Factors



Source: Guerra and Cervero 2011

Shifting Demographic Trends

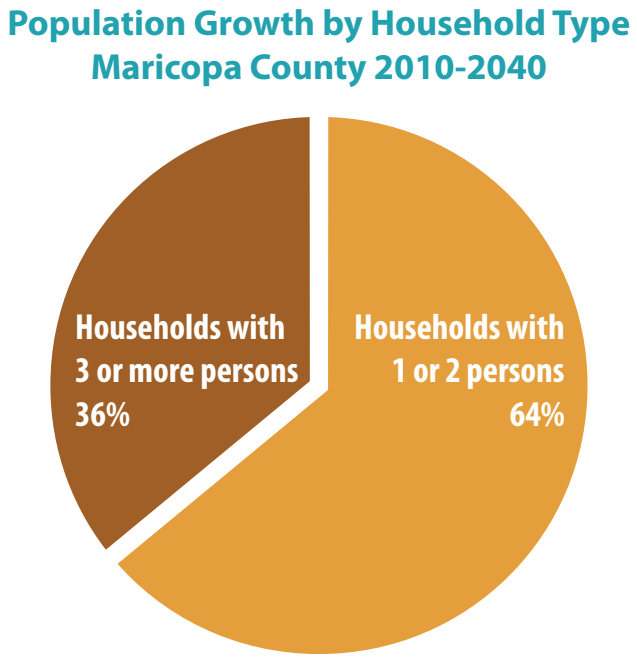
A variety of trends, both locally and nationally, will support the success of walkable communities in the region.

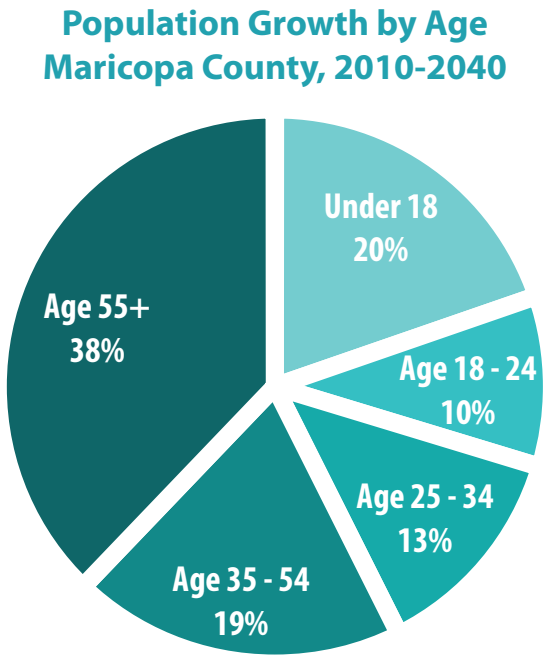
National studies have demonstrated a growing demand for housing in compact, "walkable" neighborhoods near transit. Many households are interested in compact housing types in pedestrian-oriented neighborhood with good access to amenities, transportation options, and shorter commutes. TOD demand nationally in the coming decades will be influenced by a variety of trends:

1. **An increasing number of smaller households:** 79 million Baby Boomers (who prioritize public transportation, walkability, and access to amenities, and are more receptive to living in smaller housing units on smaller lots) are approaching retirement.
2. **Changing consumer preferences among Millenials and knowledge workers toward authentic places and convenient lifestyles:** 85 million Echo Boomers (who prefer walkable, mixed use neighborhoods short commutes) will enter the housing market for the first time.
3. **Disincentives to driving** including high gas prices, drive the search for alternatives to single-occupancy vehicle trips/commutes.

Local demographic shifts will support the growth of walkable communities in the region, as shown in Figure 4.

Figure 4: 2010-2040 Regional Growth Characteristics





Source: Woods and Poole, Strategic Economics 2011

Sources:
Belden Russonello & Stewart, The 2011 Community Preference Survey (Washington D.C.: National Association of Realtors, March 2011).
Ibid and Joint Center for Housing Studies of Harvard University. State of the Nation's Housing, 2011.

Future Success Means Responding to Today's Challenges

The region faces a number of challenges to creating transit-supportive communities. Today, existing and planned development patterns are largely low density, as seen in Figure 5.

Infill development at TOD and walkable densities is hindered in some locations by zoning that allows densities in excess of those currently supported by the real estate market. In addition, the region has significant supply of underutilized built space as well as vacant properties available which may slow TOD development.

Success requires regional collaboration in investment decisions, so regional assets—those attracting many people, such as major medical, educational and cultural institutions—will locate in places where high capacity transit can be provided efficiently and linked to the region.

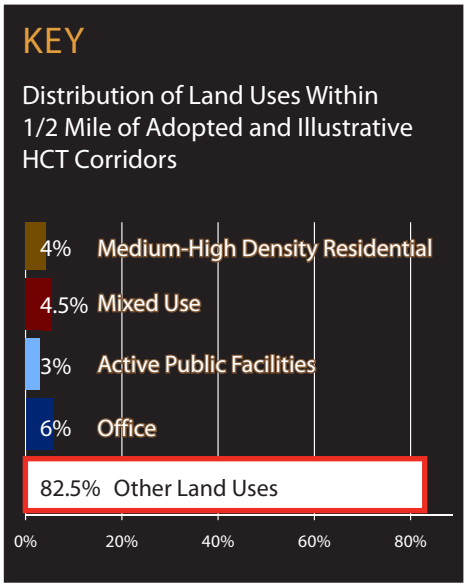
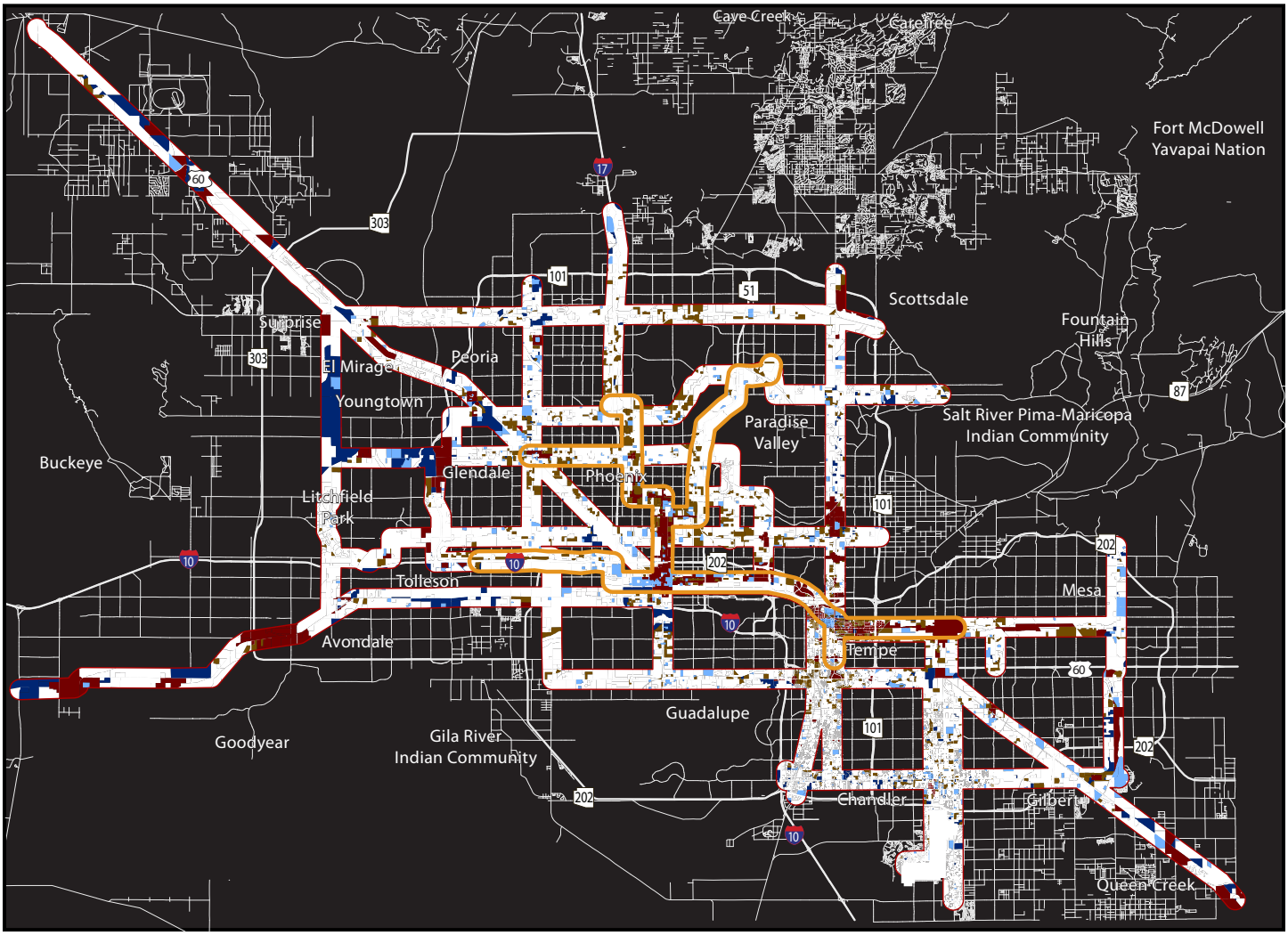


Figure 5: 2010 Regional Transportation Plan (RTP) Illustrative HCT Corridors & 2009 General Plan Land Uses



4.2 SCENARIO PLANNING AND MODELING

A central part of the ST-LUIS is the use of Scenario Planning to investigate: *What would happen if the region made changes to development patterns with the specific objective of supporting transit productivity and non-motorized transportation, while meeting market demand for TOD?* Scenario planning offers the opportunity to envision the region's future land uses and the productivity of its high capacity transit network.

The ST-LUIS scenarios offer three visions for future land uses, high capacity transit networks, transit ridership and transit productivity, using the project's market demand forecasts for TOD jobs and housing. The results of the scenario planning exercises provide high-level results rather than specific local recommendations.

Transit performance was analyzed through coordinated use of two modeling tools. Together they **reflect the influence on transit ridership of localized features** including development density, walkability and feeder bus service.

ST-LUIS Scenario Planning has been a valuable tool for investigating policy and investment options. MAG and partner agencies may wish to address some of the limitations of Scenario Planning in future activities. Table 2 explains what ST-LUIS Scenario Planning does and doesn't accomplish.

Shared Scenario characteristics

Each of the three scenarios matches a high capacity transit network with assumptions for station-area land uses that use ST-LUIS place types that illustrate three different sets of development characteristics that support walkable communities with different levels of transit investment.

The scenarios reflect:

- Expected regional population growth to over 8 million people
- Results of ST-LUIS analysis of candidate HCT corridors (from the Regional Transit Framework Study—RTFS)
- Investigation of real estate market, transit-supportive job sectors, location and density of existing job centers
- Use of ST-LUIS place types to streamline scenario design

> *"The winning strategy is about differentiation rather than everybody doing standard out-of-the-box TOD. The path of success is different for every community."*
>
> **Ellen Greenberg**
> ULI Forum 2

Table 2: What Does ST-LUIS Scenario Planning Accomplish?

ST-LUIS SCENARIO PLANNING

DOES...	DOESN'T...
Test three land use and transit corridor patterns	Test additional scenarios of interest
Incorporate MAG socioeconomic data and ST-LUIS market findings	Reflect location-specific opportunities
Use MAG's Regional Transit Framework Study (RTFS) corridors as input	Evaluate all corridor combinations
"Imagine" population and job growth directed to HCT station areas	Reflect localized existing conditions
Use a hybrid modeling method: Direct Ridership Model (DRM) and MAG 4-step model	Reflect benefits of compact walkable development outside station areas
Provide generalized results and recommendations	Make specific corridor recommendations
Include HCT corridors and assumptions for feeder bus services	Include specific local transit proposals

ST-LUIS Place Types

The place types were created to reflect threshold densities and development patterns supportive of different transit modes, and were "applied" to station areas in the scenario planning process. Figure 6 provides an overview of each place type. Additional detail regarding place types is included on pages 15 and 16.

Factors in designing place types:

- Densities supportive of different travel choices and modal productivity
- Densities supported by regional real estate market demand
- Existing and planned densities (especially in core sub-areas)
- Transit-supportive job sectors

Factors in applying place types:

- Centrality (proximity to the region's core)
- Location in specific core sub-areas (custom densities)
- Location in or out of employment cluster
- Inner or outer station area (1/4 or 1/2 mile radius)
- Special uses (e.g., Arizona State University)

Figure 6: ST-LUIS Place Type Overview

	ST-LUIS PLACE TYPES		
SUBURBAN	**COMPACT WALKABLE**	**TRANSIT SERVED**	**HCT ORIENTED**
Suburban places typically host low walkability and bikeability in large, single-use areas. They are hardest to serve effectively with transit service. *For reference only. Not a ST-LUIS Place Type.*	Compact places accommodate a range of housing styles, typically on smaller lots. These places have pedestrian and bicycle-friendly streets, better connected street networks, and a mix of uses.	Transit Served places have small blocks, highly connected streets, mixed uses, and walk- and bike-friendly streets. Some corridors can support high quality transit service.	HCT Oriented places have the highest levels of activity, a diverse mix of uses, including employment centers. Small, highly connected blocks make walking and biking attractive. High capacity transit is conveniently located nearby.
Density	**15-30 persons/acre**	**30-45 persons/acre**	**45+ persons/acre**
Land Use	Neighborhood land uses with mix of local serving employment	Neighborhood land uses with mix of employment	Mixed use, employment/office, regional uses (universities, centers)
Transit	Local bus, Commute services (RAPID & Express), Dial-a-Ride	LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail	LRT, Streetcar, LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail
Employment (Share of transit-supportive jobs)	Low	Moderate	High

ST-LUIS Scenarios

The three ST-LUIS scenarios—*Enhanced Transit*, *Transit Supply*, and *Refined Transit Supply*—are compared in Figure 7, which shows the relative transit network size of each scenario, as well as each transit corridor's service type.

Figure 7: ST-LUIS Scenario Corridor Maps by Corridor Service Type

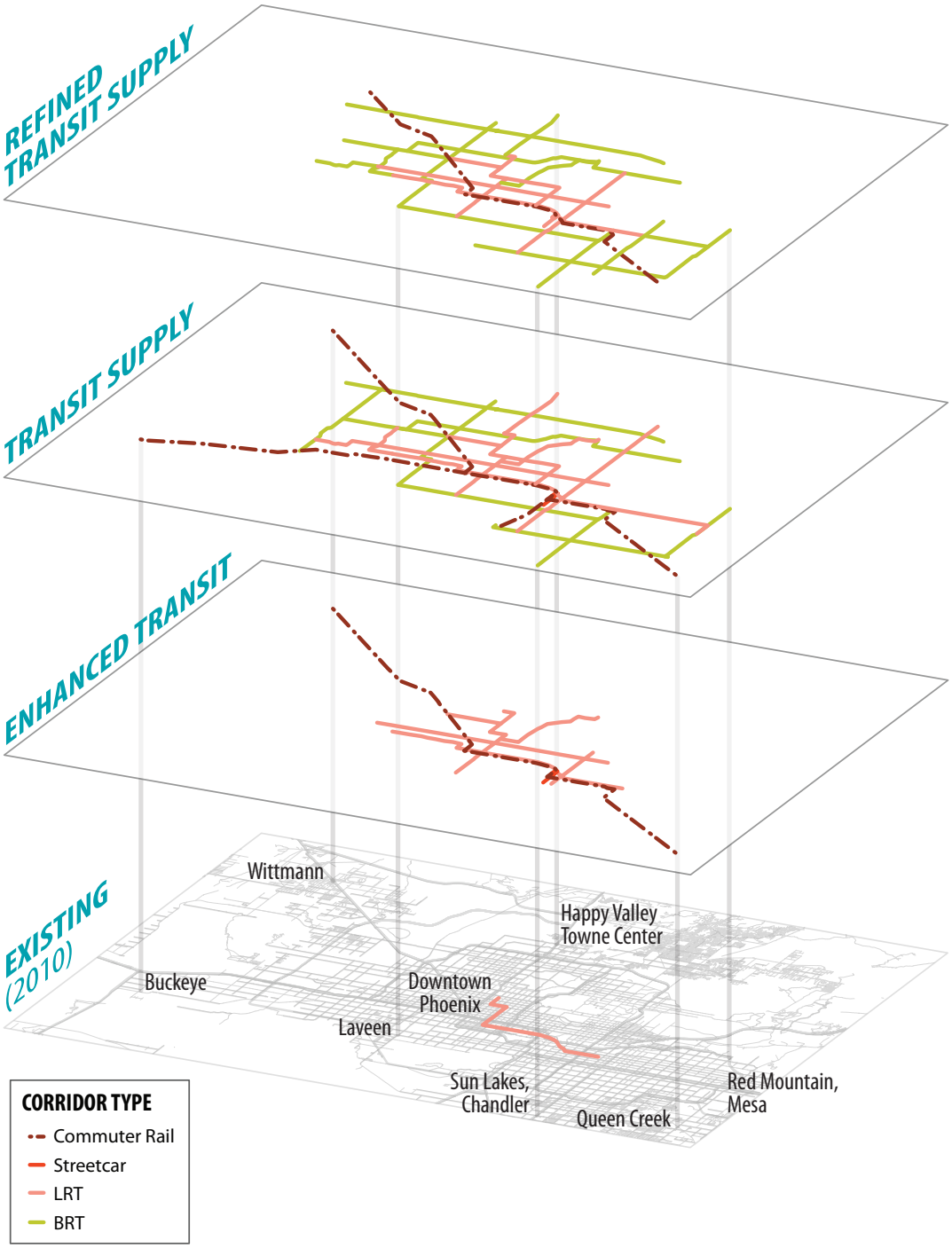
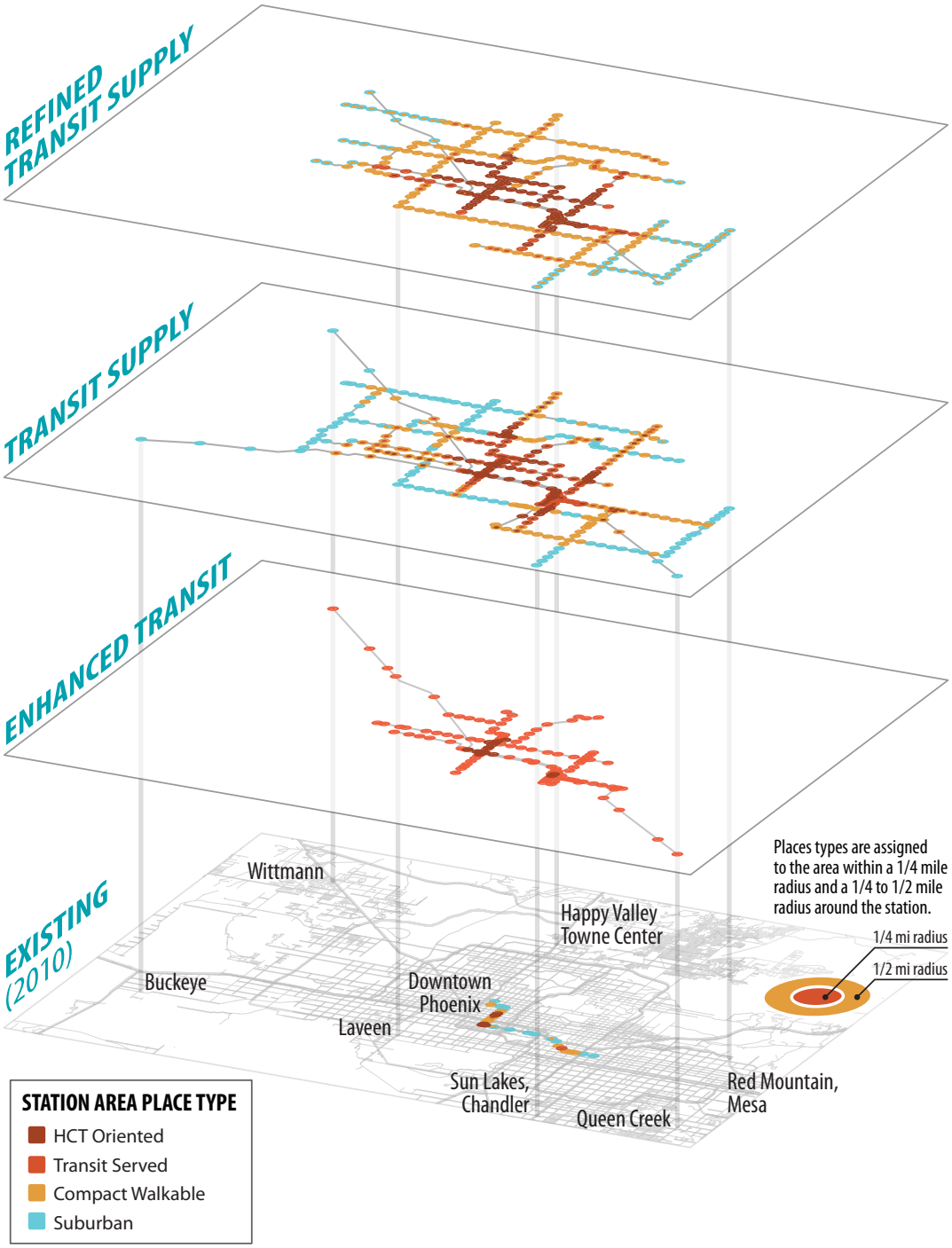


Figure 8 depicts the station area place type assignments for each scenario. Place types for may differ between the inner (1/4 mile radius) and outer (1/4 to 1/2 mile radius) station areas.

Figure 8: ST-LUIS Scenario Station Area Maps by Place Type



Scenario Modeling Results

Three transit network scenarios were tested in this study: Enhanced Transit, Refined Transit Supply and Transit Supply. Table 3 summarizes the transit network characteristics and station area place types by scenario.

The ST-LUIS market analysis, ridership productivity and mode share findings indicated a finite demand for transit-oriented and transit-supportive land use in the region. The Transit Supply scenario included a total of 352 stations along 24 HCT corridors. The TOD market demand was able to supply about half of the stations with TOD Place Types (HCT Oriented or Transit Served). The remaining 180 stations were assigned to compact walkable and/ or suburban land uses since the TOD demand was fully absorbed. This imbalance between supply and demand for TOD contributes to the lower productivity of the larger HCT systems.

ST-LUIS Scenario Modeling revealed that the small, compact, and selective strategic HCT network in the Enhanced Transit Sscenario was the most productive, had the best fit with regional TOD demand, and represented the lowest capital cost. The projected annual average boardings per vehicle revenue hour decreased by 23% when the number of rail corridors was expanded from 10 to 24. The Enhanced Transit Scenario also maximizes land use integration with transit investments, due to a good fit between station area acreage and projected TOD demand.

PLACE TYPES

The ST-LUIS uses three 'place types' to categorize different areas in the region into groups with shared transportation and land use characteristics. These are described in detail on pages 15-16.

SUBURBAN *(Not a ST-LUIS Place Type)*
NON-TOD

COMPACT WALKABLE
CW

TRANSIT SERVED
TOD

HCT ORIENTED
TOD

Table 3: Scenario Characteristics

	TRANSIT				STATION AREA PLACE TYPES		
	Modes	Corridors	Miles	Stations	TOD	TOD+CW	Non-TOD
Enhanced Transit Scenario 1	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	160	124	124	-	-
	BRT Corridors	-	-	-	-	-	-
	Total	**10**	**160**	**124**	**124**	**-**	**-**
Transit Supply Scenario 2	Rail Corridors (LRT, Streetcar, Commuter Rail)	15	268	193	106	66	21
	BRT Corridors	9	167	159	-	-	159
	Total	**24**	**435**	**352**	**106**	**66**	**180**
Refined Transit Supply Scenario 3	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	158	123	111	3	9
	BRT Corridors	14	209	200	1	32	167
	Total	**24**	**366**	**323**	**112**	**35**	**176**

Table 4 summarizes the characteristics of each scenario its modeling results.

Scenario Modeling Key Findings

- Upgraded bus services will complement HCT, feed the rail network and provide a needed increase in regional access.
- BRT services can range from "BRT-light" similar to the current LINK service, to full BRT with dedicated guideway. HCT modes are expected to include LRT, streetcar and commuter rail.
- Optimizing the transit system, relocating or consolidating stops, and truncating unproductive line segments can improve productivity.
- Downtown Phoenix station areas will have the highest sustainable mode share in the region (about 20% of trips with origins or destinations in the station areas) and can serve as a benchmark for measurement.

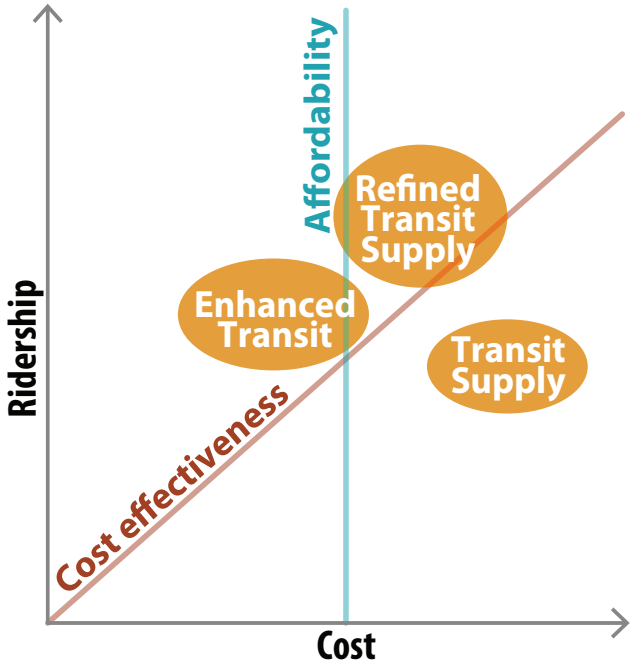


Figure 9: Conceptual Scenario Cost Effectiveness and Affordability Curves

Table 4: Scenario Summary

ST-LUIS SCENARIO	COMPARISON TO 2013 HCT NETWORK	MODE IN ST-LUIS NETWORK	STATION AREA PLACE TYPES	WHAT WE LEARNED FROM THE MODELING RESULTS
Enhanced Transit	Modest Expansion	HCT (LRT, Streetcar, Commuter Rail) Feeder bus	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis	• **Highest productivity** • **Best fit with TOD demand** • **Lowest cost** • **Least geographic coverage** • **Lowest total ridership**
Refined Transit Supply	Generous Expansion	HCT (LRT, Streetcar, Commuter Rail) BRT (with and without dedicated guideway) Feeder bus	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis Compact Walkable and/or suburban land uses where TOD land uses unlikely to be achieved	• **2nd highest productivity** • **2nd poorest fit with TOD demand** • **2nd highest cost** • **Good geographic coverage** • **2nd highest ridership**
Transit Supply	Very Generous Expansion			• **Lowest productivity** • **Poorest fit with TOD demand** • **Highest cost** • **Excellent geographic coverage** • **Highest total ridership**

4.3A TOOLS - ONE SIZE DOESN'T FIT ALL

The ST-LUIS tools support local and regional stakeholders in advancing plans for transit investments and services, supporting walkable and bikeable communities, enacting policies that support sustainable transportation, and guiding transit-oriented development. The three tools work together and recognize that there is not a *One Size Fits All* solution, allowing the region and local agencies to evaluate transportation and land use options in a market-based and data-driven approach.

ST-LUIS Place Types

The ST-LUIS place types describe and illustrate three kinds of places that offer the best opportunities for supporting sustainable transportation in the MAG region, based on the study's investigation of research findings, best practices and local precedents.

The place types can be used:

- To characterize **existing conditions**,
- To describe an **ideal condition**, and
- To communicate a **future vision** as a basis for actions.

Some characteristics are common to all three place types. All depend on appropriate density and land use mix to support walkability, and a high level of street network connectivity. In successful walkable communities, these measurable characteristics are paired with the less-tangible qualities of authentic character, attractive public realm, and placemaking that contribute to identity and value. Figure 10 (see following page) provides information on some of the features that are distinct for the different place types.

As noted in Figure 10, the market conditions necessary to support Compact Walkable development are far more widespread than are locations with the market strength required to support Transit Served and HCT Oriented place types.

ST-LUIS market analysis and continuing national trends suggest that the places where new TOD is most likely will be in the region's central core because it has the advantages of existing density, mix of uses, and a central location. In place with these assets, high capacity transit can reinforce and strengthen the region's opportunity for economic development involving knowledge based industries and the subset of employees who will work for these businesses and who want an urban life style. Although not every part of the region will be able to directly support this type of activity, the entire region will benefit from a strong core and a thriving knowledge based economy.

COMPACT WALKABLE
15-30 persons/acre

TRANSIT SERVED
30-45 persons/acre

HCT ORIENTED
45+ persons/acre

Figure 10: Place Type Characteristics

	ST-LUIS PLACE TYPES		
SUBURBAN	**COMPACT WALKABLE**	**TRANSIT SERVED**	**HCT ORIENTED**
Suburban places typically host low walkability and bikeability in large, single-use areas. They are hardest to serve effectively with transit service. *For reference only. Not a ST-LUIS Place Type.*	Compact places accommodate a range of housing styles, typically on smaller lots. These places have pedestrian and bicycle-friendly streets, better connected street networks, and a mix of uses.	Transit Served places have small blocks, highly connected streets, mixed uses, and walk- and bike-friendly streets. Some corridors can support high quality transit service.	HCT Oriented places have the highest levels of activity, a diverse mix of uses, including employment centers. Small, highly connected blocks make walking and biking attractive. High capacity transit is conveniently located nearby.
Density	**15-30 persons/acre**	**30-45 persons/acre**	**45+ persons/acre**
Land Use	Neighborhood land uses with mix of local serving employment	Neighborhood land uses with mix of employment	Mixed use, employment/office, regional uses (universities, centers)
Transit	Local bus, Commute services (RAPID & Express), Dial-a-Ride	LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail	LRT, Streetcar, LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail
Employment (Share of transit-supportive jobs)	Low	Moderate	High
Walk Access to Transit	Walk access to local transit and feeder service to HCT stops	Walk access to BRT or commuter rail stops and complementary local services	Walk access to LRT, streetcar or commuter rail stops and complementary local services
Locations	Outside HCT station areas (more than ½ mile from stops)	HCT Corridors, typically within 1/2 mile of BRT or Commuter Rail stops	HCT Corridors, typically within 1/2 mile of LRT, streetcar or commuter rail stops
Market Opportunity	Widespread	Moderate	Limited
Feasible Development Types: Residential and Mixed Use	**Small lot/courtyard single family** **1-2 story office/retail**	**2-3 story apartments, townhomes** **3-4 story retail/office park**	**3-7 story mixed use, multifamily**

Local Toolkit: Pathway Tools

The ST-LUIS provides two tools to assist local users in the region "synch up" transportation and land use plans. *Pathway Tool 1* allows practitioners to explore place type characteristics, consider a specific community's present status and future vision for development, and review pathways to move toward more sustainable transportation solutions and development patterns. *Pathway Tool 2* provides design and development prototypes that synch up with the three recommended ST-LUIS place types.

Pathways support the transition to places that support sustainable transportation while responding to demographic and market trends. ST-LUIS Pathways are about…

… Communities choosing to transition to integrated land use, urban design and mobility systems,
… Responding to market demand
… And supported by the actions of regional agencies,
… With the aim of moving toward sustainable transportation.

One size doesn't fit all. Successful Pathways will reflect:

- Local conditions
- Community values and future visions
- Strength of local real estate market
- Location in the region
- Regional growth projected
- Regional plans for transit investments and services

Pathway Tool 1:
Community Pathways to Sustainable Transportation Interactive Tool

- Pathway choices
- Place Type Profiles
- Place Type Dashboards
- Reference Materials

Pathway Tool 2:
Development Prototypes Catalogue

- Prototypes
- Local Precedents
- Fit with ST-LUIS Place Types

Regional HCT Corridor Evaluation and Scenario Planning Process

ST-LUIS formulated a methodical High Capacity Transit (HCT) scenario planning process. The process was used to screen the various HCT corridors. The HCT corridor evaluation for this study was done in a two-step process that focused heavily on demographic, land use conditions, market demand, transit/bus ridership criteria, and commute conditions.

The STLUIS HCT Corridor Evaluation and Scenario Planning Process included:

- Screening and selection of candidate HCT corridors
- Specification of transit service characteristics
- Real estate demand forecasting
- Assignment of place types to station areas
- Modeling of transit ridership
- Evaluation of results

The screening process is flexible and can be modified accordingly for future regional decision-making efforts and used in further design and testing of regional land use and HCT networks. The evaluation criteria in the HCT corridor evaluation and the scenario planning process can both be changed in the future to meet regional goals/ objectives, and/or federal directives.

4.3B STRATEGIES - MOVING TOWARD SUSTAINABLE TRANSPORTATION

Moving forward with the ST-LUIS will mean advancing the following strategies.

Strategy 1: Redefine Regional Projects

ST-LUIS recognizes that projects that advance sustainable transportation locally have value to the entire region—by enabling safe, active transportation, supporting transit use, and walkable communities.

The region should continue and expand regional support for projects that have a local focus, including:

- Complete Streets
- Safe routes to school
- Trails and bikeways
- New car ownership/share models
- First / last mile transit access projects, and
- Local transit services.

Strategy 2: Integrate the ST-LUIS findings and tools into RTP Planning Process

The Regional Transportation Plan (RTP) update should move forward with HCT network planning based on ST-LUIS results. Implementing activities include:

- Convene discussions with municipalities and the regional agency regarding local land use and transit commitment and HCT corridors
- Model a combined HCT and upgraded bus system
- Evaluate transit projects as part of overall multi-modal corridor mobility, considering highway, streets, intelligent transportation systems (ITS), bicycle and pedestrian networks.
- Conduct more detailed corridor planning
  - Targeted corridor modifications (extent and alignment)
  - Recognize existing conditions
  - Reconcile ST-LUIS evaluation criteria with federal funding guidelines
- Complement corridor-level planning with strategic planning for nodal development
- Address commuter rail place types and appropriate densities/land use

> *"Phoenix's light rail is already a success. We should be looking at TOD as an opportunity to plan long term."*
>
> **Mayor Scott Smith (Mesa)**
> ULI Forum 1

> *"My suggestion to MAG and Valley Metro is to embrace the development community more actively, as well as the brokerage community, learn where the employment centers are, where those employees live, and create appropriate mechanisms to move those people that would encourage them to take mass transit.*
>
> *Look at the airlines. Do they have one size plane for every market? No. Look at our bus system, how many different bus sizes do we have?"*
>
> **Mark Singerman**
> ULI Forum 2

Strategy 3: Upgrade Transit Services

Implementing the ST-LUIS Recommendations for upgraded transit services means improving transit quality, offering a mix of complementary services, and enabling easy, safe and comfortable multi-modal trips.

High quality transit is bus or rail service that provides all day (peak and off-peak) service with a long span of service and frequencies of at least 15 minutes during daytime hours, with high reliability, safety and customer experience, providing access to job centers and other major regional destinations. In conjunction with quality transit service, transit signal priority, queue jump lanes, bulb outs, stop consolidation, in-line management strategies, and technology upgrades can aid network productivity. Table 5 describes key characteristics for ST-LUIS transit modes. These high quality services should be complemented by an array of services serving local and focused markets such as those in the list below. The complementary services will not all have the characteristics of all-day frequent service.

A mix of services that complement high capacity transit will extend the system's reach and respond to specific needs. These services may include community bus for smaller communities, local feeders to rail stops, and continued and expanded peak-oriented express services. BRT services may also have varying levels of investment, with both all day, frequent rapid-type services similar to LINK, as well as more capital-intensive BRT with dedicated guideways and rail-like amenities.

The transit system should be designed and operate so multi-modal trips are easy and attractive relative to the choice of driving alone. Multi-modal trips include trips on multiple transit modes as well as trips accessing transit by foot or bike. Supportive strategies include reliable and widely available route and schedule information, comfortable and safe walk and bike access to bus and rail stops, easy transfers with coordinated schedules and stop design, provision for bikes on transit vehicles and secure bike parking at transit stops, and fare integration throughout the network regardless of operator or mode.

Table 5: ST-LUIS Transit Service Characteristics Assumptions

	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)	SPEED (MPH)	PEAK HOURS/DAY	OFF-PEAK HOURS/DAY
LRT	12	12	20	6 hours	15 hours
BRT	15	30	17.5	6 hours	15 hours
Commuter Rail	30	0	45	6 hours	0 hours
Streetcar	15	15	15	6 hours	15 hours

"We can plan all we want. The market decides where development goes."

"If you want to build higher density urban infill in this region you're going to have to change the way government thinks. All of the incentives today are in place to encourage growth on the urban fringe."

Participants
ULI Forum 1

Strategy 4: Support Municipal Action

Local government action is essential in supporting a move to sustainable transportation. The ST-LUIS tools provide support for local decisions about development design, characteristics and transportation types.

1. Support transition to walkable communities with densities, transportation and urban form characteristics included in the ST-LUIS place types. The ST-LUIS Community Pathways to Sustainable Transportation interactive tool (see page 17) focuses on these strategies, highlighting the following factors:

- Density (jobs + housing)
- Mixed land uses
- Connectivity
- Complete Streets
- Parking management
- Transit, walk and bike networks and services appropriate to their place types

2. Form partnerships between municipalities and transit operators to start transit service as appropriate, and prioritize services and investments that support pathways to sustainable transportation. Coordinated investments can increase the speed and reliability of transit trips, for instance.

3. Use "policy levers" identified in ST-LUIS to improve the feasibility outlook for higher density housing: reduced parking requirements in station areas, higher site coverage, and allowing horizontal mixed use.

"If local governments really want to see the shift to the urban core, as sought after by the new demographics, then they have to get with it and be more sophisticated in their ability to support good projects and their ability to make it more difficult to just go build houses in the next cotton field."

James Lundy
ULI Forum 1

Table 6: First Steps to Prioritize Services and Investments Supporting Sustainable Transportation

	FIRST STEPS
Improve walkability	• Remove barriers to transit stops and stations • Develop contiguous walking paths and sidewalks that connect to local and regional networks • Provide clearly marked pedestrian crossings and traffic signals with countdown signals • Provide bulb outs and wider medians to reduce effective crossing distance
Increase speed and reliability	• Include signal priority, in-lane transit stops, and transit-only lanes in corridor planning and capital investments • Synchronize traffic signals with bus schedules to improve speed and reliability • Improve coordination between traffic operations control centers and transit operators
Improve waiting areas	• Invest in covered shelters, seating, landscaping, and other rider amenities • Provide real-time transit arrival information • Prioritize maintenance and upkeep of waiting areas

4. Tailor regulations and design guidelines for infill opportunities. Real estate industry representatives who participated in the study emphasized the need for regulations and guidelines specifically addressing typical infill conditions, such as small parcel sizes that may not satisfy standard on-site parking standards. Locations within HCT station areas will warrant reduced parking requirements.

Table 6 outlines a number of possible first steps for local governments to take toward prioritizing services and investments supporting sustainable transportation.

Beyond the Study - Next Steps

MAG and municipalities are already involved in many supportive activities that move the recommendations and strategies of the ST-LUIS forward. The region will need to continue to move forward and answer questions not resolved through the project. These include:

- More detailed planning activities
- Continued emphasis on implementation activities supporting the transition to walkable communities and TOD
- Implementation of a walk/bike/transit system that supports transitions to walkable communities and sustainable transportation

Glossary

TERM	DEFINITION
Bikeability	The comfort, safety, and appeal of cycling in a given place. Highly bikeable places have "comfortable" (or safe, pleasant, and convenient) environments for cyclists, including nearby destinations, a network of bicycle lanes, vehicle door buffers, protected turn lanes, high visibility signage and pavement markings to alert drivers to the presence of cyclists, secure bicycle parking (e.g. bicycle racks, lock boxes), and well-lit streets and sidewalks.
Bus Rapid Transit (BRT)	A rubber-tire based transit mode that is more reliable, is faster, and has a higher capacity than traditional rubber-tire services due to implementation of transit priorities measures such as transit signal priority, bulb outs, queue jump lanes, off-fare boarding, etc. BRT in the context of the ST-LUIS is similar to the existing Valley Metro LINK bus service. Full BRT with significant capital infrastructure including dedicated bus lanes and guideways, similar to the Health Line in Cleveland, Ohio, or the EmX in Eugene, Oregon, is not assumed as part of the ST-LUIS.
Centrality	A place's proximity to the core of the metropolitan area, the densest concentration of jobs and housing near the geographic center of the region, or other job center. Places with high centrality have a significant number of jobs in transit-supportive categories (see Glossary 2 of 2). The highest centrality places are downtown employment centers like Downtown Phoenix or places with major institutional uses like Tempe.
Commuter Rail	Rail transit operating on a fixed guideway during peak periods in peak directions, typically having fewer stops than LRT and Streetcar and covering longer distance trips. Commuter rail train capacity is typically significantly higher than LRT and vehicles are designed for longer-distance trips (often with seats and tables).
Density	The number of residents and/or jobs in a given area; defined as "people per acre" for this study, combining the number of residents and jobs together. Density is typically regulated through controls on units per acre for residential development or floor area ratio (FAR) for commercial development.
Development Prototype	An illustrative building description that fits the density and urban design parameters of one or more specific Place Type(s).
Dwelling Units per Acre (DU)	The number of residential units divided by the number of acres of property on which they are located. This is a measure of residential density.
Floor Area Ratio (FAR)	The ratio between the area of a building and the area of the parcel on which it sits, typically measured in square feet. This is a measure of commercial density.
High Capacity Transit (HCT)	A frequent, reliable, high-speed, and high capacity form of transit that operates in a fixed guideway (such as rails), typically within a semi- or fully-segregated right-of-way. HCT systems have enhanced and branded passenger stations that may include amenities such as level boarding, real-time information provision, and off-board fare payment. HCT systems are considered more "permanent" and have the potential to generate land use and development impacts at stations and along corridors. In 2013, the types of HCT under consideration for the ST-LUIS are Light Rail Transit (LRT) and Streetcar.

Glossary *(continued)*

TERM	DEFINITION
High Quality Transit Service	Bus or rail service that provides all day (peak and off-peak) service with a long span of service and frequencies of at least 15 minutes during daytime hours, with high reliability, safety and customer experience, providing access to job centers and other major regional destinations.
Local Serving Employment	Jobs associated with local serving businesses and services, including schools, local retail businesses, personal services, medical offices not associated with major hospitals, real estate offices and bank branches. Home-based businesses and small-scale craft-based businesses may also be included.
Light Rail Transit (LRT)	LRT is a frequent, reliable, high-speed, and high capacity form of transit that operates in a fixed guideway (e.g. rails), typically within a semi- or fully-segregated right-of-way. LRT systems have enhanced and branded passenger stations that may include amenities such as level boarding, real-time information provision, and off-board fare payment. LRT systems are considered more "permanent" and have the potential to generate land use and development impacts at stations and along corridors.
Neighborhood Land Uses (or "land use mix")	Housing mixed with local serving uses, including parks, schools, places of worship, community centers and child care, and neighborhood retail and services.
Place Type	Classification of an area based on its dominant land use, design, and transportation system characteristics. Describes current conditions and/or future vision, and helps guide local planning decisions with regional goals.
Station Area	An area with a radius of 1/4 or 1/2 mile around a transit station. A 1/2 mile station area covers approximately 500 acres.
Streetcar	Streetcar is a form of rail transit with similar amenities and characteristics to LRT, but typically provides localized circulation, for instance within a downtown or business district. Streetcar stops more frequently than LRT, operates slower than LRT due to its operating environment (which may include pedestrian malls and urban arterials), and generally operates with shorter train cars and thus lower capacities than LRT.
Transit-Oriented Development (TOD)	Transit-Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood or district and located within a half-mile of quality public transportation. *Adapted from the Center for Transit-Oriented Development, http://www.ctod.org*
Transit-Supportive Jobs	Jobs in industry sectors that have a tendency to cluster near transit, based on national studies from the Center for Transit-Oriented Development. Sectors include: Government; Information; Finance and Insurance; Real Estate; Professional, Scientific and Technical Services; Management of Companies and Enterprises; Arts, Entertainment, and Recreation; and Accommodation and Food Services.
Walkability	The comfort, safety, and appeal of walking in a given place. Highly walkable places have "comfortable" (or safe, pleasant, and convenient) environments for pedestrians, including features like very close-together destinations, small blocks, continuous sidewalks, shade, safe street crossings, and buffers from adjoining traffic (e.g. planting strips, street furniture).

ST-LUIS Project Materials

Related ST-LUIS project materials are available online. Use the following links to access these documents.

ST-LUIS PROJECT WEBSITE

http://www.bqaz.org/sustainOverview.asp?mS=m16

RESOURCES: LOCAL TOOLKIT

Community Pathways to Sustainable Transportation Interactive Tool
Development Prototypes Catalogue

http://www.bqaz.org/sustainResources.asp?mS=m16

WORKING PAPERS & MEMORANDA

Working Paper One - Regional Transportation Framework and Issues

Working Paper Two - Moving Toward Sustainable Transportation

Working Paper 3A: Supportive High Capacity Transit (HCT) Corridor Technical Analysis, Scenarios 1 & 2

Working Paper 3B: Supportive High Capacity Transit (HCT) Corridor Technical Analysis, Scenario 3

Working Paper Four: Study Recommendations Report

MAG ST LUIS – Market Study Memorandum

MAG ST LUIS – Employment Analysis Memorandum

http://www.bqaz.org/sustainPapers.asp?mS=m16

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IMAGE CREDITS

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Other photos: Ellen Greenberg unless otherwise noted

Aerial imagery: Google Earth

Agenda Item #10

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 3, 2013

SUBJECT:
Request for Second Deferral of the Construction Phase of the City of Surprise Dove Valley Paving Project

SUMMARY:
The MAG Federal Fund Programming Guidelines and Procedures document was approved by the MAG Regional Council on October 26, 2011, and outlines project requirements. During the 2008 open application process, the City of Surprise applied for Congestion Mitigation and Air Quality (CMAQ) funds to pave two miles of unpaved roads for construction in Fiscal Year (FY) 2012. In March 2009, the MAG Regional Council approved programming $2.5 million on Dove Valley Road for FY 2012. Subsequently, the project was divided into federally funded design, right-of-way and construction phases.

In May 2012, the construction phase of the project was deferred to FY 2013 due to problems in obtaining an environmental clearance. The City of Surprise was not able to request the authorization of the construction phase of the project by the June 30th deadline during FY 2013.

Both the design and right-of-way phases have been authorized. The City has requested that the construction phase of the project not be deleted from the Transportation Improvement Program (TIP) and has requested a second deferral to FY 2014 due to actions outside of the City of Surprise's control. The agency has a revised schedule that is achievable and other factors have been addressed.

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

- If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.

- Project development actions that are 'in an agency's control' refer to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries, such as developer or other agency projects.

- If there is not continuous progress on the project due to external factors that are not within a project sponsor's control, the decision to continue, reschedule, or delete a project will be based on the following factors:

    - Identification and explanation of specific problems or issues beyond the control of the

agency other than financial issues that have caused the delay (e.g. the actions of outside actors) or failure to achieve a required milestone.

- Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
- The previous MAG status reports show that the agency has initiated development of the project and has worked continuously to develop the project for obligation.
- A revised schedule and plan that address the specific issues identified.
- If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of the reason the revised approach will address the problem causing the delay.

PUBLIC INPUT:
None.

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

CONS: None.

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

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

ACTION NEEDED:
Recommend approval of a second deferral for the construction phase of the Dove Valley Paving Project.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: On August 29, 2013, the committee recommended that the project be deferred to FY 2014.

MEMBERS ATTENDING
Avondale: Kristen Sexton for David Fitzhugh
Glendale: Debbie Albert, Acting Chair
ADOT: John Nelson for Floyd Roehrich
Buckeye: Jose Heredia for Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum for Sue McDermott

Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Steven Johnson
Gilbert: Dawn Irvine for Leah Hubbard
* Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: Lynne Hilliard for John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina for Rick Naimark
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley for Terry Lowe
Tempe: Shelly Seyler
Valley Metro: Wulf Grote John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Charles Andrews, Avondale
* ITS Committee: Catherine Hollow, Tempe
FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
* Transportation Safety Committee: Renate Ehm, Mesa

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

Street Committee: On August 13, 2013, the committee recommended that the project be deferred to FY 2014.

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman
Steve Beasley ADOT
* Jose Heredia, Buckeye
Paul Young for Dan Cook, Chandler
* Bob Senita, El Mirage
* Wayne Costa, Florence
* Tony Rodriguez, Gila River Indian Community
Michael Gillespie, Gilbert
Bob Darr, Glendale
Hugh Bigalk, Goodyear
Thomas Chlebanowski for Darryl Crossman, Litchfield Park
* Jack Lorbeer, Maricopa County
Maria Deeb, Mesa
* James Shano, Paradise Valley
Ben Wilson, Peoria
Dana Owsiany for Shane L. Silsby, Phoenix
* Tracy Coreman, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Phil Kercher, Scottsdale
Terry Lowe for Jason Mahkovtz, Surprise
Robert Yabes for Shelly Seyler, Tempe
* Jason Earp, Tolleson
* Grant Anderson, Youngtown

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

CONTACT PERSON:
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Agenda Item #11

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 3, 2013

SUBJECT:
Transportation Alternatives Program: Draft Goals, Objectives, and Competitive Process

SUMMARY:
In working with MAG member agencies through an online survey and stakeholder meeting this past summer, DRAFT Goals and Objectives have been developed for the Transportation Alternative Program (TA).

Prior to 2013, there were three distinct types of federal formula funds that were apportioned to the state: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 consolidated these three programs into one federal formula funding category called Transportation Alternatives Program (TA). The TA funding is now allocated directly to MAG in comparison to the previous programs. The MAG region receives about $4.4 million per year for this program.

The TA program allows all eligible activities (with some exceptions and one addition) that were previously authorized under the TEA, SRTS, and Recreation Trails Program; for more information http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm (Section B: Eligibility).

Since the eligible activities under the TA program are very broad MAG surveyed five committees (Transit, Streets, Bicycle & Pedestrian, Safety, and Transportation Review) via an on-line survey this past June/July 2013 about the highest needs of the region. From the survey results and a stakeholder meeting held on August 13, 2013, the DRAFT Goals and Objectives were developed to direct the project selection process. Please see Attachment #1 for the DRAFT Goals and Objectives and Attachment #2 for the proposed Evaluation Team and draft schedule.

PUBLIC INPUT:
MAG worked with member agency staff through an on-line survey, hosted a stakeholder group to review the goals and objectives of the TA program. There was no public comment at the August 29, 2013, Transportation Review Committee meeting.

PROS & CONS:
PROS: Approval of the goals, objectives, and process for the Transportation Alternatives Program allows the project selection criteria and application process to move forward. This will enable infrastructure projects to be included in the MAG Transportation Improvement Program (TIP) by January and will allow jurisdictions to develop their projects in a timely and integrated manner, to be able to obligate their projects by FY 2015, 2016, and 2017.

CONS: There is no guarantee that the federal program will be extended beyond FFY 2014 by a continuing resolution or if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to change. If this process is not approved, the time to develop new projects is

shortened. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and that obligation authority and the related funding are not lost from the region.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects submitted through the competitive application process for TA funding will be evaluated on criteria related to the goals and objectives. All projects are eligible to apply, but may not receive funding if they do not address the TA Program goals and objectives.

POLICY: The Transportation Alternatives (TA) Program goals and objectives relate to the overall MAG Regional Transportation Plan (RTP) goals and objectives about System Preservation and Safety, and Accessibility and Mobility.

ACTION NEEDED:

Recommend approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines and Procedures, October 26, 2011.

PRIOR COMMITTEE ACTIONS:

On August 29, 2013, the Transportation Review Committee recommended approval of the draft goals, objectives, and process for the Transportation Alternatives (TA) program and modification of the MAG Federal Fund Programming Guidelines & Procedures, October 26, 2011.

MEMBERS ATTENDING

Avondale: Kristen Sexton for David Fitzhugh
Glendale: Debbie Albert, Acting Chair
ADOT: John Nelson for Floyd Roehrich
Buckeye: Jose Heredia for Scott Lowe
Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Jorge Gastelum for Sue McDermott
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Steven Johnson
Gilbert: Dawn Irvine for Leah Hubbard
* Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten
* Maricopa (City): Paul Jepson
Maricopa County: Lynne Hilliard for John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Ray Dovalina for Rick Naimark
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley for Terry Lowe
Tempe: Shelly Seyler
Valley Metro: Wulf Grote John Farry
Wickenburg: Vince Lorefice
Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Charles Andrews, Avondale
* ITS Committee: Catherine Hollow, Tempe
FHWA: Ed Stillings
Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
* Transportation Safety Committee: Renate Ehm, Mesa

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

On August 8, 2013, the Transit Committee recommended acceptance of the Sustainable Transportation Land Use Integration Study recommendation, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration process, including evaluation criteria as appropriate.

MEMBERS ATTENDING

* ADOT: Nicole Patrick
* Avondale: Rogene Hill
\# Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
El Mirage: Sue McDermott
Gilbert: Leslie Hart
Glendale: Matthew Dudley for Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Maher Hazine
Phoenix: Maria Hyatt
\# Queen Creek: Chris Anaradian
Scottsdale: Madeline Clemann, Chair
Surprise: David Kohlbeck
Tempe: Robert Yabes
* Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Transportation Alternatives Program (TA)
DRAFT Goals and Objectives – August 26, 2013

Goals:

1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network.
2. Assist in providing a safe environment for the bicyclists and pedestrians on both the on-street and the off-street transportation networks.
3. Make bicycling and walking to public K-8 schools a safer and more desirable transportation alternative to motorized vehicles.

Definitions

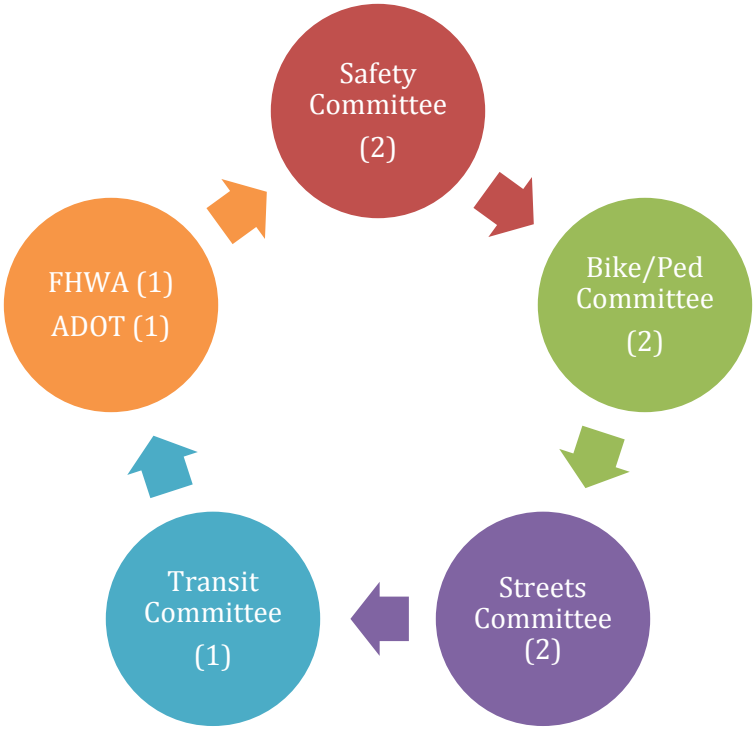
- **Accessibility**: The ability of transportation infrastructure improvements to provide better access to transit stops, destinations, schools, homes/subdivisions, and employment for people that are walking or biking for all ages and abilities.
- **Connectivity**: The ability of transportation infrastructure improvements to link the proposed project to other bike/pedestrian facilities, completing a gap in a bike/pedestrian facility, or a city/town.
- **Safety**: Projects that make a street safer by addressing a perceived or observed safety problem, including (but not limited to): high vehicle speed, crashes, striping, intersection crossings, or mid-block crossings.

Objectives:

- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS) projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route for (K-8) students to schools.
- Fund bike and pedestrian improvement projects that address a perceived or observed problem/safety issue, including (but not limited to) unsafe street crossings; missing, narrow or poorly maintained sidewalks; adding/improving bike lanes (restriping, widening, colored pavement); or disconnected/inaccessible bike or pedestrian facilities, while connecting residents to transit stops/centers or other destinations.
- Fund Safe Routes to School (SRTS) non-infrastructure projects that educate and encourage K-8 students, parents, and school resources officers/staff on bicycle and walking options.
    - GUIDELINE - Funding will be set aside at 9% of total Transportation Alternatives funding, with a maximum yearly total of $400,000. If the total value of projects awarded for Safe Routes to School non-infrastructure projects is less than the total programmed set-aside, remaining funds will be applied toward eligible infrastructure projects.
    - GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement. .
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

Proposed Evaluation Team - Infrastructure

It is proposed that the Chairs of the four committees (Streets, Bike/Ped, Safety, and Transit) are asked to be a part of the evaluation team. It is proposed that the TRC Representatives and Vice-Chairs of the three (Streets, Bike/Ped, and Safety) committees are asked to be a part of the evaluation team.



The Evaluation Team members are dependent on their availability and agreement to serve on the evaluation team, which involves a time commitment to review and score applications, and attend a project presentation meeting.

In the case of a double representation of a city on the evaluation team, another committee member would be needed. Volunteers would be requested.

Proposed Evaluation Team – SRTS Non-Infrastructure

Like previous years, the SRTS Non-Infrastructure projects would be evaluated by the MAG Safety Committee.

DRAFT Schedule - Infrastructure

- Applications available –September 26, 2013
- Applications due – Mid/Late October 2013
- Evaluation Team Work – Late October – November 2013
- Presentations by Agencies to Evaluation Team –December 2013
- Transportation Review Committee review of ranked projects – December 2013
- Management Committee and Regional Council review and approval – January 2014

DRAFT Schedule - SRTS Non-Infrastructure

- Applications available – January 2014
- Applications due – February 2014
- Presentations by Agencies to Safety Committee –March 2014
- Transportation Review Committee review of ranked projects – March 2014
- Management Committee and Regional Council review and approval – April 2014

Dated: August 21, 2013.

Linda Arrington,

Acting Director, Pesticide Re-Evaluation Division, Office of Pesticide Programs.

[FR Doc. 2013–21021 Filed 8–27–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

Proposed Consent Decree, Clean Air Act Citizen Suit

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed consent decree; request for public comment.

SUMMARY: In accordance with section 113(g) of the Clean Air Act, as amended ("CAA" or the "Act"), notice is hereby given of a proposed consent decree to address a lawsuit filed by Sandra L. Bahr and David Matusow in the United States District Court for the District of Arizona: *Bahr, et al.* v. *McCarthy,* No. 2:13–cv–00872 SMM (D. AZ). On April 30, 2013, Plaintiffs filed a complaint alleging that EPA failed to perform a mandatory duty under CAA section 110(c)(1) to promulgate a federal implementation plan for the State of Arizona that arose as a result of EPA's February 14, 2011, finding of failure to submit a revision to the state implementation plan required under CAA section 189(d), by the required deadline. The proposed consent decree establishes deadlines for EPA to take action.

DATES: Written comments on the proposed consent decree must be received by September 27, 2013.

ADDRESSES: Submit your comments, identified by Docket ID number EPA–HQ–OGC–2013–0609, online at *www.regulations.gov* (EPA's preferred method); by email to *oei.docket@epa.gov;* by mail to EPA Docket Center, Environmental Protection Agency, Mailcode: 2822T, 1200 Pennsylvania Ave. NW., Washington, DC 20460–0001; or by hand delivery or courier to EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC, between 8:30 a.m. and 4:30 p.m. Monday through Friday, excluding legal holidays. Comments on a disk or CD–ROM should be formatted in Word or ASCII file, avoiding the use of special characters and any form of encryption, and may be mailed to the mailing address above.

FOR FURTHER INFORMATION CONTACT: Geoffrey L. Wilcox, Air and Radiation Law Office (2344A), Office of General Counsel, U.S. Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone: (202) 564–5601; fax number (202) 564–5603; email address: *wilcox.geoffrey@epa.gov.*

SUPPLEMENTARY INFORMATION:

I. Additional Information About the Proposed Consent Decree

The proposed consent decree would resolve a lawsuit filed by Sandra L. Bahr and David Matusow ("Plaintiffs") seeking to compel the Administrator to take actions under CAA section 110(c)(1) to promulgate a federal implementation plan ("FIP") for the State of Arizona. A portion of Arizona, including Maricopa County and a part of Pinal County, is designated nonattainment for the National Ambient Air Quality Standard ("NAAQS") for particulate matter ten microns in diameter or less ("PM_{10}"). This area is classified as a "serious" PM_{10} nonattainment area. Because the area had not attained the NAAQS by the applicable statutory attainment date, Arizona was required to submit a revision to its state implementation plan ("SIP") to meet the requirements of CAA section 189(d). On February 14, 2011, EPA found that Arizona failed to make the SIP submission required under CAA section 189(d) by the required deadline. This finding of failure to submit started a 2-year clock under CAA section 110(c)(1) for EPA to promulgate a FIP to meet the obligations of CAA section 189(d). EPA did not promulgate the required FIP by the statutory deadline and this is the basis for the Plaintiffs' mandatory duty lawsuit at issue in the proposed consent decree.

The proposed consent decree provides that no later than January 14, 2014, a notice or notices of the Agency's proposed action or actions to either approve a SIP, promulgate a FIP, or approve a SIP in part with the promulgation of a partial FIP to address the requirements of CAA section 189(d). The proposed consent decree also provides that no later than June 2, 2014, a notice or notices of the Agency's final action or actions to either approve a SIP, promulgate a FIP, or approve a SIP in part with the promulgation of a partial FIP to address the requirements of CAA section 189(d). The proposed consent decree requires that no later than 15 business days following signature of each notice, EPA shall send the notice or notices to the Office of the Federal Register for review and publication in the **Federal Register**. After EPA fulfills its obligations under the proposed consent decree, the consent decree shall be terminated and the case dismissed with prejudice.

For a period of thirty (30) days following the date of publication of this notice, the Agency will accept written comments relating to the proposed consent decree from persons who are not named as parties or intervenors to the litigation in question. EPA or the Department of Justice may withdraw or withhold consent to the proposed consent decree if the comments disclose facts or considerations that indicate that such consent is inappropriate, improper, inadequate, or inconsistent with the requirements of the Act. Unless EPA or the Department of Justice determines that consent to this consent decree should be withdrawn, the decree will be affirmed.

II. Additional Information About Commenting on the Proposed Consent Decree

A. How can I get a copy of the consent decree?

The official public docket for this action (identified by Docket ID No. EPA–HQ–OGC–2013–0609) contains a copy of the proposed consent decree. The official public docket is available for public viewing at the Office of Environmental Information (OEI) Docket in the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OEI Docket is (202) 566–1752.

An electronic version of the public docket is available through *www.regulations.gov.* You may use *www.regulations.gov* to submit or view public comments, access the index listing of the contents of the official public docket, and to access those documents in the public docket that are available electronically. Once in the system, key in the appropriate docket identification number then select "search".

It is important to note that EPA's policy is that public comments, whether submitted electronically or in paper, will be made available for public viewing online at *www.regulations.gov* without change, unless the comment contains copyrighted material, CBI, or other information whose disclosure is restricted by statute. Information claimed as CBI and other information whose disclosure is restricted by statute is not included in the official public docket or in the electronic public docket. EPA's policy is that copyrighted material, including copyrighted material contained in a public comment, will not be placed in EPA's electronic public

docket but will be available only in printed, paper form in the official public docket. Although not all docket materials may be available electronically, you may still access any of the publicly available docket materials through the EPA Docket Center.

B. How and to whom do I submit comments?

You may submit comments as provided in the **ADDRESSES** section. Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked "late." EPA is not required to consider these late comments.

If you submit an electronic comment, EPA recommends that you include your name, mailing address, and an email address or other contact information in the body of your comment and with any disk or CD ROM you submit. This ensures that you can be identified as the submitter of the comment and allows EPA to contact you in case EPA cannot read your comment due to technical difficulties or needs further information on the substance of your comment. Any identifying or contact information provided in the body of a comment will be included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Use of the *www.regulations.gov* Web site to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an "anonymous access" system, which means EPA will not know your identity, email address, or other contact information unless you provide it in the body of your comment. In contrast to EPA's electronic public docket, EPA's electronic mail (email) system is not an "anonymous access" system. If you send an email comment directly to the Docket without going through *www.regulations.gov,* your email address is automatically captured and included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket.

Dated: August 20, 2013.

Lorie J. Schmidt,

Associate General Counsel.

[FR Doc. 2013–21023 Filed 8–27–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9900–45–OA]

Request for Nominations of Experts To Augment the Science Advisory Board Chemical Assessment Advisory Committee for the Review of the EPA's Draft Toxicological Assessments for Ammonia, Trimethylbenzenes and the Evaluation of Inhalation Carcinogenicity of Ethylene Oxide

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The EPA Science Advisory Board (SAB) Staff Office requests public nominations of scientific experts to augment the SAB Chemical Assessment Advisory Committee (CAAC) to form three panels for the review of: (1) The EPA's draft Toxicological Review of Ammonia; (2) the EPA's draft Toxicological Review of Trimethylbenzenes; and (3) the EPA's draft Evaluation of the Inhalation Carcinogenicity of Ethylene Oxide In Support of Summary Information on the Integrated Risk Information System (IRIS).

DATES: Nominations should be submitted by September 18, 2013 per the instructions below.

FOR FURTHER INFORMATION CONTACT: Any member of the public wishing further information regarding this Notice and Request for Nominations may contact the appropriate Designated Federal Officer for the specific review, as identified below. Nominators unable to submit nominations electronically as described below may contact the Designated Federal Officers for assistance. General information concerning the EPA SAB can be found at the EPA SAB Web site at *http://www.epa.gov/sab.*

SUPPLEMENTARY INFORMATION:

Background: The SAB (42 U.S.C. 4365) is a chartered Federal Advisory Committee that provides independent scientific and technical peer review, advice, consultation, and recommendations to the EPA Administrator on the technical basis for EPA actions. As a Federal Advisory Committee, the SAB conducts business in accordance with the Federal Advisory Committee Act (FACA) (5 U.S.C. App. 2) and related regulations. The SAB Chemical Assessment Advisory Committee (CAAC) is a subcommittee of the SAB that provides advice through the chartered SAB regarding assessments of environmental chemicals available on EPA's Integrated Risk Information System (IRIS). The SAB and the CAAC, augmented with additional experts, will comply with the provisions of FACA and all appropriate SAB Staff Office procedural policies.

The National Center for Environmental Assessment (NCEA) in the EPA's Office of Research and Development (ORD) develops toxicological reviews/assessments for various chemicals for EPA's Integrated Risk Information System (IRIS). NCEA has developed two separate draft IRIS assessments for ammonia and trimethylbenzenes, and a draft evaluation of the inhalation carcinogenicity for ethylene oxide for IRIS. NCEA has asked the SAB to peer review draft documents for ammonia, trimethylbenzenes, and ethylene oxide. The SAB Staff Office is seeking experts to augment the SAB CAAC to form three separate panels to conduct the peer reviews.

(1) NCEA's draft *Toxicological Review of Ammonia* (August 2013) represents a reassessment of the toxicity of ammonia. The assessment and proposed charge questions may be found at the following URL: *http://yosemite.epa.gov/sab/sabproduct.nsf/fedrgstr_activites/IRIS%20Ammonia?OpenDocument.* The ammonia assessment currently posted to the IRIS database includes an inhalation reference concentration (RfC, posted in 1991). For the 2013 draft review, NCEA evaluated epidemiological data, experimental animal data, and other relevant data from studies of the noncancer and cancer effects of ammonia. This reassessment includes an inhalation RfC and a qualitative cancer descriptor. The assessment does not include an oral reference dose (RfD) or a quantitative cancer assessment because NCEA considered that adequate information was not available.

(2) NCEA's draft *Toxicological Review of Trimethylbenzenes* (August 2013) is the first IRIS assessment developed for trimethylbenzenes (TMBs), including 1,2,3–TMB; 1,2,4–TMB; 1,3,5–TMB. The assessment and proposed charge questions may be found at the following URL: *http://yosemite.epa.gov/sab/sabproduct.nsf/fedrgstr_activites/IRIS%20Trimethylbenzenes?OpenDocument.* NCEA has evaluated experimental animal data and other relevant noncancer data in this assessment. The assessment includes an inhalation RfC, oral RfD, and qualitative cancer descriptor for each isomer. The assessment does not include a quantitative cancer assessment.

(3) NCEA has developed a draft *Evaluation of the Inhalation Carcinogenicity of Ethylene Oxide* (July 2013 Draft). The draft evaluation and

significantly to nonattainment in, or interfere with maintenance by, any other state, and (D)(i)(II), with respect to visibility requirements for the 2006 $PM_{2.5}$ NAAQS as EPA is acting separately on these elements.

VII. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable federal regulations (42 U.S.C. 7410(k), 40 CFR 52.02(a)). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this proposed action merely approves some state law as meeting federal requirements and disapproves other state law because it does not meet federal requirements; this proposed action does not impose additional requirements beyond those imposed by state law. For that reason, this proposed action:

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104–4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999); is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and,
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, this rule does not have Tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), because the SIP is not approved to apply in Indian country located in the state, and EPA notes that it will not impose substantial direct costs on Tribal governments or preempt Tribal law.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Intergovernmental relations, Greenhouse gases, Incorporation by reference, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds, Incorporation by reference.

Dated: August 8, 2013.

Shaun L. McGrath,

Regional Administrator, Region 8.

[FR Doc. 2013–20662 Filed 8–22–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R09–OAR–2013–0576; FRL–9900–25–Region 9]

Revisions to the Arizona State Implementation Plan, Maricopa County Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve revisions to the Maricopa County Area portion of the Arizona State Implementation Plan (SIP). These revisions concern particulate matter (PM) emissions from fugitive dust sources. We are approving local statutes that regulate these emission sources under the Clean Air Act as amended in 1990 (CAA or the Act). We are taking comments on this proposal and plan to follow with a final action.

DATES: Any comments must arrive by September 23, 2013.

ADDRESSES: Submit comments, identified by docket number [EPA–R09–OAR–2013–0576], by one of the following methods:

1. *Federal eRulemaking Portal: www.regulations.gov.* Follow the on-line instructions.
2. *Email: steckel.andrew@epa.gov.*
3. *Mail or deliver:* Andrew Steckel (Air-4), U.S. Environmental Protection Agency Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901.

Instructions: All comments will be included in the public docket without change and may be made available online at *www.regulations.gov,* including any personal information provided, unless the comment includes Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Information that you consider CBI or otherwise protected should be clearly identified as such and should not be submitted through *www.regulations.gov* or email. *www.regulations.gov* is an "anonymous access" system, and EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send email directly to EPA, your email address will be automatically captured and included as part of the public comment. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

Docket: Generally, documents in the docket for this action are available electronically at *www.regulations.gov* and in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, California. While all documents in the docket are listed at *www.regulations.gov,* some information may be publicly available only at the hard copy location (e.g., copyrighted material, large maps), and some may not be publicly available in either location (e.g., CBI). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT: Nancy Levin, EPA Region IX, (415) 942–3848, *levin.nancy@epa.gov.*

SUPPLEMENTARY INFORMATION: Throughout this document, "we," "us" and "our" refer to EPA.

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  B. Do the rules meet the evaluation criteria?
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  D. Public Comment and Proposed Action
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I. The State's Submittal

A. What rules did the State submit?

Table 1 lists the statutes addressed by this proposal with the dates that they were signed into law by the Governor and submitted by the Arizona Department of Environmental Quality.

TABLE 1—SUBMITTED RULES

Arizona statute	Statute title	Signed	Submitted	Revised submittal
9–500.27	Off-road vehicle ordinance; applicability; violation; classification	July 2, 2007	May 25, 2012	May 21, 2013.
11–871	Emissions control; no burn; exemptions; penalty	July 2, 2007	May 25, 2012	May 21, 2013.
28–1098	Vehicle loads; restrictions; civil penalties	July 2, 2007	May 25, 2012	May 21, 2013.
49–457.03	Off-road vehicles; pollution advisory days; applicability; penalties	July 2, 2007	May 25, 2012	May 21, 2013.
49–457.04	Off-highway vehicle and all-terrain vehicle dealers; informational material; outreach; applicability.	July 2, 2007	May 25, 2012	May 21, 2013.
49–501	Unlawful open burning; exceptions; fine; definition	July 2, 2007	May 25, 2012	May 21, 2013.

On July 20, 2012, EPA determined that the May 25, 2012 submittal of Arizona Revised Statutes (ARS) 9–500.27, 11–871, 28–1098, 49–457.03, 49–457.04 and 49–501 met the completeness criteria in 40 CFR part 51 Appendix V, which must be met before formal EPA review. On May 21, 2013 ADEQ identified several statute subsections included in the May 25, 2012 submittal for which Arizona no longer requested EPA SIP approval and provided a revised submittal.

B. Are there other versions of these rules?

There are no previous versions of these statutes in the SIP, although the Maricopa Association of Governments submitted them with the 2007 Five Percent Plan for PM–10, which was subsequently withdrawn.

C. What is the purpose of the submitted rules?

PM contributes to effects that are harmful to human health and the environment, including premature mortality, aggravation of respiratory and cardiovascular disease, decreased lung function, visibility impairment, and damage to vegetation and ecosystems. Section 110(a) of the CAA requires States to submit regulations that control PM emissions. These statutes regulate PM emissions from off-highway vehicles, all-terrain vehicles, off-road recreational motor vehicles, residential wood burning and vehicle loads. EPA's technical support documents (TSDs) have more information about these statutes. The State is not taking emission reduction credits for these statutes.

II. EPA's Evaluation and Action

A. How is EPA evaluating the rules?

Generally, SIP rules must be enforceable (see section 110(a) of the Act) and must not relax existing requirements (see sections 110(l) and 193).

Guidance and policy documents that we use to evaluate these requirements consistently include the following:

1. "Issues Relating to VOC Regulation Cutpoints, Deficiencies, and Deviations; Clarification to Appendix D of November 24, 1987 **Federal Register** Notice," (Blue Book), notice of availability published in the May 25, 1988 **Federal Register**.

2. "Guidance Document for Correcting Common VOC & Other Rule Deficiencies," EPA Region 9, August 21, 2001 (the Little Bluebook).

3. "State Implementation Plans; General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990," 57 FR 13498 (April 16, 1992); 57 FR 18070 (April 28, 1992).

4. "State Implementation Plans for Serious PM–10 Nonattainment Areas, and Attainment Date Waivers for PM–10 Nonattainment Areas Generally; Addendum to the General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990," 59 FR 41998 (August 16, 1994).

5. "PM–10 Guideline Document," EPA 452/R–93–008, April 1993.

6. "Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures," EPA 450/2–92–004, September 1992.

B. Do the rules meet the evaluation criteria?

We believe these statutes are consistent with the relevant policy and guidance regarding enforceability and SIP relaxations. The TSDs have more information on our evaluation.

C. EPA Recommendations to Further Improve the Rules

The TSDs describes additional rule revisions that we recommend for the next time Arizona modifies the rules but are not currently the basis for rule disapproval.

D. Public Comment and Proposed Action

Because EPA believes the submitted statutes fulfill all relevant requirements, we are proposing to fully approve them as described in section 110(k)(3) of the Act. We will accept comments from the public on this proposal for the next 30 days. Unless we receive convincing new information during the comment period, we intend to publish a final approval action that will incorporate these rules into the federally enforceable SIP.

III. Statutory and Executive Order Reviews

Under the Clean Air Act, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve State choices, provided that they meet the criteria of the Clean Air Act. Accordingly, this proposed action merely proposes to approve State law as meeting Federal requirements and does not impose additional requirements beyond those imposed by State law. For that reason, this proposed action:

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.);
- Is certified as not having a significant economic impact on a

substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.);

• Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);

• Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

• Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

• Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

• Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the Clean Air Act; and

• Does not provide EPA with the discretionary authority to address disproportionate human health or environmental effects with practical, appropriate, and legally permissible methods under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, this proposed action does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), because the SIP is not approved to apply in Indian country located in the State, and EPA notes that it will not impose substantial direct costs on tribal governments or preempt tribal law.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Intergovernmental relations, Particulate matter, Reporting and recordkeeping requirements.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: August 8, 2013.

Jared Blumenfeld,

Regional Administrator, Region IX.

[FR Doc. 2013–20654 Filed 8–22–13; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 635

[Docket No. 130402317–3707–01]

RIN 0648–XC611

Atlantic Highly Migratory Species; 2014 Atlantic Shark Commercial Fishing Season

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; request for comments.

SUMMARY: This proposed rule would establish opening dates and adjust quotas for the 2014 fishing season for the Atlantic commercial shark fisheries. Quotas would be adjusted as allowable based on any over- and/or underharvests experienced during 2013 and previous fishing seasons. In addition, NMFS proposes season openings based on adaptive management measures to provide, to the extent practicable, fishing opportunities for commercial shark fishermen in all regions and areas. The proposed measures could affect fishing opportunities for commercial shark fishermen in the northwestern Atlantic Ocean, including the Gulf of Mexico and Caribbean Sea.

DATES: Written comments will be accepted until September 23, 2013.

ADDRESSES: You may submit comments on this document, identified by NOAA–NMFS–2013–0112, by any of the following methods:

• *Electronic Submission:* Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to *www.regulations.gov/#!docketDetail;D=NOAA-NMFS-2013-0112,* click the "Comment Now!" icon, complete the required fields, and enter or attach your comments.

• *Mail:* Submit written comments to 1315 East-West Highway, Silver Spring, MD 20910. Please mark the outside of the envelope "Comments on the Proposed Rule to Establish Quotas and Opening Dates for the 2014 Atlantic Shark Commercial Fishing Season."

• *Fax:* 301–427–8503, Attn: Karyl Brewster-Geisz or Guý DuBeck.

Instructions: Comments sent by any other method, to any other address or individual, or received after the end of the comment period, may not be considered by NMFS. All comments received are a part of the public record and will generally be posted for public viewing on *www.regulations.gov* without change. All personal identifying information (e.g., name, address, etc.), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter "N/A" in the required fields if you wish to remain anonymous). Attachments to electronic comments will be accepted in Microsoft Word, Excel, or Adobe PDF file formats only.

FOR FURTHER INFORMATION CONTACT: Guý DuBeck or Karyl Brewster-Geisz at 301–427–8503.

SUPPLEMENTARY INFORMATION:

Background

The Atlantic commercial shark fisheries are managed under the authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The 2006 Consolidated Highly Migratory Species (HMS) Fishery Management Plan (FMP) and its amendments are implemented by regulations at 50 CFR part 635. For the Atlantic commercial shark fisheries, the 2006 Consolidated HMS FMP and its amendments established, among other things, commercial quotas for species and management groups, accounting measures for under- and overharvests for the shark fisheries, and adaptive management measures such as flexible opening dates for the fishing season and inseason adjustments to shark trip limits, which provide management flexibility in furtherance of equitable fishing opportunities, to the extent practicable, for commercial shark fishermen in all regions and areas.

Accounting for Under- and Overharvests

This proposed rule would adjust the quota levels for the different shark stocks and management groups for the 2014 Atlantic commercial shark fishing season based on over- and underharvests that occurred during 2013 and previous fishing seasons, consistent with existing regulations at 50 CFR 635.27(b)(2). Over- and underharvests are accounted for in the same region and/or fishery in which they occurred the following year or, for overharvests, spread over a number of subsequent fishing years to a maximum of 5 years. Shark stocks or management groups that contain one or more stocks that are overfished, have overfishing occurring, or that have an unknown status, will not have underharvest carried over in the following year. Stocks that are not overfished and have

2013 Exceedances of the 24-Hour PM-10 Standard by Date

(Preliminary Data Through August 26, 2013)

Date	Monitor	24-Hour Avg. PM-10 Concentration in µg/m^3	Additional Information
April 8, 2013	Buckeye	299.2	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	Central Phoenix	184.7	
	Durango	209.9	
	Glendale	172.7	
	Greenwood	207.7	
	Higley	211.6	
	Supersite	165.9	
	West Chandler	234.9	
	West 43rd Ave.	301.6	
	West Phoenix	189.4	
	Zuni Hills	165.7	
June 30, 2013	Central Phoenix	329.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	Durango	303.4	
	Glendale	210.8	
	Greenwood	274.2	
	South Phoenix	294.6	
	South Scottsdale	195.8	
	Supersite	262.1	
	Tempe	227.7	
	West Chandler	189.3	
	West 43rd Ave.	281.3	
July 2, 2013	Durango	193.2	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
	West 43rd Ave.	193.8	
August 17, 2013	Buckeye	193.5	Thunderstorms from the north and northeast collapsed sending an outflow boundary toward the southwest. Winds in excess of 50 mph generated dust primarily across the western part of the region.
August 26, 2013	Durango	191.4	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
	Greenwood	203.9	
	West 43rd Ave.	209.5	
	West Phoenix	255.6	

2013 Exceedances of the 24-Hour PM-10 Standard by Monitor

(Preliminary Data Through August 26, 2013)

Monitor	Date	24-Hour Avg. PM-10 Concentration in µg/m^3	Additional Information
Buckeye	April 8, 2013	299.2	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	August 17, 2013	193.5	Thunderstorms from the north and northeast collapsed sending an outflow boundary toward the southwest. Winds in excess of 50 mph generated dust primarily across the western part of the region.
Central Phoenix	April 8, 2013	184.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	329.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Durango	April 8, 2013	209.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	303.4	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	July 2, 2013	193.2	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
	August 26, 2013	191.4	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
Glendale	April 8, 2013	172.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	210.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Greenwood	April 8, 2013	207.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	274.2	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	August 26, 2013	203.9	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
Higley	April 8, 2013	211.6	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
South Phoenix	June 30, 2013	294.6	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
South Scottsdale	June 30, 2013	195.8	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Supersite	April 8, 2013	165.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	262.1	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
Tempe	June 30, 2013	227.7	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
West Chandler	April 8, 2013	234.9	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	189.3	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.

Monitor	Date	24-Hour Avg. PM-10 Concentration in µg/m^3	Additional Information
West 43rd Ave.	April 8, 2013	301.6	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	June 30, 2013	281.3	Regional dust storm. The maximum south wind speed reached 37 mph with a maximum gust of 48 mph.
	July 2, 2013	193.8	Outflow winds in the morning and late evening from thunderstorms in Pinal County. The maximum south wind speed reached 32 mph with a maximum gust of 43 mph. Three Pinal County PM-10 monitors also recorded exceedances on July 2, 2013.
	August 26, 2013	209.5	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
West Phoenix	April 8, 2013	189.4	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.
	August 26, 2013	255.6	Regional dust storm. The maximum south wind speed reached 47 mph with a maximum gust of 56 mph.
Zuni Hills	April 8, 2013	165.7	Regional dust storm. The maximum west wind speed reached 36 mph with a maximum gust of 43 mph.