

May 5, 2015

TO: Members of the MAG Management Committee

FROM: Christopher Brady, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, May 13, 2015 - 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. A working lunch will be provided.

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
May 13, 2015**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the April 8, 2015, Meeting Minutes

5A. Review and approval of the April 8, 2015, meeting minutes.

TRANSPORTATION ITEMS

*5B. Arterial Life Cycle Program Status Report: October 2014 Through March 2015

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

*5C. Arterial Life Cycle Program Regional Area Road Fund Fiscal Year 2015 Closeout Process

The Arterial Life Cycle Program (ALCP) Policies and Procedures establish an annual closeout process to advance reimbursements programmed with funds from the Regional Area Road Fund (RARF) half-cent sales tax allocated to arterial roads. MAG staff has performed an analysis on the ALCP revenues and expenditures and determined that an estimated \$16 million in RARF closeout funds is available this fiscal year. A call for applications was issued to the ALCP Working Group and Street Committee in early March and four applications were received. On April 23, 2015, the Transportation Review Committee recommended approval of the proposed Fiscal Year 2015 Regional Area Road Fund Closeout list and the necessary amendments and administrative modifications. Please refer to the enclosed material.

*5D. Project Changes – Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, and have been modified nine times with the last modification approved on March 22, 2015. Since then, there is a need to make project changes. Non-Arterial Life Cycle Program highway and transit project changes are

5B. Information and discussion.

5C. Recommend approval of the proposed Fiscal Year 2015 Regional Area Road Fund Closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

5D. Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan.

included in Table A. This item was recommended for approval at the April 23, 2015, Transportation Review Committee meeting. Please refer to the enclosed material.

*5E. Revision to the MAG Regional Programming Guidelines for Federal Transit Formula Funds - Preventive Maintenance/Operating/Complementary ADA Paratransit Service

The MAG Regional Programming Guidelines for Federal Transit Formula Funds was approved by the MAG Regional Council on March 27, 2013. Section 300 of the guidelines addresses MAG Transportation Programming Priorities. Priority three allocates preventive maintenance funds to agencies that operate transit service using an approved formula. Since the Programming Guidelines were approved, some MAG agencies have adjusted service that better fits their constituents' needs. Areas previously supported by fixed route with the required Complementary Americans with Disabilities Act (ADA) Paratransit Service are now serviced through alternative means (taxi vouchers). As a result, some agencies no longer have a need for preventive maintenance at the same rate as when the program was approved. ADA Complementary Paratransit Service is still required to be provided. The revision to the Programming Guidelines would allow agencies to utilize the allocated funding from the preventive maintenance/operating formula toward Complementary ADA Paratransit Service, as allowed by the Federal Transit Administration. This item was recommended for approval at the April 23, 2015, Transportation Review Committee meeting. Please refer to the enclosed material.

*5F. Programming of Pinal County Surface Transportation Program Projects in the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

On February 25, 2015, the MAG Regional Council approved the Pinal County Surface Transportation Program Programming and Evaluation Policy, and on February 27, 2015, MAG issued a call for

5E. Recommend approval of the revision to the MAG Regional Programming Guidelines for Federal Transit Formula Funds to incorporate language allowing the utilization of regionally allocated funds for Complementary ADA Paratransit Service.

5F. Recommend approval of the Pinal County Surface Transportation Program projects to be added to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, contingent on a finding of air quality conformity.

projects. Applications were due April 6, 2015, for an estimated \$5.7 million of available funding between Fiscal Year (FY) 2017 and FY 2019. Four applications totaling \$7.9 million were received from three agencies. On April 14, 2015, the MAG Street Committee conducted a technical review and evaluation of the project applications. Projects have been prioritized for funding based on the technical review, program measures, and evaluative weights. On April 17, 2015, one project was withdrawn by the project sponsor and funding recommendations have been updated. This item was recommended for approval at the April 23, 2015, Transportation Review Committee meeting. Please refer to the enclosed material.

ENVIRONMENTAL ITEMS

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5G. Consultation.

ITEMS PROPOSED TO BE HEARD

6. U. S. Department of Transportation TIGER Grant Round VII - FY 2015

On April 3, 2015, the federal government issued a notice of funding availability (NOFA) for the seventh round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. The MAG Management Committee received a staff report on the NOFA for TIGER grants on April 8, 2015. TIGER provides for a total of \$500 million through a multimodal, merit-based, competitive grant

6. Recommend approval of the Interstates 10/17 Spine Corridor Improvements project for the urban area application and the SR-347 Overpass project for the rural area application for Transportation Investment Generating Economic Recovery (TIGER) Round VII discretionary grant funding.

application process. There is a set aside of \$100 million for rural areas, which leaves \$400 million dedicated for projects in urban areas. The MAG region contains both urban and rural areas. MAG member agencies were requested to submit non-transit project suggestions by April 16, 2015. On April 22, 2015, the MAG Regional Council received a staff presentation on Round VII of the TIGER grant. On April 23, 2015, the MAG Transportation Review Committee received a report on TIGER, discussed the projects, and recommended approval of supporting the Interstates 10/17 Corridor Improvements project for the urban area application and the SR-347 Overpass project for the rural area application. All final grant applications are required to be submitted to the U. S. Department of Transportation by June 4, 2015. Please refer to the enclosed material.

7. Project Initiation Pool

To accelerate the initiation of MAG federally funded projects with the Arizona Department of Transportation (ADOT) outside the Life Cycle Programs, MAG, ADOT and the Federal Highway Administration (FHWA) staff have developed a proposal to program a small pool of MAG federal funds on a first-come, first-served basis to cover the initial setup fees for MAG federally funded projects. The proposed pilot program, the Project Initiation Pool, would provide for a limited period of time each year (October 1 through December 31), \$2,829 of federal funds with \$171 of local funds per project for member agencies to use to cover the initial setup fees for MAG federally funded projects. The funding will begin to cover ADOT staff fees to initiate projects, kick off the development of intergovernmental agreements, and encourage early submittal of projects to ADOT. For certification accepted agencies, this funding may be used to cover part of ADOT staff fees for environmental or other related reviews. On April 23, 2015, the Transportation Review Committee recommended approval of implementing the Project Initiation Pool. Please refer to the enclosed material.

7. Recommend approval of implementing the Project Initiation Pool.

8. Approval of the Draft FY 2016 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2015. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the March 17, 2015, Intermodal Planning Group meeting. The draft FY 2016 MAG Unified Planning Work Program and Annual Budget is being presented for a recommendation for approval. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest.

10. 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.

11. Comments from the Committee

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

Adjournment

8. Recommend approval of the draft FY 2016 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments.

9. Information, discussion, and possible action.

10. Information.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 8, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Christopher Brady, Mesa, Chair | Gregory Rose, City of Maricopa |
| Sonny Culbreth for Darryl Crossman,
Litchfield Park | Kevin Burke, Paradise Valley |
| # Matt Busby for George Hoffman, Apache
Junction | Susan Daluddung for Carl Swenson, Peoria |
| David Fitzhugh, Avondale | Thomas Remes for Ed Zuercher, Phoenix |
| Stephen Cleveland, Buckeye | Louis Andersen for Greg Stanley, Pinal
County |
| Gary Neiss, Carefree | John Kross, Queen Creek |
| Peter Jankowski, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Marsha Reed for Rich Dlugas, Chandler | Brad Lundahl for Fritz Behring, Scottsdale |
| Dr. Spencer Isom, El Mirage | Bob Wingenroth, Surprise |
| # Charles Montoya, Florence | Andrew Ching, Tempe |
| Alfonso Rodriguez for Phil Dorchester, Fort
McDowell Yavapai Nation | # Chris Hagen for Reyes Medrano, Tolleson |
| Ken Buchanan, Fountain Hills | Joshua Wright, Wickenburg |
| Ernest Rubi, Gila Bend | Jeanne Blackman, Youngtown |
| * Tina Notah, Gila River Indian Community | Sintra Hoffman for John Halikowski,
ADOT |
| Patrick Banger, Gilbert | Joy Rich for Tom Manos, Maricopa
County |
| Jenna Goad for Dick Bowers, Glendale | * Steve Banta, Valley Metro/RPTA |
| Brian Dalke, Goodyear | |
| # Rosemary Arellano, Guadalupe | |

* 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 Brady, Mesa, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Ms. Rosemary Arellano, Mr. Charles Montoya, Mr. Louis Anderson, Mr. Matt Busby, and Ms. Chris Hagen joined the meeting via teleconference.

Chair Brady announced that public comment cards were available to members of the public who wish to comment on items for action or under MAG's jurisdiction.

Chair Brady stated that parking validation was available for those who parked in the MAG parking garage and transit tickets were available for those who purchased transit tickets to come to the meeting. Hearing assisted devices were available from MAG staff.

Chair Brady noted that the addendum to the agenda, item #12, was at each place. The addendum had been transmitted previously.

3. Call to the Audience

Chair Brady 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 Brady recognized public comment from Mr. Marvin Rochelle, who said that he appreciated the light rail lines that have been built to-date, but the West Valley is totally without any light rail. He noted that promises for light rail had been made to West Valley residents 20 years ago, and in addition, the West Valley is growing at a faster rate than other parts of the region because they have a lot of land. Mr. Rochelle urged building a second high occupancy vehicle lane that is a toll road on Interstate 10 from Loop 101 to downtown Phoenix. He remarked that if people realized the benefits of toll roads in time, cost and smog savings, they would support having them. Chair Brady thanked Mr. Rochelle.

Chair Brady recognized public comment from Mr. John Rusinek, who said that he had spoken at the County Board of Supervisors meeting that morning. Mr. Rusinek read the county dust ordinance that applies to parking and driving on lots of more than 4,000 square feet that contain residential buildings and which stabilization method to use. He added that the state has the same ordinance. Mr. Rusinek stated that he spoke to the County Ombudsman who spoke to Phoenix staff, who reported they had given a variance to the owner of the driveway. He remarked that the Ombudsman did not want to discuss the issue with him any longer. Mr. Rusinek said that Section 39 addresses variances and it says that a city manager or designee may grant a minor variance if it causes a hardship. He said that there are four variances. Mr. Rusinek remarked that this variance next door is for a minor variance, but it is 100 percent wrong. Chair Brady thanked Mr. Rusinek.

Chair Brady recognized public comment from Ms. Dianne Barker, a resident of Phoenix, who stated that multimodal feels good. Ms. Barker stated that she attended the Maricopa County Board of Supervisors meeting with Mr. Vint and Mr. Rusinek and they were glad to see them at the

meeting. Ms. Barker stated that the Board meetings move along quickly, but one of the items was \$409,000 to replace air quality monitoring equipment. She said that the County has the authority to file a lawsuit to ensure compliance, and she added that she was not promoting litigation. Ms. Barker spoke about the Phoenix Story and Encanto neighborhoods that have been complaining to the FAA about airplane noise, but she noted that the airport was there before the neighborhood and any change needs to be for safety reasons. Ms. Barker noted that the citizens who came to the City to complain arrived in petrol-powered cars. She stated that Mr. Rochelle expresses support for light rail but she has never seen him ride light rail or a bus. Ms. Barker stated that the Urban Land Institute said that density is needed for light rail, but how many people living in those apartments or condos use transit. Ms. Barker stated that you cannot achieve density for a transit system by building parking garages. She added that the transit system needs an overhaul. Chair Brady thanked Ms. Barker.

Chair Brady recognized public comment from Mr. Pat Vint, who stated that he asked the Board of Supervisors for a report on its use of auditors. He stated that the City of Phoenix hires an auditor for four to five years. Mr. Vint questioned how can there be an unbiased result if the organization paying for the audit is the organization being audited. He stated that the City of Phoenix has a problem with its city managers. Frank Fairbanks increased his salary to \$300,000 and got David Cavazos the same amount. Mr. Vint stated that they both left after spiking their pensions to a half-million dollars, which the taxpayers are funding. He stated that he would like MAG to provide a report on its use of auditors. Mr. Vint stated that the problems at the City of Phoenix start at the top. Frank Fairbanks and David Cavazos are a disgrace and are double dipping. Chair Brady thanked Mr. Vint.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that MAG has developed a new web viewer that focuses on elementary school achievement statewide called *Read on Arizona* sponsored by the Piper Charitable Trust. Mr. Smith stated that the viewer was demonstrated at Piper Charitable Trust on March 13, 2015. He noted that the viewer was created utilizing the tools MAG already has developed for transportation purposes. Mr. Smith explained that with the viewer, users can look at educational statistics down to the school level, and he added that MAG might be provided data for the pre-school level in the future that could be integrated into the viewer. Mr. Smith stated that the website will go active in a few weeks.

Mr. Smith stated that MAG is organizing a trade mission for economic development staff to Hermosillo and Guaymas, Sonora, Mexico on June 3-5, 2015. He noted that Alana Chavez Langdon, MAG staff, is the contact and he added that there is still time to register for the trip. Chair Brady thanked Mr. Smith for his report.

5. Approval of Consent Agenda

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

Chair Brady recognized public comment from Ms. Barker, who stated that the minutes of the March 11 meeting were excellent. She expressed her disappointment that Mr. Ed Zuercher was unable to attend the meeting and she noted that Mr. Vint said that Mr. Zuercher was a scholar and a gentleman. Ms. Barker noted that Mr. Vint only wants what is best for the City. She stated that MAG says committee members cannot respond to citizen questions, but she did research and found that under Attorney General #199006 regarding calls to the public, committee members can ask for clarification, object to criticism, ask staff for further research, or put an item for action on the next agenda. Ms. Barker expressed appreciation for the explanation of Integrated Corridor Management on the Interstate 10 corridor. She expressed her support for alleviating traffic congestion resulting from accidents. Ms. Barker suggested that the Trip Reduction Program could be improved by adding enhancements that people want, such as WiFi. Chair Brady thanked Ms. Barker.

Chair Brady asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted.

Chair Brady called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, and #5E.

Ms. Jeanne Blackman moved, Ms. Susan Daluddung seconded, and the motion passed unanimously.

5A. Approval of the March 11, 2015, Meeting Minutes

The MAG Management Committee, by consent, approved the March 11, 2015, meeting minutes.

5B. Amendment to the FY 2014 Travel Survey - Data Application On-Call

The MAG Management Committee, by consent, recommended approval to amend the FY 2015 MAG Unified Planning Work Program and Annual Budget and the On-Call Consulting Services for Travel Survey - Data Application project budget to conduct update and development of the MAG dynamic traffic simulations TransModeler model and purchase of the Transearch data for a total amount not to exceed \$260,000. Also, to recommend approval of the selection of Caliper Corporation to perform the MAG dynamic traffic simulation TransModeler model update and development for an amount not to exceed \$200,000 and to purchase Transearch freight data set from IHS Inc. for an amount not to exceed \$60,000. The fiscal year (FY) 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$4,500,000 for On-Call Consulting Services for Travel Survey - Data Application. The on-call consultant services, which include substantial household and establishment travel surveys, are being used to collect transportation data in accordance with modeling requirements, develop MAG transportation models and update the regional transportation forecast. Progress made on the development of the Interstate 10/Interstate 17 Corridor Master Plan identified a need to update and further develop the MAG TransModeler dynamic traffic simulation model with a total budget not to exceed \$200,000. Staff is recommending that Caliper Corporation be selected to update and enhance the MAG dynamic traffic simulation TransModeler model due to the

unique expertise and proprietary nature of the software. The other task is a joint purchase by MAG and ADOT of the TranSearch data set with the total purchase budget for the MAG portion of the data not to exceed \$60,000. The data will be used for MAG freight model development and for the freight planning studies. TranSearch data is available only from IHS Inc. The data provide information that is not readily available from other data sources.

5C. Amendment to the FY 2015 MAG Unified Planning Work Program and Annual Budget to Accept a \$200,000 Grant from the Federal Highway Administration for Integrated Corridor Management Deployment Planning

The MAG Management Committee, by consent, recommended approval of an amendment to the FY 2015 MAG Unified Planning Work Program and Annual Budget to add the \$200,000 grant from the Federal Highway Administration for Integrated Corridor Management Deployment Planning, and to use this funding to amend the on-call project budget for on-call consultant projects for executing tasks described in the grant proposal submitted by MAG. The Federal Highway Administration recently awarded a \$200,000 planning grant based on a proposal submitted by MAG. This grant will be applied to carry out essential tasks for developing a plan to implement Integrated Corridor Management (ICM) strategies that would result in efficient coordination of freeway and arterial traffic operations in the I-10 corridor. The Phoenix metropolitan region is one of 13 sites across the nation that have been selected to apply the knowledge gained through two national ICM demonstration projects carried out in San Diego, California, and Dallas, Texas. The grant will be applied specifically for executing state-of-the-practice planning tasks to develop effective ICM strategies for the I-10 corridor through the Phoenix metropolitan region. These tasks will be carried out through on-call consulting task orders. Key regional partners participating in this effort and responsible for implementing the resulting plan are: the Arizona Department of Transportation, the City of Chandler, the Department of Public Safety, Maricopa County, the City of Phoenix, the City of Tempe and Valley Metro.

5D. Amendment to the FY 2015 MAG Unified Planning Work Program to Amend the Contract for the Southeast Valley Transit System Study

The MAG Management Committee, by consent, recommended approval of the amendment to the FY 2015 MAG Unified Planning Work Program to amend the contract for the Southeast Valley Transit System Study with URS to include additional work and to increase the contract with contingency funding by \$15,766. In May 2013, the MAG Regional Council approved the MAG FY 2014 Unified Planning Work Program and Annual Budget, which included \$374,882.80 for the Southeast Valley Transit System Study. In October 2013, URS was selected as the consultant for the project. The intent of the study is to analyze transit services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. A key outcome is to identify short-, mid-, and long-term recommendations to promote an integrated, demand driven, and performance-based transit system that connects the communities of the Southeast Valley and provides links to the existing and planned regional transit network. The member agency Southeast Valley Project Advisory Committee requested additional hours of work, estimated to require approximately \$15,766. It is requested that the consultant contract be

increased by \$15,766, from \$374,882.80 to \$390,648.80, to accommodate the additional work required to complete the Southeast Valley Transit System Study. The project is scheduled to be completed by June 2015.

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

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we requested that street sweeper projects for FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015. In addition, we are requesting that street sweeper projects approved for FY 2015 CMAQ funding on January 28 and February 25, 2015 be purchased and reimbursement requests be submitted to MAG by January 28, 2016 and February 26, 2016, respectively.

6. Possible Listing of the Sonoran Desert Tortoise Under the Endangered Species Act

Ms. Vanessa Hickman, Director of the Large Landowner Initiative at the W.P. Carey School of Business at Arizona State University (ASU), provided a report on the potential listing of the Sonoran Desert Tortoise as an endangered species. She said that in her duties at ASU, she works on issues that affect large landowners. Ms. Hickman was joined by Mark Stapp. Ms. Hickman stated that during the time she served as the Commissioner of the Arizona State Land Department, they were aware of the possibility that the Sonoran Desert Tortoise could be listed as an endangered species. She added that if the tortoise is listed as endangered, it would be the first time a species is listed in the Phoenix metropolitan area.

Ms. Hickman stated that the purpose of the Large Landowner Initiative at ASU is to advance research and collaboration among large groups and determine solutions to issues that affect large landowners and economic development efforts, and are of statewide importance.

Ms. Hickman stated that the reason the tortoise is important and ASU is focusing so much effort is the impact a listing can have on an area. She displayed a map of critical habitat designations in the lower 48 states. Ms. Hickman noted that one of the largest designations in the Western United States is 186 million acres for the Greater Sage Grouse. She said that the Greater Sage Grouse does not live in Arizona, but it was a frequent topic of discussion at meetings of the Western States Association of Land Commissioners due the impact of the listing on land use.

Ms. Hickman stated that the Lesser Prairie Chicken as an endangered species was a listing of great concern. She said that its current habitat is approximately 20 million acres and its historic habitat is estimated at 177 million acres.

Ms. Hickman stated that endangered species listings are greatly affecting the Western United States. She indicated that in 2011, there was a settlement between Fish and Wildlife Service and

groups that had filed numerous petitions. Ms. Hickman reported that out of that settlement, Fish and Wildlife must take action to list or not list more than 251 species in the Western United States by year 2017, and must evaluate another 500 species. Ms. Hickman indicated that approximately 35 species are under contemplation in Arizona, some of which are in rural areas not in the path of development and growth. She remarked that the tortoise is important because of its location and range in Maricopa and Pinal counties.

Ms. Hickman discussed the reason ASU is focusing on the Large Landowners Initiative and the Sonoran Desert Tortoise. She said that critical and proactive planning associated with the listing of the Sonoran Desert Tortoise is crucial to ensure decisions to address the listing are made in consultation with all stakeholders, to construct an agreement in advance so we are not faced with a listing that halts growth and development, and until a mechanism can be developed, habitat preserved, and development continues.

Ms. Hickman stated that the historical range of the Sonoran Desert Tortoise covers approximately 27 million acres of land in Arizona, of which approximately 4.5 million acres are private land and 4.5 million acres are state trust land. She noted that hundreds of thousands of acres of the Sonoran Desert Tortoise historical range lie in Arizona's critical metropolitan growth areas. Ms. Hickman stated that they have been approaching the listing determination in a systematic and proactive way to maximize asset value, community growth objectives and economic development potential, while meeting the legal requirements of the Fish and Wildlife Service and the objectives of natural resource management.

Ms. Hickman displayed a map of the land ownership within the range of the Sonoran Desert Tortoise. She said that in 2010, an evaluation of the Sonoran Desert Tortoise was requested through a petition to Fish and Wildlife Service, which determined that a listing was warranted but was precluded by higher obligations and needs of other species. Ms. Hickman stated that due to the lawsuit, there is now a deadline of September 2016. She indicated that an initial decision on whether the Sonoran Desert Tortoise warrants a listing or does not warrant a listing will be issued in September 2015.

Ms. Hickman stated that the following language was taken directly from the 2010 evaluation: 75 percent of potentially occupied Sonoran desert tortoise habitat occurs within 30 miles or less of a city or town with a human population of 1,000 or more. Considering future growth projections, it is likely that 100 percent of occupied tortoise habitat will be affected in the future. Pinal County (Gateway/Superstition Vistas, West Pinal, Red Rock, and Tri-Communities) falls completely within the range of the Sonoran Desert Tortoise. The loss of 176,000 acres constitutes a loss of 0.7 percent of Sonoran Desert Tortoise habitat in Arizona; range-wide, 0.34 percent. The Maricopa County Comprehensive Plan calls for growth areas to the south and east of Chandler and Mesa, Arizona, which are within the range of the Sonoran Desert Tortoise.

Ms. Hickman stated that stressors on the Sonoran Desert Tortoise include large scale urban development, renewable energy development, new or existing roads and highways, off-road vehicle use, and invasive plant species.

Ms. Hickman stated that they conducted a rough economic analysis for Superstition Vistas and found that the total economic impact of ongoing operations at build-out on the Arizona economy of this 275 square mile area is estimated at approximately 137,500 jobs, \$4.9 billion of household earnings, and a total output of \$16.3 billion. Ms. Hickman noted that the analysis showed that a mere ten percent reduction in buildable land area would result in a reduction of \$4 billion in total output and loss of 20,000 jobs. Ms. Hickman stated that many conservation plans call for greater set asides than ten percent, and can even be as high as 60 percent.

Ms. Hickman stated that the Sonoran Desert Tortoise likes washes and hillsides and she thought there were opportunities to allow development and growth to continue in those areas while allowing habitat and fragmentation issues to be mitigated.

Ms. Hickman stated that some implications include delays due to working with the federal government, increased costs of projects due to costly tortoise surveys, and the loss of developable land, which can reduce land values in affected areas.

Ms. Hickman stated that ASU and MAG were able to get data from the Fish and Wildlife Service and they are still analyzing the data. She displayed a map of areas in Maricopa and Pinal counties suitable to the habitat of the Sonoran Desert Tortoise.

Ms. Hickman then addressed the projected growth from 2014 to 2035 in the Sonoran Desert Tortoise habitat. She expressed her appreciation to MAG for assistance on the projections. She explained how the tortoise habitat could impact human population in Maricopa and Pinal counties and she added that the projections only included private land and the numbers would only increase when the state land is added.

Mr. Mark Stapp then continued the presentation. He said that historically, the Phoenix metropolitan area has never before had to deal with this type of federal regulation on developable lands. Mr. Stapp stated that impacts include the cost of compliance with federal regulations in terms of the studies that will need to be done, and the time expense to complete the federal review. He stated that a designation could raise the value of other land and thus limits affordability. Mr. Stapp stated that some jurisdictions have established mitigation banks and preserves.

Mr. Stapp stated that there are two choices: (1) Let Fish and Wildlife Service proceed with the listing, which could result in a profound economic impact to the area. (2) Be proactive and try to establish mechanisms that will preclude a listing or develop measures that establish certainty.

Ms. Hickman stated that their goal is to develop a proactive agreement with Fish and Wildlife Services in conjunction with industry leaders and local governments to determine the offsets and conservation measures needed to protect the tortoise habitat, ensure that industry understands what development will look like going forward, and if there will be any further requirements. Ms. Hickman stated that the challenge is that the tortoise habitat is located in areas of industry, and best management practices are needed for homebuilding, grazing, agriculture, mining, commercial development, etc. She added that her group will be working with the Fish and Wildlife Service

to ensure measures that industry can deal with and that prevent further fragmenting of the tortoise habitat.

Ms. Hickman stated that another benefit of a proactive agreement is that there will be no further regulatory actions. If there are measures in place in an agreement, you get regulatory certainty. Ms. Hickman added that an agreement also provides an Enhancement of Survival permit, which is a take permit. She explained that if there is a need to disturb a tortoise habitat, the permit authorizes you to do that within the guidelines established in the document. Without the permit, a landowner would need to negotiate its own agreement with Fish and Wildlife Service. Ms. Hickman stated that they hope to implement an opt-in agreement for landowners to understand what can be developed and set asides.

Chair Brady thanked Ms. Hickman and Mr. Stapp for their report. He asked the committee if they had questions.

Mr. Kevin Burke asked Ms. Hickman what she envisioned as next steps from members of the Management Committee, either individually or as a group.

Ms. Hickman replied that a MAG representative participating in meetings on the Sonoran Desert Tortoise would be beneficial to ensure MAG members stay involved and aware of discussion and direction.

Mr. Dennis Smith asked how an endangered species listing might impact freeway construction.

Ms. Hickman replied that there likely could be cost increases or alignment changes if the corridor passes through habitat. She added that she did not think a corridor could not be constructed, and she mentioned that ADOT is familiar with mitigating for other endangered species in other parts of the state. Ms. Hickman stated that it is a matter of addressing the habitat, and looking at mitigation measures to provide the offsets for the impact to tortoise habitat.

Mr. Stapp stated that public infrastructure projects are the most significantly impacted due to critical habitats or endangered species. He said that the goal is to avoid, but if you cannot, to mitigate, which results in cost issues. Mr. Stapp stated that the exact impacts of listing the Sonoran Desert Tortoise as an endangered species are unknown, but from his past experiences, are anticipated to be significant.

Mr. Stephen Cleveland requested that he and Ms. Hickman have a discussion soon because 80 percent of the City of Buckeye is within the Sonoran Desert Tortoise habitat. Ms. Hickman welcomed Buckeye's participation as this moves forward. Mr. Cleveland stated that there are 26 master plans with huge entitlements within the city's area and potentially 1.9 million residents. Ms. Hickman stated that the potential impact of a listing of the Sonoran Desert Tortoise would be felt by the state and some communities more than others. She indicated that this needs to be taken seriously and they will be working diligently to find a solution that lessens the pain to the greatest extent possible. Mr. Cleveland requested that the City of Buckeye be invited to the meetings.

Mr. Brian Dalke stated that the City of Goodyear is just finishing up the environmental impact statement with the Bureau of Land Management on the Sonoran Parkway and they would be interested in meeting with Ms. Hickman as soon as possible.

Ms. Hickman stated that steps forward include meetings with stakeholders and agencies to determine the impacts and find a solution workable for the community, reviewing and analyzing existing documents to identify opportunities and lessons learned. She said that the stakeholder meetings will begin to ramp up and they will be meeting more frequently in order to set an agreement using best management practices and identifying conservation areas and regional parks and trails system to demonstrate to Fish and Wildlife that fragmentation is not so great, and ways of precluding the listing entirely.

Mr. Cleveland asked if the presentation could be provided to members. Ms. Hickman replied yes.

Ms. Susan Daluddung expressed appreciation for the presentation. She stated that the City of Peoria was interested in participating in the meetings. Ms. Daluddung expressed that she believed that a West Valley or regional approach to the collaborative steps outlined by Ms. Hickman would be most beneficial.

Ms. Hickman stated that assembling all of the information on wildlife corridors or regional trail locations would demonstrate that the tortoise population could be stabilized through existing planning. Ms. Hickman stated that protections, such as hillside ordinances, could be built in so that responsible growth can continue.

Chair Brady thanked Ms. Hickman and Mr. Stapp for coming to the meeting.

7. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He first discussed Senate Bill (SB) 1274, the ADOT Omnibus bill. Mr. Pryor noted that it contained a provision that would have transferred the staffing duties for the Citizens Transportation Oversight Committee (CTOC) to MAG from ADOT. Mr. Pryor stated that MAG had concerns about undermining the independent role of CTOC.

Mr. Pryor stated that Representative Coleman offered an amendment on the House floor to remove the provision. The amendment carried by a 37-11 vote, but ultimately, died as the legislature adjourned before it could be concurred in the Senate.

Mr. Pryor extended MAG's appreciation to Senator Worsley and Representative Coleman, cosponsors of SB 1274, for offering amendments to their bill, and to Representative Tony Rivero for supporting Representative Coleman's amendment on the House floor and effectively speaking to issues that this bill provision would have created. Mr. Pryor also extended appreciation to the MAG member agencies who worked to call attention to this issue and work with the legislature in getting this bill amended.

Mr. Pryor then discussed House Bill (HB) 2617, the counties, municipalities, budgets bill. He said that a bill amendment was introduced and approved in the final week of the legislative session that shifted some of the funding for the Department of Revenue to MAG and the Pima Association of Governments (PAG). He noted that if enacted, HB 2617 will transfer approximately \$2.52 million of MAG's Proposition 400 funds annually to the Department of Revenue. Mr. Pryor noted that the PAG portion from its 2006 voter approved half cent sales tax is approximately \$500,000. He said that staff believes that this is a proposed annual amount that will result in transfers of approximately \$27 million to the Department of Revenue for the balance of the Proposition 400 program. Mr. Pryor stated that the bill has been transmitted to the Governor for signature. He said they are currently working with legal staff on potential options to remedy this and will continue to provide updates.

Mr. Smith noted that MAG is preparing a letter requesting that the Governor veto HB 2617. He noted that there is a constitutional provision regarding diverting resources from a referendum. Mr. Smith added that MAG is working on this effort with PAG and Associated General Contractors.

Ms. Eileen Yazzie, MAG staff, continued the report with an update on an opportunity for the seventh round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. She indicated that a memorandum regarding the TIGER grant was at each place and she would be emailing both it and an application form to the Management Committee, Transportation Review Committee and Intergovernmental Representatives following the Management Committee meeting.

Ms. Yazzie pointed out that this round of the TIGER grant includes a requirement for a pre-application by May 4, 2015, which is less than one month away. She requested that projects be submitted to MAG for discussion at the April 22, 2015, MAG Regional Council meeting.

Ms. Yazzie stated that a total of \$500 million is available through a multimodal, merit-based competitive grant program. She noted that there is a set aside of \$100 million for rural areas, which leaves \$400 million dedicated for projects in urban areas.

Ms. Yazzie noted that the minimum total project cost must be \$12.5 million to meet match requirements and must have a minimum 20 percent local match to the federal 80 percent funding. However, in the past, the U. S. Department of Transportation suggested that a 35 - 60 percent local cost share could make an application more competitive. Ms. Yazzie also pointed out that matching funds provided by an applicant will not be considered as matching funds if the source of those funds is ultimately a federal program.

Ms. Yazzie stated that projects submitted to compete for TIGER funding will be evaluated on how well they meet the five primary selection criteria: state of good repair, safety, economic competitiveness, quality of life, and environmental sustainability; and the two secondary selection criteria: innovation and partnership.

Ms. Yazzie stated that she just attended a webinar on the TIGER grant where they stressed meeting ladders of opportunity to improve a project's competitiveness: increase connectivity to

employment, education, services and other opportunities, support workforce development, or contribute to community revitalization, particularly for disadvantaged groups (low income, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations). Ms. Yazzie stated that at the webinar, they emphasized projects being transformative and different from other projects to improve their competitiveness.

Ms. Yazzie stated that the MAG Regional Council supported one project in each of the past two years: the Tempe Streetcar project in 2013 and the City of Phoenix South Central Avenue multimodal construction grant in 2014. She noted that she would convey Management Committee comments to the Regional Council. It was noted that Valley Metro Regional Transit Advisory Group will be discussing transit projects at its meeting on April 15, 2015. Ms. Yazzie stated that MAG and Valley Metro projects will be brought to the Regional Council.

No questions from the Committee were noted.

8. Status Update on the June 30, 2014 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2014

Ms. Becky Kimbrough, MAG staff, reported that the accounting firm of CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2014. She stated that an unmodified audit opinion was issued on March 18, 2015, on the financial audit and on the Single Audit.

Ms. Kimbrough noted that the independent auditors reported a material weakness over internal controls for financial reporting due to the implementation of the new accounting system and the inability to reconcile accounts payable and retainage payable in a timely manner. Ms. Kimbrough stated that a significant deficiency was identified not considered to be a material weakness for internal controls over major programs due to a change in federal compliance requiring DUNS numbers from subrecipients. Ms. Kimbrough noted that both of these items have been addressed by MAG in order to resolve these issues.

Ms. Kimbrough reported that MAG has experienced accounting and training issues with the software company, Tyler Technologies, chosen after a 2012 request for proposals process. She stated that the software includes Microsoft and Axium software. Ms. Kimbrough noted that MAG staff is still trying to work out issues with the conversion.

Chair Brady thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Cleveland remarked that this was a timely agenda item in regard to the citizen comments made earlier in the meeting. He volunteered to provide the citizen with his copy of the CAFR that includes comments by the auditor. Mr. Cleveland noted that appropriate steps were being taken to address issues.

Ms. Kimbrough stated that the recommendations of the independent audit are based on what the auditors believe, not what MAG wants because MAG pays them. She added that the auditor's recommendations and findings are guided by the Code of Ethics.

Chair Brady noted that MAG also needs to present its audit to the federal government due to MAG receiving federal funds. Ms. Kimbrough replied that was correct and MAG is subject to the Single Audit.

Mr. John Kross moved to recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2014. Mr. Bob Wingenroth seconded, and the motion passed unanimously.

9. Discussion of the Development of the FY 2016 MAG Unified Planning Work Program and Annual Budget

Ms. Kimbrough reported on the development of the MAG Unified Planning Work Program and Annual Budget, which is presented to MAG committees beginning in January each year. She stated that the grant for \$200,000 from the Federal Highway Administration for Integrated Corridor Management Deployment Planning will be added to the Work Program and Annual Budget. Ms. Kimbrough stated that the FY 2016 budget is \$2.2 million less than the FY 2015 budget.

Ms. Kimbrough noted that MAG is requesting two staff positions for FY 2016. One of the positions is an Assistant Director. In discussion with the Executive Committee it was indicated that due to the size and responsibility of the MAG organization, an Assistant Director position be added to the FY 2016 MAG Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that the other position is a Management Analyst I. This position is needed to assist with work in the Administration Division to provide support for the MAG Economic Development program, including international programs. The position would also assist Human Resources at MAG, which has grown over the past five years. Currently, one staff is supporting all of the Human Resources needs at MAG.

Ms. Kimbrough stated that MAG is proposing a three percent salary increase for FY 2016 budgeted salaries. She indicated that the number was derived from the World at Work and the Hay Group independent studies. Ms. Kimbrough stated that any increases to individual MAG salaries would be performance based. She explained that MAG does not have a merit step system and the annual performance evaluation each June is the only salary increase in place for MAG staff.

Ms. Kimbrough stated that the draft FY 2016 MAG Unified Planning Work Program and Annual Budget was presented to MAG's federal transportation partners (Federal Highway Administration and the Federal Transit Administration) at the Intermodal Planning Group meeting on March 17, 2015. She noted that positive comments were received on the Work Program and MAG staff was happy with the review.

Chair Brady thanked Ms. Kimbrough for her report. No questions from the committee were noted.

12. 2015 Special Census

This agenda item was taken out of order.

Mr. Anubhav Bagley provided a report on mid-decade census in the MAG region. Mr. Bagley stated that state-shared revenue for incorporated cities and towns is distributed according to decennial census numbers, which makes the count extremely important. He explained how state law provides that cities and towns may conduct a mid-decade census, which could change the state-shared revenue distribution.

Mr. Bagley stated that historically, a mid-decade census has been conducted in the MAG region: in 1985 and 1995, and a survey in 2005. He added that during those times, the growth rates in the MAG region were much higher than the state average. Mr. Bagley stated that having a higher growth rate in the state is one of the factors to consider when deciding to participate in a mid-decade census. He noted that at the time of the 2010 Census, the state was still feeling the effects of the economic downturn and construction and the housing markets were still recovering. Mr. Bagley stated that on average, approximately 40,000 housing units were completed in Maricopa County annually for the years 2000-2005, however, for the entire period of 2010 through July 1, 2014, only about 41,000 housing units have been completed in Maricopa County. He also noted that there was a much higher residential vacancy rate in 2010, about double the usual rate.

Mr. Bagley stated that emerging from the downturn, some jurisdictions have had a higher growth rate than the state average, while others have not. He noted that the growth rate for the MAG region since 2010 is approximately 5.21 percent, compared to approximately 4.68 percent for the state. Mr. Bagley stated that the growth rate was much higher prior to the economic downturn.

Mr. Bagley stated that since 2011, the MAG Population Technical Advisory Committee (POPTAC) has discussed a number of times the practicality of conducting a mid-decade census due to the economic situation and lower growth rate. He noted that there are eight jurisdictions that have recovered sufficiently and are conducting a 2015 special census. Mr. Bagley noted that this means there will be share differentials in state shared revenue.

Mr. Bagley stated that there are two elements to consider. 1) The differential between state shared revenue; 2) Is the entire fund growing. He noted that state shared revenue is composed of revenue from the Highway User Revenue Fund, vehicle license tax, sales tax, and income tax. Mr. Bagley noted that the total amount, as well as the shares, could increase.

Mr. Smith stated that there is a lot of emotion on this issue. He emphasized that the process at MAG has been discussed in a very transparent manner, such as at meetings of the POPTAC and Intergovernmental Representatives. Mr. Smith stated that there is a provision in state law to conduct a special census and cities and towns have every right to make a decision that is best for their jurisdiction. He stated that the Town of Gilbert has been very proactive. Mr. Smith explained that last year, Gilbert promoted using state estimates due to concerns over the cost of

a special census, however, their efforts, which went all the way to the League of Arizona Cities and Towns, were unsuccessful. Mr. Smith stated that Gilbert is growing fast and wants to accommodate the infrastructure needs of its residents by conducting a special census. He said that other cities have noticed the impact and are concerned. Mr. Smith stated that some of the larger cities say it is bad public policy.

Mr. Smith stated that MAG is in the middle and has discussed the situation with the League. Mr. Smith stated that it is a statewide issue and MAG requested the League assemble a working group to discuss. He stated that the timing is bad because currently, cities are signing contracts, sending checks and working with the Census Bureau to get enumerators. Mr. Smith stated that he has been asked his position. He said that his position is harmony among the MAG member agencies and he added that the smartest people in the state are sitting around this table and should be able to find a solution. Mr. Smith also noted that he felt those pursuing a special census had every right to proceed.

Mr. Thomas Remes stated that he was at the meeting on behalf of Mr. Ed Zuercher, who was attending Mayor Greg Stanton's State of the City address, but requested that Mr. Remes convey Mr. Zuercher's points. Mr. Remes stated that there is concern with being somewhat stuck in a conundrum. He said that Mr. Zuercher is concerned that the way the state population estimates are put together do not work and does not have confidence in the validity of the inputs or outputs. Mr. Remes stated that the City of Phoenix suggests assembling a statewide working group to improve the process to get valid population estimates to use in making decisions. Mr. Remes stated that the special census is allowed under state law and he emphasized that the City of Phoenix is not suggesting that any agency is doing anything underhanded and it realizes they are making decisions based on the best interests of their residents. He expressed Phoenix's concern is getting into the double digits and when more than a couple of cities conduct a special census it skews the entire statewide number used for revenue sharing, especially in Maricopa County. Mr. Remes stated that Phoenix is now considering conducting a special census and has been in discussions with the Census Bureau. He remarked that if Phoenix joins the cities already planning to conduct a special census, it will gain approximately \$3 million per year, but that will be at the expense of the other 91 cities and towns in the state that do not conduct a special census. Mr. Remes stated that by not conducting a special census, the City of Phoenix stands to lose \$8 million per year. In looking out for the best interests of its residents, Phoenix also wants to come up with a good methodology. Mr. Remes expressed support that the League assemble a working group of city and town managers from across the state.

Mr. Patrick Banger expressed that the Town of Gilbert would be supportive of any effort for a solution that allows for a population count for all cities and towns in Arizona, preferably one that does not cost them anything. He noted that it is not Gilbert's intent to unjustly enrich its community beyond what the population numbers would provide. Mr. Banger stated that the way the current system is set up for a mid-decade census creates this situation. He said that the numbers are not too far off – the demographer's estimate was only .5 percent off from the 2005 mid-decade census estimate. He thought it might be helpful to drill down into that number. Mr. Banger expressed his agreement that there are more than enough of the right people to figure this

out, and his only request is that those who have already expended funds be made whole as part of the solution.

Chair Brady stated that he had spoken with the League, which agreed to take this on as a statewide initiative and has agreed to assemble a statewide working group. He said that we need to recognize there are high growth cities that need their population adjusted so they can meet the needs of their residents. Chair Brady stated that the challenge is alternatives for updating their population numbers. He asked Mr. Bagley of the cost for a mid-decade census in the MAG region.

Mr. Bagley replied that the cost is estimated at \$65 million to \$70 million for the MAG region alone.

Chair Brady remarked that there must be a better solution than spending \$65 million. He stated that a cost/benefit analysis shows it makes sense for some cities and towns to conduct a mid-decade census and he thought there needed to be a no harm rule and they would not be out the funds they expended. Chair Brady stated that this is a statewide issue and a fix needs to be in place by March 2016 when the Department of Revenue needs the numbers. Chair Brady stated that high growth jurisdictions are being impacted every year as they try to absorb growth. He suggested that there could be other methodologies or approaches in dealing with estimates more frequently than every ten years.

Ms. Susan Daluddung stated that Peoria is a high growth city with high vacancy rates. She indicated that, as responsible managers, the City of Peoria had no choice but to go forward with a mid-decade census to meet the needs of its residents. Ms. Daluddung stated that Peoria has signed a contract with the Census Bureau, spent a large amount of money, and gotten the commitment of its residents. She said that the Census Bureau's deadline to make the decision to proceed with a mid-decade census was March 26, 2015. Ms. Daluddung stated that mileposts or timeframes are needed if this is going to move forward on two fronts: the mid-decade census and the League statewide working group. She added that she thought discussion was positive, but was concerned about reaching an agreement by this time next month.

Mr. Brian Dalke stated that the City of Goodyear is a fast growing community and they decided last fall based on their 15 percent growth rate over the past few years that they had two options: stay with the 2010 Census numbers or proceed with a mid-decade census according to state law. Mr. Dalke commented that for the City of Goodyear, it was a good decision to conduct a mid-decade census. He stated that state shared revenue is based on population. The City of Goodyear met the census deadline of March 26, wrote a check, and everything is in quick motion. Mr. Dalke expressed Goodyear's interest in participating in the statewide working group to discuss options, but they realize they have no other option but to continue with the mid-decade census. He noted that being regional partners is positive, but he requested understanding because a fast growing city is limited in its alternatives and chose the option that was best for them. Mr. Dalke stated that over time, cities might benefit or lose depending on a census count. There have been a lot of changes in the economy that have changed dynamics. Mr. Dalke stated that as long as something

can be done that is consistent with state statute or recognized by the Census Bureau, the City of Goodyear would be entirely supportive.

Mr. John Kross stated that the growth rate for Queen Creek is approximately 20 percent. He indicated that two-thirds of the community is yet to be built. Mr. Kross expressed his concern for stopping the process now to conduct a mid-decade census, but did embrace a more statewide, regional approach to a solution, which he understood would require changes to state statute. Mr. Kross indicated that he was not sure if this would involve a special session since the Legislature has already adjourned. He stated that the Queen Creek mid-decade census is well under way – the contract with the Census Bureau has been signed, funds expended, and they are looking at office space. Mr. Kross expressed that he would like to be involved in the statewide working group process.

Dr. Spencer Isom referenced the notation that suggests if a city's mid-decade number is below its 2010 number, a jurisdiction could choose to use its 2010 number. He asked for clarification if this was correct. Mr. Bagley replied yes, even if a jurisdiction loses population, it could choose to use its decennial census number. Mr. Bagley stated that there is one additional piece: statewide a jurisdiction that is less than 1,500 in population for urban-shared revenue goes to 1,500.

Dr. Isom commented that everything the cities are doing is lawful, but if there are unforeseen impacts to other communities that MAG as a regional organization ought to be willing to meet. Dr. Isom stated that what he heard is that there is a time constraint and he suggested that this be communicated to the League that the working group needs to hold its meetings soon.

Mr. Stephen Cleveland reported that the City of Buckeye will also be conducting a mid-decade census and has already submitted its first payment. He expressed support for finding a long-term solution. Mr. Cleveland stated that one of the considerations of the Buckeye City Council was the mid-decade census could provide funds for salary increases because there had been three salary cuts. He added that this would help with employee retention. Mr. Cleveland stated that everyone has different reasons, but all are noble. He added that we need to work with the League on this quickly.

Mr. Bob Wingenroth asked for clarification that the next steps included looking for a solution quickly and to make whole those cities that have made financial commitments.

Chair Brady stated that the League would be assembling a statewide group quickly to find a solution. Regardless, any alternative would require some type of legislative fix. Chair Brady stated that in some cases, a cost-benefit analysis showed that it made sense for a city or town to expend funds to conduct a mid-decade census and no one would blame a city for going forward with its mid-decade census. Chair Brady noted that the difficulty arises in other cities, when to just maintain its position in state shared revenue, they would need to expend a significant amount of money. Chair Brady stated that from a public perspective, the region spending \$65 million on a mid-decade census when we might be able to spend a fraction of that to arrive at an estimate that everyone could use. He envisioned making whole cities that had already paid. Chair Brady expressed there is great concern and large cities are now considering conducting a mid-decade

census. He remarked that conversations are needed on this by next week and he added that responsibility for discussing this issue has been taken on by the League.

Mr. Wingenroth expressed that he thought this was a great approach.

Ms. Marsha Reed stated that the City of Chandler has opted to participate in the special census and would like to participate in the League working group discussion. She noted that time is of the essence, and a number of cities have already cut checks due to the March 26 deadline. Ms. Reed expressed appreciation for the opportunity to participate in the working group and the intent to make cities whole.

Mr. Smith stated that the mid-decade process has been broken for a long time. He indicated that there is a lack of trust in the DES population estimates and cities and towns conducted a mid-decade in 1985, 1995, and 2005. Mr. Smith requested that Mr. Bagley explain the data element that is so problematic.

Mr. Bagley explained that the annual state population estimates are produced at two levels: (1) With the state demographer's office and technical solutions for state and county levels. (2) for subcounty numbers, they use housing unit completions.

Mr. Bagley stated that they have a good handle on housing unit completions, but not the number of persons per household, which generally do not change much. Mr. Bagley stated that another area of concern is the vacancy rate, which fluctuates. He indicated that we do not have a good handle on whether a housing unit is vacant, or if it is occupied, if it is occupied seasonally. Mr. Bagley stated that the county level method feeds into the sub county level and creates a control total. He said that the pieces include school enrollment, Medicare, birth and death records, and drivers' licenses (which has been an unreliable source). Mr. Bagley stated that the best solution for population estimates seems to be electric utilities' data, not water data. He explained that electric usage can show full-time usage versus low usage per account, which can help in determining seasonal occupation.

Mr. Smith stated that the cities would need to work through the League that would need to work through the utilities.

Mr. Gregory Rose stated that the City of Maricopa is participating in the special census. He remarked that even if it is not successful in reaching a solution for those cities pursuing a special census, the discussion is still worthwhile. Mr. Rose remarked that a system that reduces or eliminates competition in revenue distribution is needed and it will take a statewide effort to achieve this.

Chair Brady stated that going forward, the discussions will be happening quickly. What we all have to work toward is a solution. For those who are contemplating participating in a mid-decade if there appears to be support for an alternative approach might result in not conducting a special census. Chair Brady noted that there is a 30-day window to make a decision. He noted that cities will be contacted by the League shortly.

10. 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.

11. 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.

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:45 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

Arterial Life Cycle Program Status Report - October 2014 Through March 2015

SUMMARY:

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

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

Scheduled ALCP project reimbursements in FY 2015 total \$65.2 million. Federal funds comprise \$12.0 million of the total programmed reimbursements while the remaining balance of \$53.2 million is programmed with the Regional Area Road Fund (RARF) half-cent sales tax allocated to arterial roads. Through March, actual RARF revenue collections in FY 2015 have totaled \$29.6 million, which is roughly one-percent lower than the amount projected in the November 2013 Arizona Department of Transportation revenue forecast.

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the October 2014 through March 2015 Arterial Life Cycle Program Status Report was presented to the MAG Transportation Review Committee for information and discussion.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
ADOT: Brent Cain
Apache Junction: Emile Schmid for Giao Pham
Buckeye: Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Dan Cook
* El Mirage: Jorge Gastelum
* Fountain Hills: Randy Harrel
Gila Bend: Ernie Rubi
Gila River Indian Community: Sasha Pachito for Tim Oliver
Gilbert: Leah Hubbard
Glendale: Jenna Good for Debbie Albert
Goodyear: Cato Esquivel

Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: Jennifer Toth
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Rick Naimark
Pinal County: Scott Bender
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Mike Nevarez for Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Maria Deeb, Mesa
* 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 via audio-conference

On April 14, 2015, the October 2014 through March 2015 Arterial Life Cycle Program Status Report was presented to the MAG Street Committee for information and discussion.

MEMBERS ATTENDING

Maria Angelica Deeb, Mesa, Chair
Chris Hauser, El Mirage, Vice Chair
Susan Anderson, ADOT
Emile Schmid, Apache Junction
Paul Lopez, Avondale
* Jose Heredia, Buckeye
Warren White for Dan Cook, Chandler
@Ed Stillings for Aryan Lirange, FHWA
* Wayne Costa, Florence
Tim Oliver, Gila River Indian Community
* Greg Smith, Gilbert
Bob Darr, Glendale
* Hugh Bigalk, Goodyear
Rob Dolson for Bill Fay, City of Maricopa

Laurie A. Santana, Maricopa County
* James Shano, Paradise Valley
Jenny Grote, Phoenix
Scott Bender, Pinal County
Ben Wilson, Peoria
Mohamed Youssef for Janet Martin, Queen Creek
Jennifer Jack, Salt River Pima-Maricopa Indian Community
* Phil Kercher, Scottsdale
Dana Owsiany, Surprise
Isaac Chivera, Tempe
* Jason Earp, Tolleson
* Grant Anderson, Youngtown

* Members neither present nor represented by proxy
Members attending by phone @Ex-officio, non voting member

CONTACT PERSON:

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

ARTERIAL LIFE CYCLE PROGRAM



STATUS REPORT

October 2014 - March 2015



CONTENTS



- Page 1: ALCP Revenue and Finance
- Page 2: ALCP Project Highlight:
Guadalupe Road at Gilbert Road Intersection Improvements
- Page 3: FY2015 Project Requirements, Reimbursements, and Closeout
- Page 3: FY2015 Arterial Life Cycle Program
- Page 3: ALCP Project Status
- Pages 4-9: ALCP Project Status Tables

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2015 by mode.

TABLE 1. FY 2015 PROPOSITION 400 COLLECTIONS (July 2014 - March 2015)				
	Freeways	Arterial Streets	Transit	TOTAL
July	\$17,109,525	\$3,196,620	\$10,137,850	\$30,443,995
August	\$16,966,371	\$3,169,874	\$10,053,027	\$30,189,272
September	\$17,034,712	\$3,182,642	\$10,093,521	\$30,310,875
October	\$17,198,429	\$3,213,230	\$10,190,528	\$30,602,186
November	\$16,894,110	\$3,156,373	\$10,010,211	\$30,060,694
December	\$17,632,145	\$3,294,262	\$10,447,517	\$31,373,924
January	\$20,780,273	\$3,882,435	\$12,312,867	\$36,975,575
February	\$16,855,938	\$3,149,241	\$9,987,593	\$29,992,773
March	\$18,153,420	\$3,391,653	\$10,756,386	\$32,301,460
TOTAL	\$158,624,924	\$29,636,329	\$93,989,501	\$282,250,754

**Amount excludes debt service from Prop 300*

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

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. To date, actual RARF revenue collections in FY 2015 are 1.2% less than the November 2013 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2015 started on July 1, 2014. Through March, \$29.6 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$321.5 million Regional Area Road Funds have been collected for arterial improvements in the region, \$5.7 million has been earned through income from investments, and more than \$302.2 million of project expenses have been reimbursed. As of the end of February 2014, the RARF project account balance was \$25.0 million.



The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$11.5 million in RARF revenues have been deposited into the RARF Studies account.

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$3,429,175	\$3,196,620	-6.8%
August	\$3,180,566	\$3,169,874	-0.3%
September	\$3,273,614	\$3,182,642	-2.8%
October	\$3,308,729	\$3,213,230	-2.9%
November	\$3,232,172	\$3,156,373	-2.3%
December	\$3,267,210	\$3,294,262	0.8%
January	\$3,920,727	\$3,882,435	-1.0%
February	\$3,158,342	\$3,149,241	-0.3%
March	\$3,220,459	\$3,391,653	5.3%
TOTAL	\$29,990,995	\$29,636,329	-1.2%

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/ALCP>

ALCP PROJECT HIGHLIGHT:

GUADALUPE ROAD AT GILBERT ROAD: INTERSECTION IMPROVEMENTS

The Guadalupe Road at Gilbert Road intersection improvement project was opened to traffic in January 2015. As part of the project, additional left turn lanes were added in all directions and additional right turn lanes were added for southbound and westbound movements. The project also included bike lanes, raised medians, street lighting, drainage improvements, and signal upgrades. Ultimately this project will help reduce congestion and improve safety in the southeast valley.



For additional information about the Guadalupe Road at Gilbert Road intersection improvement project, please contact the Town of Gilbert Engineering Department at (480) 503-6700.



Transportation
Division



FY 2015 PROJECT REQUIREMENTS, REIMBURSEMENTS AND CLOSEOUT

This fiscal year represents the first time in the Arterial Life Cycle Program’s history that all Project Overviews and Project Agreements will have been completed and accepted by the end of the year. Completion of Project Overviews and Project Agreements allows agencies to begin seeking reimbursement for their project expenses.

A total of \$65.5 million has been programmed for reimbursement or obligation this fiscal year. To date, only \$20.9 million, or 32%, of that amount has been reimbursed or obligated. As the fiscal year winds down, it is important that agencies continue to submit reimbursement requests and obligate their federal funding; all FY2015 Project Reimbursement Requests are due to MAG by May 15, 2015 and FY2015 obligation requests are due to ADOT by June 1, 2015.

It is estimated that between \$10 million and \$20 million will be available for RARF closeout due to projects falling behind schedule. RARF closeout allows agencies with completed projects to seek advancement of their programmed reimbursement to the current fiscal year.

FY 2015 ARTERIAL LIFE CYCLE PROGRAM

On March 25, 2015 the MAG Regional Council approved an update to the FY2015 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2015 ALCP may be downloaded from the MAG website at:

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

ALCP PROJECT STATUS

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

This is the 21st Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at:

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



Transportation
Division



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

RTP Project	Programmed in the FY15 ALCP	Programmed Reimb. in FY15	Reimb. in FY 2015	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY15
CHANDLER						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 631,992.93	\$ 44,761.050	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	661,428.48	661,428.48	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work and Reimbursement	62,374.50	62,374.50	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	-	-	Completed 5/2012	Completed 1/2014	None
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds obligated in FFY2013	-	Completed 5/2012	Completed 1/2014	PRR
Chandler Heights Rd: Arizona Ave to McQueen Rd	Work Only	-	-	Completed 9/2014	Completed 12/2014	None
McQueen Rd: Ocotillo Rd to Riggs Rd	Reimbursement Only	1,996,685.03	1,503,378.12	Completed 4/2013	Completed 8/2013	PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	3,195,012.90	7,158.59	Completed 4/2013	Completed 1/2014	PRR
Old Price Rd at Queen Creek Rd: Intersection Improvements	Work and Reimbursement	517,650.00	-	Completed 9/2014	Completed 12/2014	PRR
McQueen Rd: Ocotillo Rd to Chandler Heights	Work and Reimbursement	Funds obligated in FFY2013	-	Completed 4/2013	Completed 4/2014	PRR
McQueen Rd: Chandler Heights to Riggs Rd	Work Only	-	-	Completed 4/2013	Completed 4/2014	PRR
Ray Rd at Dobson Rd: Intersection Improvements Phase I	Work and Reimbursement	266,000.00	-	Completed 9/2014	Completed 12/2014	PRR
Cooper Rd: South of Queen Creek Rd to Chandler Heights	Work and Reimbursement	1,444,450.00	-	Completed 2/2015	Completed 3/2015	PRR
Cooper Rd: Chandler Heights to Riggs Rd	Work and Reimbursement	181,251.98	-	Completed 2/2015	Completed 4/2015	PRR
CHANDLER & GILBERT						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds obligated in FFY2013	\$ -	Completed 4/2014	Completed 7/2014	PRR
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	\$ 935,068.05	\$ 102,452.69	Completed 9/2013	Completed 11/2013	PRR
Thunderbird Rd: 127th Ave to Grand Avenue	Work and Reimbursement	2,028,175.64	527,190.97	Completed 9/2013	Completed 11/2013	PRR
El Mirage Rd: Peoria Ave to Cactus Rd	Work and Reimbursement	1,500,000.00	149,177.73	Completed 10/2013	Completed 1/2014	PRR
El Mirage Rd: Cactus to Grand Avenue	Work Only	-	-	Completed 9/2013	Completed 11/2013	None
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 2,643,510.29	\$ 735,511.86	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Elliot Rd at Cooper Rd: Intersection Improvements	Work Only	\$ -	\$ -	Completed 8/2014	---	None
Germann Rd: Val Vista Dr to Higley Rd	Work and Reimbursement	5,497,567.00	947,498.70	Completed 4/2013	Completed 5/2013	PRR
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	4,315,033.32	-	Completed 5/2012	Completed 10/2010	PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work and Reimbursement	2,455,089.30	2,455,089.30	Completed 4/2013	Completed 5/2013	None

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

RTP Project	Programmed in the FY15 ALCP	Programmed Reimb. in FY15	Reimb. in FY 2015	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY15
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK						
Power Rd: Santan Fwy to Pecos Rd	Reimbursement Only	\$ 7,257,226.00	\$ 7,257,226.00	Completed 4/2012	Completed 11/2012	None
MARICOPA COUNTY						
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	\$ 2,442,040.10	\$ 139,242.78	Completed 11/2012	Completed 1/2013	PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds Obligated in FFY 2013	39,551.96	---	Completed 12/2013	PRR
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11/12	2,125,609.64	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 2011	1,757,795.08	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart to 111th Ave	Work and Reimbursement	Funds Obligated in FFY 12/13/14	2,799,850.19	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Reems and Litchfield Overpasses	Work Only	Funds Obligated in FFY 12/13	6,780,423.01	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway: Northern Ave at Loop 101	Work Only	-	-	Completed 11/2012	Completed 1/2013	None
MESA						
Mesa Dr: US 60 to Southern Ave	Reimbursement Only	\$ 4,276,960.33	\$ 4,276,960.33	Completed 3/2007	Completed 1/2008	None
Mesa Dr: 8th Avenue to Main Street	Work and Reimbursement	653,692.00	77,734.70	Completed 6/2014	Completed 8/2014	PRR
Ray Rd: Ellsworth Rd to Signal Butte	Work Only	-	-	---	---	None
Signal Butte Road: Elliot Rd to Ray Rd	Work Only	-	-	Completed 8/2014	Completed 11/2014	None
PEORIA						
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work Only	\$ -	\$ -	Completed 5/2006	Completed 10/2011	None
PHOENIX						
Avenida Rio Salado: 51st Ave to 7th Street	Work and Reimbursement	\$ 1,239,589.10	\$ 10,804,110.02	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	10,990,117.00	5,708,997.23	Completed 10/2007	Completed 6/2012	PRR
SCOTTSDALE						
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work Only	\$ -	\$ -	---	---	None
Pima Rd: Via Linda to Via De Ventura	Work and Reimbursement	102,189.56	-	Completed 9/2014	Completed 12/2014	PRR
Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd	Work and Reimbursement	5,341,634.09	859,194.89	Completed 4/2010	Completed 6/2012	PRR
Raintree Drive: Scottsdale Rd to Hayden Rd	Work and Reimbursement	1,056,217.65	-	Completed 8/2014	Completed 12/2014	PRR
Southbound Loop 101 Frontage Road Connections	Work and Reimbursement	352,072.55	-	Completed 9/2014	Completed 12/2014	PRR
Airpark DCR	Work and Reimbursement	50,386.69	50,386.69	Completed 4/2013	Completed 5/2013	None
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	Work and Reimbursement	3,372,962.43	740,181.75	Completed 5/2010	Completed 7/2010	PRR

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on March 25, 2015

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY14 (YOE\$)	FY 2015 Est. Reimb. (2014\$)	Est. Reimb FY16-FY26 (2014\$)	Total Reimb FY06-FY26 (2014\$, YOE\$)	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$, YOE\$)			
	FY 2015											
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.622	0.632	2.094	3.347	0.942	2.879	7.764	10.642	2017	0.25	
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	2.582	0.661	0.000	3.244	0.000	3.679	0.955	4.634	2015	4.00	Design & ROW only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W/R	7.475	0.062	0.000	7.537	0.000	10.705	0.062	10.767	2015	1.00	Construction Only
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	0.000	0.000	6.160	6.160	0.000	7.488	0.849	8.337	2015	1.00	Construction Only
Chandler Heights Rd: Arizona Ave to McQueen Rd	W	0.000	0.000	7.325	7.325	0.000	0.000	21.689	21.689	2020	1.00	
McQueen Rd: Ocotillo Rd to Riggs Rd	R	0.000	1.997	0.000	1.997	0.000	1.997	0.000	1.997	2015	2.00	Design & ROW only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	1.161	3.195	0.939	5.295	1.408	2.077	7.946	10.023	2016	1.00	
Old Price Rd at Queen Creek Rd: Intersection Improvements	W/R	0.000	0.518	4.704	5.222	0.000	0.518	2.835	3.352	2015	0.80	
McQueen Rd: Chandler Heights to Riggs Rd	W	0.000	0.000	0.590	0.590	0.000	0.000	10.956	10.956	2015	1.00	Construction Only
Ray Rd at Dobson Rd: Intersection Improvements Phase I	W/R	0.000	0.266	0.000	0.266	0.000	0.080	0.300	0.380	2015	0.30	
Cooper Rd: South of Queen Creek Rd to Chandler Heights	W/R	0.000	1.444	4.202	5.646	0.000	0.000	8.066	8.066	2019	1.60	
Cooper Rd: Chandler Heights to Riggs Rd	W/R	0.000	0.181	3.594	3.775	3.776	0.000	10.068	10.068	2022	1.00	
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	0.853	0.935	0.000	1.788	0.000	1.218	1.336	2.554	2015	2.00	Design Only
Thunderbird Rd: 127th Ave to Grand Avenue	W/R	0.000	2.028	1.965	3.993	0.000	0.000	11.739	11.739	2016	0.50	ROW & Construction Only

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on March 25, 2015

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

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on March 25, 2015

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY14 (YOE\$)	FY 2015 Est. Reimb. (2014\$)	Est. Reimb FY16-FY26 (2014\$)	Total Reimb FY06-FY26 (2014\$, YOE\$)	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$, YOE\$)			
	FY 2015											
PEORIA												
Lake Pleasant Pkw y: Dynamite Blvd to CAP	W	2.645	0.000	13.867	16.512	11.114	21.632	3.222	24.854	2015	2.50	
SCOTTSDALE												
Pima Rd: Pinnacle Peak to Happy Valley Rd	W	0.000	0.000	15.991	15.991	0.000	0.000	22.844	22.844	2019	1.00	
Southbound Loop 101 Frontage Road Connections	W/R	0.000	0.352	2.700	3.052	0.000	0.000	4.600	4.600	2017	0.75	
Airpark DCR	W/R	0.690	0.050	0.000	0.741	0.000	0.986	0.072	1.058	2015	0.00	Design Only
Scottsdale Rd: Thompson Peak Pkw y to Pinnacle Peak Pkw y Phase I	W/R	8.212	3.373	0.000	11.585	0.000	11.732	1.057	12.789	2015	2.00	
Pima Rd: Via Linda to Via De Ventura	W/R	0.000	0.102	1.236	1.339	0.000	0.000	2.354	2.354	2016	1.30	
Northsight Blvd: Hayden Rd to Frank Lloyd Wright Blvd	W/R	8.495	5.342	0.000	13.837	0.000	12.850	0.513	13.363	2015	0.40	
Raintree Drive: Scottsdale Rd to Hayden Rd	W/R	0.000	1.056	12.466	13.523	0.000	0.000	15.893	15.893	2017	1.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2015
Consistent with the Fiscal Year 2015 ALCP approved on March 25, 2015

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY14	Est. Obligations FFY15	Est. Obligations FFY16-FFY26	Total Federal Funding FFY2006-FFY2026	Unfunded Due to Deficit (2014\$)	Expend through FY14 (YOE\$)	Estimated Future Expend FY15-FY26 (2014\$)	Total Expend FY06-FY26 (2014\$,YOE\$)			
	FY 2014											
CHANDLER												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	1.480	3.528	1.770	0.026	8.398	8.424	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.006	4.125	4.131	2014	1.00	Construction Only
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	0.000	5.933	7.448	5.112	0.003	19.014	19.016	2021	2.00	
MARICOPA COUNTY												
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	0.000	0.000	0.581	14.567	0.001	24.533	24.534	2019	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.713	0.000	0.000	60.713	0.000	84.882	4.120	89.001	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.400	0.000	0.000	2.400	0.000	0.917	3.234	4.151	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	8.918	0.000	26.912	35.830	0.000	8.176	30.034	38.210	2015	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	0.926	10.227	11.152	2014	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W	0.000	0.000	8.448	8.448	0.000	0.000	12.069	12.069	2016	0.50	
Northern Parkway (Phase II): Dysart Overpass	W	0.000	0.000	23.357	23.357	0.000	0.000	33.366	33.366	2016	0.10	
Northern Parkway: 111th Ave to Grand	W	0.000	0.000	10.198	10.198	0.000	0.000	2.000	2.000	2016	12.50	ROW Only
PHOENIX												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	43.454	1.240	0.000	44.694	0.000	13.898	58.011	71.909	2015	6.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	W/R	11.790	10.740	0.000	22.530	0.000	3.271	29.234	32.505	2015	2.00	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

Arterial Life Cycle Program Regional Area Road Fund Fiscal Year 2015 Closeout Process

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on May 28, 2014. Projects in the ALCP are funded through a combination of Regional Area Road Fund (RARF) half-cent sales tax funds allocated to arterial roads and federal funds. Section 250 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with RARF from future fiscal years to the current fiscal year. If there is a balance of RARF funding available in the current fiscal year, closeout funds are awarded to projects based on the following order:

1. Projects scheduled for reimbursement in the next fiscal year;
2. All other projects according to the chronological order of the programmed reimbursement;
3. The fiscal year work was completed on the project;
4. The date of the project's final invoice; and
5. The date the final Project Reimbursement Request was accepted by MAG staff.

In February 2015, MAG staff performed an analysis on the ALCP revenues and expenditures and determined that an estimated \$16 million of RARF closeout funds would be available in Fiscal Year (FY) 2015. As a result, MAG staff issued a call-for-applications to the Street Committee and ALCP Working Group in early March. Four applications were received by the April 6, 2015 due date.

MAG staff has performed a detailed financial analysis to determine the impact of proposed closeout options based on the four applications that were submitted. As part of the analysis, MAG staff reviewed eligibility, FY 2015 programmed reimbursements versus actual reimbursements, historical trends in revenue collections, and the impact of closeout scenarios on the draft FY 2016 ALCP. Based on the analysis, MAG staff recommended that the following projects receive full advancement to FY 2015:

1. El Mirage Road: Bell Road to Deer Valley Drive (ACI-ELM-10-03-A)
2. Gilbert Road: Ocotillo Road to Chandler Heights Road (ACI-GIL-10-03-D)
3. 83rd Avenue: Butler Drive to Mountain View (ACI-BRD-10-03-C)

Further, MAG staff recommended that the fourth project, Happy Valley Road: I-17 to 35th Avenue (ACI-HPV-20-03-A), receive at least partial funding depending on amount of reimbursement requests submitted to MAG by the May 15, 2015 deadline.

Please refer to the attached table summarizing the list of eligible projects, copies of the closeout applications, and a copy of the relevant excerpts from the ALCP Policies and Procedures detailing the RARF closeout process.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The RARF closeout process provides a mechanism to distribute RARF to agencies with completed projects to help offset costs and encourage additional investment in roadway improvements.

CONS: The RARF closeout process advances reimbursements from future fiscal years which increases the financial risk to future reimbursements in the program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The RARF closeout process encourages agencies to complete their projects early.

POLICY: The RARF closeout process is detailed in Section 250 of the Arterial Life Cycle Program Policies and Procedures.

ACTION NEEDED:

Recommend approval of the proposed Fiscal Year 2015 Regional Area Road Fund Closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the MAG Transportation Review Committee recommended approval of the proposed Fiscal Year 2015 Regional Area Road Fund Closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Brent Cain
- Apache Junction: Emile Schmid for Giau Pham
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- * El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- # Gila Bend: Ernie Rubi
- Gila River Indian Community: Sasha Pachito for Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Jenna Good for Debbie Albert
- Goodyear: Cato Esquivel

- Litchfield Park: Woody Scoutten
- Maricopa (City): Paul Jepson
- Maricopa County: Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- Pinal County: Scott Bender
- Queen Creek: Mohamed Youssef
- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Mike Nevarez for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Maria Deeb, Mesa
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings

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

*Members neither present nor represented by proxy
#Attended via audio-conference

CONTACT PERSON:

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

FY2015 Regional Area Road Fund (RARF) Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement and fiscal year for work.

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount Programmed in Millions (2014\$)	Amount Eligible in Millions (2014\$)	Completed Project Requirements	Recommended for FY2015 Closeout
2017/2020	ACI-ELM-10-03-A	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	2006-2010	9.725	4.620	PO, PA, PRR	Yes
2017	ACI-GIL-10-03-D	Chandler	Gilbert Rd: Ocotillo Rd to Chandler Heights	2013-2015	6.160	6.160	PO, PA	Yes
2021	ACI-BRD-10-03-C	Peoria	83rd Ave: Butler Rd to Mountain View	2011-2014	2.593	1.655	PO, PA, PRR	Yes
2024	ACI-HPV-20-03-A	Phoenix	Happy Valley Rd: I-17 to 35th Ave	2003-2005	5.343	5.343	PO, PA, PRR	Partial**

* Indicates Requirement is in Process

**Recommend at least partial reimbursement, up to full reimbursement depending on the amount of reimbursement requests submitted by the May 15, 2015 deadline.

LEGEND	
PA	Project Agreement
PO	Project Overview
PRR	Project Reimbursement Request
Reimb.	Reimbursement



**ARTERIAL LIFE CYCLE PROGRAM
FY 2015 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 6, 2015. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency Maricopa County Department of Transportation
 Contact Name Gail H. Chimel
 Title Federal Aid Program Coordinator
 Telephone 602-506-1795 E-mail Address gailchimel@mail.maricopa.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2015 Arterial Life Cycle Program published on February 25, 2015 to complete the fields listed below. To download a copy of the FY 2015 ALCP, please visit the MAG website at: <http://www.azmag.gov/ALCP>

Project #1 El Mirage Road, Bell Road - Deer Valley Drive
 RTPID ACI-ELM-10-03-A TIP # (List All) MMA17-107CRB, MMA20-117CRB
 Project Completion Date October, 2010 Final Invoice Date Feb. 1, 2011
 Remaining Regional Budget \$9,725,246.71

Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement (in millions)
Design	2009	2011	\$603,514.00 (already reimbursed)
ROW	2003-2010	2011	\$1,035,941.00 (already reimbursed)
Construction	2010	2011	\$2,561,354.00 (already reimbursed)
Construction	2010	2017	\$5,000,000.00
Construction	2010	2020	\$4,725,246.71
Total Reimbursed			\$4,200,809.00
Total Remaining			\$9,725,246.71
Total			\$13,926,055.71

***Reimbursable expenses total \$4,619,781.84**



**ARTERIAL LIFE CYCLE PROGRAM
FY 2015 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 6, 2015. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency CITY OF CHANDLER
 Contact Name DAN COOK
 Title CITY ENGINEER
 Telephone 480-782-3403 E-mail Address DAN.COOK@CHANDLERAZ.GOV

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2015 Arterial Life Cycle Program published on February 25, 2015 to complete the fields listed below. To download a copy of the FY 2015 ALCP, please visit the MAG website at: <http://www.azmag.gov/ALCP>

Project #1 GILBERT ROAD (OCOTILLO ROAD TO CHANDLER HEIGHTS ROAD)
 RTPID ACI-GIL-10-03-D TIP # (List All) CHN14-104CZ; CHN14-104CZ2; CHN17-104CRB
 Project Completion Date 10-28-2014 Final Invoice Date 10-28-2014
 Remaining Regional Budget \$6.160M

Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement (in millions)
Construction	2013-2015	2017	\$6,160,000.00
Total			\$6,160,000.00

Approximate construction costs minus municipal utilities and 30% match is approximately \$6.825M

Achen Gardner contract: \$10,940,100
 SRP \$ 858,589
 Municipal Utilities portion: \$ 2,048,800
 30% ALCP Match: \$ 2,924,949
\$ 6,824,940



ARTERIAL LIFE CYCLE PROGRAM
 FY 2015 RARF CLOSEOUT
 Project Eligibility Form

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 6, 2015. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency City of Peoria
 Contact Name Andrew Granger, PE
 Title Engineering Director
 Telephone 623-773-7215 E-mail Address Andrew.Granger@peoriaaz.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2015 Arterial Life Cycle Program published on February 25, 2015 to complete the fields listed below. To download a copy of the FY 2015 ALCP, please visit the MAG website at:

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

Project #1 83rd Avenue, Butler Drive to Mountain View
 RTPID ACI-BRD-10-03-C TIP # (List All) Design - PEO10-003DZ, PEO12-103DZ;
 Construction - PEO11-103CZ, PEO12-103CZ,
 PEO12-103C2Z
 Project Completion Date January 2014 Final Invoice Date May 28, 2014
 Remaining Regional Budget \$2,593,358.35

Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement (in millions)
Design	N/A	N/A	Received
ROW	N/A	N/A	Received
Construction	2014	2021	\$2,593,358.35
Total			\$2,593,358.35*

***Reimbursable expenses total \$1,655,028.39**



**ARTERIAL LIFE CYCLE PROGRAM
FY 2015 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 6, 2015. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency CITY OF PHOENIX
 Contact Name JENNY L. GROTE
 Title DEPUTY STREET TRANSPORTATION DIRECTOR
 Telephone 602-534-7105 E-mail Address Jenny.grote@phoenix.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2015 Arterial Life Cycle Program published on February 25, 2015 to complete the fields listed below. To download a copy of the FY 2015 ALCP, please visit the MAG website at: <http://www.azmag.gov/ALCP>

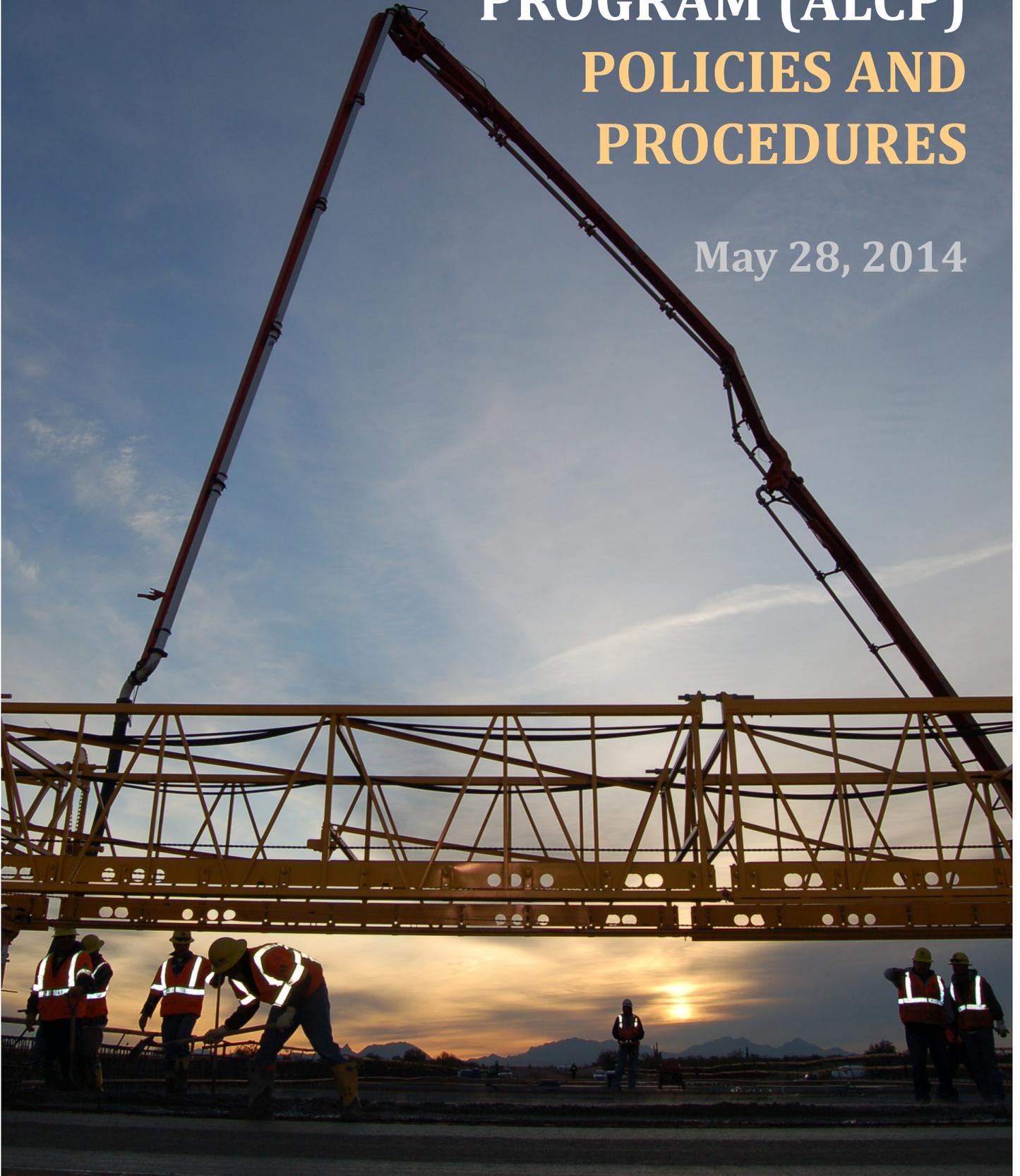
Project #1 Happy Valley Road: I17 - 35th Ave
 RTPID ACI-HPV-20-03-A TIP # (List All) PHX03-205A, PHX03-205B, PHX03-205C
 Project Completion Date 2/28/2005 Final Invoice Date 10/18/2005
 Remaining Regional Budget \$5,342,724.18

Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement (in millions)
Design	2002-2005	FY24/Unfunded	\$587,158.68 (\$78,361.72 unfunded)
ROW	2003-2005	FY24	\$10,538.00
Construction	2004-2006	FY24	\$4,745,027.51
Total			\$5,342,724.18 (\$78,361.72 unfunded)



ARTERIAL LIFE CYCLE PROGRAM (ALCP) POLICIES AND PROCEDURES

May 28, 2014



- a. The inflation rate is calculated using the month of March of the previous year and March of the current year.
- D. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.

SECTION 250: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.
 - 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 - 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 - 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
 - 1. The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including relevant due dates.
 - 2. MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.
- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:
 - 1. The Project or Project segment must be completed/closed out at the time the project is submitted for consideration.
 - 2. The Lead Agency must have completed and submitted final copies the following Project Requirements:
 - a. Project Overview;
 - b. Project Agreement; and,
 - c. Project Reimbursement Request.
 - 3. All three requirements must be accepted by MAG Staff as complete.
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
 - 1. Projects scheduled for reimbursement in the next fiscal year;

2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):
1. The payment date by the Lead Agency of the project final invoice.
 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 260: ALCP FEDERAL FUNDS CLOSEOUT

- A. Annually, MAG staff will determine the availability of federal funds to use in the ALCP Federal Funds Closeout.
1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP federal fund Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the award of federal funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive federal Closeout funds will not be liable to reimburse the federal funds to the Program if a Program deficit occurs in the future.

SECTION 270: AVAILABILITY OF PROGRAM FUNDS

- A. If there is a balance of program funds in a given year, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
1. For Projects to be accelerated, matching local funds must be committed.
 2. If a surplus of program funds occurs within the first two-year programming window, and the Program cash flow does not support RARF closeout, reimbursements will be advanced in the following order:
 - a. Completed Project
 - b. Completed Phase
 - c. Construction Underway
 - d. Construction Ready/Bonded
 - e. Construction Ready
 - f. Right-of-Way Underway
 - g. Right-of-Way Ready
 - h. Design underway
 - i. Design Ready

Table 1. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
MMA15-107CRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	2015	Sep-10	3	2	4	RARF	(4,619,782)	-	4,619,782	-	2015	RARF	4,619,782	Amend: New TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	ACI-ELM-10-03-A
MMA17-107CRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	2017	Sep-10	3	2	4	RARF	(5,000,000)	-	5,000,000	-	2017	RARF	5,000,000	Amend: Delete TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	ACI-ELM-10-03-A
MMA17-107SRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Project savings for roadway widening	2017	Sep-10	3	2	4	RARF	-	-	380,218	-	2017	RARF	380,218	Amend: New TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	ACI-ELM-10-03-A
MMA20-117SRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Project savings for roadway widening	2020	Sep-10	3	2	4	RARF	-	-	4,725,247	4,725,247	2020	RARF	4,725,247	Amend: Change listing from MMA20-117CRB to MMA20-117SRB. Change project description from "construct roadway widening" to "project savings for roadway widening." Project has been closed out and regional savings exist.	ACI-ELM-10-03-A
CHN17-104CRB	Chandler	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	2015	Jun-14	1.0	2	4	RARF	(6,160,000)	-	6,160,000	-	2015	RARF	6,160,000	Amend: Advance listing from 2017 to 2015 as part of the 2015 RARF closeout process.	ACI-GIL-10-03-D
PEO11-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2011	Sep-12	1.0	2	4	Local	181,096	-	-	181,096	--	--	--	Amend: Change work year from 2012 to 2011 to match actual expenditures. Separate project work and reimbursement in different TIP listings.	ACI-BRD-10-03-C
PEO12-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2012	Sep-12	1.0	2	4	Local	2,378,632	-	-	2,378,632	--	--	--	Amend: Change work year from 2013 to 2012 and increase local amount to match actual expenditures. Separate project work and reimbursement in different TIP listings.	ACI-BRD-10-03-C
PEO13-103CRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2013	Sep-12	1.0	2	4	RARF	(977,008)	-	977,008	-	2013	RARF	977,008	Amend: Change TIP ID from PEO12-103C2Z to PEO13-103CRB. Separate project work and reimbursement into different TIP listings.	ACI-BRD-10-03-C
PEO15-103CRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2015	Sep-12	1.0	2	4	RARF	(1,655,028)	-	1,655,028	-	2015	RARF	1,655,028	Amend: New TIP listing. Advance \$1,655,028.39 from FY2021 to FY2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	ACI-BRD-10-03-C

Table 1. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2015 Arterial Life Cycle Program¹

4/15/2015

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	RTP ID
TIP #	Agency	Project Location																
PEO21-103SRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Project savings for roadway widening	2021	Sep-12	1.0	2	4	RARF	-	-	938,330	938,330	2021	RARF	938,330	Amend: New listing. Create project savings listing; project has been closed out and regional savings exist.	ACI-BRD-10-03-C
PHX03-205A	Phoenix	Happy Valley: I-17 to 35th Avenue	Design Roadway Widening	2003	Mar-08	1.0	3	6	Local	713,625	-	-	713,625	--	--	--	Amend: Update project design amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	ACI-HPV-20-03-A
PHX03-205B	Phoenix	Happy Valley: I-17 to 35th Avenue	Acquisition of right-of-way for roadway widening	2004	Mar-08	1.0	3	6	Local	14,567	-	-	14,567	--	--	--	Amend: Update project right-of-way amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	ACI-HPV-20-03-A
PHX03-205C	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2005	Mar-08	1.0	3	6	Local	6,432,876	-	-	6,432,876	--	--	--	Amend: Update project construction amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	ACI-HPV-20-03-A
PHX15-205DRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Design Roadway Widening	2015	Mar-08	1.0	3	6	RARF	(587,159)	-	587,159	-	2015	RARF	587,159	Amend: New TIP listing. Advance project design funding from 2024 to 2015 as part of the 2015 RARF closeout process.	ACI-HPV-20-03-A
PHX15-205RRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Acquisition of right-of-way for roadway widening	2015	Mar-08	1.0	3	6	RARF	(10,538)	-	10,538	-	2015	RARF	10,538	Amend: New TIP listing. Advance project right-of-way funding from 2024 to 2015 as part of the 2015 RARF closeout process.	ACI-HPV-20-03-A
PHX15-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2015	Mar-08	1.0	3	6	RARF	(2,902,303)	-	2,902,303	-	2015	RARF	2,902,303	Amend: New TIP listing. Advance a portion of project regional reimbursement from 2024 to 2015 as part of the 2015 RARF closeout process. Advance balance of 2024 reimbursement to 2015 as possible based on regional reimbursements submitted to MAG by May 15, 2015.	ACI-HPV-20-03-A
PHX24-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2024	Mar-08	1.0	3	6	RARF	(1,842,724)	-	1,842,724	-	2024	RARF	1,842,724	Amend: New listing for reimbursement. Advance a portion of project regional reimbursement from 2024 to 2015. Create separate TIP listing to reflect balance of unreimbursed funding.	ACI-HPV-20-03-A
PHX27-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2027	Mar-08	1	3	6	RARF	(78,362)	-	78,362	-	2027	RARF	78,362	Amend: New listing for reimbursement. Separate project work and reimbursement.	ACI-HPV-20-03-A

1. Rows in the report are sorted in order by the following columns: Agency, RTP ID, Project Description, Fiscal Year, and Fund Type. Changes are in red font. Deletions are show in strike through font.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

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

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. Since then, additional changes are needed.

The project changes in Table A include general changes to railroad safety, freeway, bicycle/pedestrian, transit bus, and transit facility projects from the Arizona Department of Transportation and member agencies. Revisions to the SR-202L listings to reduce costs on work phases and to prepare to add funding to the TIP for an identified required mitigation measure for the half street arterial roadway on Chandler Boulevard from 19th to 27th avenues also are included. The Chandler Boulevard project is contingent on a finding of conformity and will be reviewed at the June committee meetings. Additional general project change listings are also included in Table A. All of the project listings to be amended will be included in conformity consultation.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: Federal Funding is not finalized for FFY 2015 and amounts projected to be available for projects are subject to change based on congressional action.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Avondale: David Fitzhugh, Chair
- ADOT: Brent Cain
- Apache Junction: Emile Schmid for Giao Pham
- Buckeye: Scott Lowe
- * Cave Creek: Ian Cordwell
- Chandler: Dan Cook
- * El Mirage: Jorge Gastelum
- * Fountain Hills: Randy Harrel
- # Gila Bend: Ernie Rubi
- Gila River Indian Community: Sasha Pachito for Tim Oliver
- Gilbert: Leah Hubbard
- Glendale: Jenna Good for Debbie Albert
- Goodyear: Cato Esquivel

- Litchfield Park: Woody Scoutten
- Maricopa (City): Paul Jepson
- Maricopa County: Jennifer Toth
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
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- Pinal County: Scott Bender
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- Scottsdale: Todd Taylor for Paul Basha
- Surprise: Mike Gent
- Tempe: Mike Nevarez for Shelly Seyler
- Valley Metro: John Farry
- * Wickenburg: Vince Lorefice
- # Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Maria Deeb, Mesa
- * ITS Committee: Catherine Hollow, Tempe
- * FHWA: Ed Stillings

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

*Members neither present nor represented by proxy
 #Attended via audio-conference

On April 21, 2015, the MAG Bicycle and Pedestrian Committee recommended approval of a scope modification and to combine two project segments on the Highline Canal, east of Priest Drive/Avenida Del Yaqui south in the City of Tempe (TIP #'s TMP16-405 and TMP17-404), and to the amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan.

MEMBERS ATTENDING

- Katherine Coles, Phoenix, Chair
- Jim Hash, Mesa, Vice-Chair
- Michael Sanders, ADOT
- # Raquel Schatz, Apache Junction
- Christina Underhill, Avondale
- # Phil Reimer, Buckeye
- # Stacy Bridge-Denzak, Carefree
- Ian Cordwell, Cave Creek
- # Jason Crampton, Chandler
- Jose Macias, El Mirage
- Kristin Myers, Gilbert
- Patrick Sage for Purab Adabala, Glendale

- Joe Schmitz, Goodyear
- Julius Diogenes, Litchfield Park
- * Ryan Wozniak, Maricopa
- * Denise Lacey, Maricopa County
- # Brandon Forrey, Peoria
- # Sidney Urias, Queen Creek
- Susan Conklu, Scottsdale
- Stephen Chang, Surprise
- Eric Iwersen, Tempe
- Amanda Leuker, Valley Metro
- * Robert Carmona, Wickenburg
- # Grant Anderson, Youngtown

*Members neither present nor represented by proxy
 #Attended via audio-conference

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or Bob Hazlett, Senior Engineering Manager, (602) 254-6300.

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #10**

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TIP Amendment #10																			Reviewed By ²					
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ADOT	Highway	2019	DOT13-129	41541	10 (Maricopa): 32nd St - SR202L, Santan, Phase 1	Construct Widening	11	10	14	-----	RFHP	-----	Freeway	STP-AZ	2019	17,400,000	126,570,000	-	143,970,000	Amend: Reduce regional and total project cost by \$9,100,000. Transfer funding to DOT19-440.				
ADOT	Highway	2019	DOT19-440	5144	10 (Maricopa): Alameda Drive and Guadalupe Road	Design and construct pedestrian bridges	0.2	10	10	-----	RFHP	-----	Freeway	RARF-HURF	2019	-	9,100,000	-	9,100,000	Amend: Add a new pedestrian bridge design/construction project listing in fiscal year 2019 for \$9,100,000. Project is part of the I-10 Near Term Improvements. Project is expected to be submitted for TIGER Grant, if successful, project could advance to FY2017.				
ADOT	Highway	2015	DOT16-420	43116	10 (Papago): Litchfield Rd to 83rd Ave	Construct FMS	7	10	10	-----	RFHP	-----	Freeway	CMAQ	2015	5,610,850	339,150	-	5,950,000	Amendment: Change project name from "Dysart Rd to 83rd Ave" to "Litchfield Rd to 83rd Ave". Increase total project budget by \$450,000. total project work phase cost is \$5,950,000. The additional funding comes from DOT15-193.	✓			
ADOT	Highway	2015	DOT15-471	43658	15th Avenue and BNSF crossing (025-451A), north of Grant, Phoenix, AZ	ROW Acquisition	0.1	2	2	-----	None	SR244	Safety	STP-RGC	2015	19,000	-	1,000	20,000	Amend: Add new right-of-way acquisition phase for railroad safety project.	✓			
ADOT	Highway	2015	DOT15-470	42529	15th Avenue and UPRR crossing (741-459D), north of Grant, Phoenix, AZ	ROW Acquisition	0.1	2	2	-----	None	SR243	Safety	STP-RGC	2015	28,000	-	2,000	30,000	Amend: Add new right-of-way acquisition phase for railroad safety project.	✓			
ADOT	Highway	2016	DOT16-436	27591	17: SR101L - I-10 Stack Interchange	Design Active Traffic Management (Near-Term Improvement Strategy)	14.5	8	8	-----	RFHP	-----	Freeway	RARF-HURF	2016	-	2,210,000	-	2,210,000	Amendment: Change Project location from "MAG Regionwide" to "I-17: SR101L - I-10". Change work from " Design ITS Traffic Improvements (Near-Term Improvement Strategy)" to "Active Traffic Management (Near-Term Improvement Strategy)".	✓			
ADOT	Highway	2017	DOT17-463	27591	17: SR101L - I-10 Stack Interchange	Construct Active Traffic Management (Near-Term Improvement Strategy)	14.5	8	8	-----	RFHP	-----	Freeway	RARF-HURF	2017	-	-	-	-	Amendment: Add project to be submitted for TIGER grant (estimated total cost \$48.5 million).	✓			
ADOT	Highway	2015	DOT15-463	12318	202 (Santan): Ray Rd - Broadway Rd	Design FMS	5.5	6	6	-----	RFHP	-----	Freeway	CMAQ	2015	475,232	124,768	-	600,000	Amendment: Increase federal cost by \$3,732 and regional cost by 96,268.	✓			
ADOT	Highway	2015	DOT16-491	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	22	0	8	-----	RFHP	-----	Freeway	NHPP	2016	117,536,000	224,398,000	-	341,934,000	Admin: Reduce Regional funding from \$226,398,000 to \$224,398,000. \$2,000,000 to be moved to PHX16-440RW to address mitigation measure. PHX16-440RW will be reviewed at the June meeting.	✓			
ADOT	Highway	2015	DOT16-492	46948	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	22	0	8	-----	RFHP	-----	Freeway	NHPP	2015	96,200,000	57,461,000	-	153,661,000	Admin: Reduce Regional funding from \$64,461,000 to \$57,461,000. \$7,000,000 to be moved to PHX16-440C to address mitigation measure. PHX16-440C will be reviewed at the June meeting.	✓			

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ADOT	Highway	2015	DOT15-472	46473	32nd St and UPRR crossing (741-536B), north of Air Lane, Phoenix, AZ	Construct Railroad Safety Project	0.1	2	2	-----	None	SR250	Safety	STP-RGC	2015	219,000	-	14,000	233,000	Amend: Add new railroad safety project.	✓			
ADOT	Highway	2015	DOT15-473	18955	40th St and UPRR crossing (741-539W), north of Air Lane, Phoenix, AZ	Construct Railroad Safety Project	0.1	2	2	-----	None	SR251	Safety	STP-RGC	2015	220,000	-	14,000	234,000	Amend: Add new railroad safety project.	✓			
ADOT	Highway	2015	DOT15-427	45878	60 (Grand Ave): MP 82 - Aguila	Design pavement preservation	3.3	4	4	-----	None	-----	Freeway	STP-AZ	2015	97,129	-	5,871	103,000	Amendment: Add a new pavement preservation design project in fiscal year 2015 for \$103,000.	✓			
ADOT	Highway	2018	DOT16-421	16310	60 (Superstition): Crismon Rd to Meridan Rd	Design Widening	2	8	12	-----	RFHP	-----	Freeway	RARF-HURF	2018	-	1,900,000	-	1,900,000	Amend: Defer project from 2016 to 2018.				
ADOT	Highway	2018	DOT11-105	39146	85: Warner Street Bridge	Construct Bridge	0.2	0	4	-----	RFHP	-----	Freeway	RARF-HURF	2018	-	5,300,000	-	5,300,000	Amend: Defer project from 2016 to 2018. Change MAG Mode to Freeway.				
ADOT	Highway	2015	DOT15-426	17408	88: Apache Junction - SR188	Document Highway Easement	45	2	2	-----	None	-----	Street	STP-AZ	2015	323,449	-	19,551	343,000	Amendment: Add a new "Document Highway Easement" project in fiscal year 2015 for \$343,000.	✓			
ADOT	Highway	2014	DOT13-107D3	20301	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	-----	None	-----	Street	STP-AZ	2015	60,975	-	3,686	64,661	Amend: Add new workphase with \$60,975/\$3,686 federal/local. Project authorized in 2014 and FY 2015 STP-AZ is being added to project.				
ADOT	Highway	2015	DOT15-193	9545	MAG regionwide	Construct FMS Rehabilitation	0	0	0	-----	RFHP	-----	Freeway	CMAQ	2015	1,197,610	-	72,390	1,270,000	Admin: Reduce funding by \$450,000 and transfer to DOT16-420.	✓			
ADOT	Highway	2015	DOT15-195	2393	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0	0	0	-----	RFHP	-----	Freeway	STP-MAG	2015	33,368,200	(33,368,200)	-	-	Amend: Reduce federal and regional cost by \$731,800 to reflect actual cost of GANs repayment.				
ADOT	Highway	2015	DOT15-416	29806	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Install new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus; install wrought iron	0	0	0	MES-0(231)T	None	SF046-01D/03D/01C	Safety	SRTS	2015	104,900	-	-	104,900	Amend: Delete project. Replaced by DOT15-416D and DOT15-416C as separate design and construction workphases.	✓			

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ADOT	Highway	2015	DOT15-416D	29806	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Design new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus, install wrought iron	0	0	0	MES-0(231)T	None	SF046 01D/03 D/01C	Safety	SRTS	2016	42,500	-	-	42,500	Amend: Add new design workphase using \$42,500 of SRTS funding from DOT15-416.	✓			
ADOT	Highway	2015	DOT15-416C	29806	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Construct new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus, install wrought iron	0	0	0	MES-0(231)T	None	SF046 01D/03 D/01C	Safety	SRTS	2017	62,400	-	-	62,400	Amend: Add new construction workphase using \$62,400 of SRTS funding from DOT15-416.	✓			
Avondale	Highway	2015	AVN14-401C	14216	Dysart Rd from Van Buren St to MC85 (Buckeye Rd).	Install ADA compliant sidewalks, ramps, bicycle facilities, pedestrian lighting and rider friendly bus-stop facilities.	1	4	4	-----	None	-----	Bike/Ped	TAP-MAG	2015	1,440,685	-	436,447	1,877,132	Administrative Amendment; Change local funding amount from \$1,250,641 to \$436,447 as identified in Red to match ADOT IGA.	✓			
Avondale	Highway	2017	AVN15-441C	16247	I-10 and the Agua Fria	Construct asphalt path and underpass	0.25	0	0	CM-AVN-0(215)T	None	SZ078 01C	Bike/Ped	CMAQ	2017	1,264,427	-	76,429	1,340,856	Amend: Defer project from 2015 to 2017. This exercises the one-time deferral option on this project.				
Surprise	Highway	2016	SUR16-401RW	3941	Jomax Road from 147th Avenue to East City Limit (133rd Avenue)	Acquire Right of Way from Arizona State Land	1.5	2	2	SUR-0(219)T	None	SZ145 01C/01 D	Air Quality	Local	2016	-	-	392,426	392,426	Amend: Add new locally funded right of way phase for \$392,426.				
Tempe	Highway	2016	TMP16-405	33295	Highline Canal from east of Priest Drive/Avenida Del Yaqui south approximately 2.5 miles.	Construct multi-use path and associated features such as way-finding signs, lighting, signalized crossings and bike amenities including bike racks.	2.5	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2016	1,366,661	-	100,608	1,467,269	Amend: Delete project. Combine project with TMP17-404.	✓			
Tempe	Highway	2017	TMP17-404	1814	Highline Canal from east of Priest Drive/Avenida Del Yaqui to Chandler City limits	Construct ADA compliant street crossings and multi use path including landscaping, signs, lighting, signalized crossings, bike amenities, and bridges.	4	0	0	-----	None	-----	Bike/Ped	TAP-MAG	2017	3,233,617	-	225,457	3,459,074	Amend: Combine TMP16-405 and TMP17-404. The projects are contiguous and would reduce the design and construction costs to the region and the city.	✓			

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI/ Federal ID	In Life Cycle Program ⁵	TRACS/ Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Glendale	Transit	2015	GLN12-812T	42528	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	0	0	0	11.33.04	TLCP	----	Transit Bus	5307	2013	2,976,553	744,138	-	3,720,691	Amend: Decrease funding by \$129,059/\$32,265 federal/regional and move to new design workphase (GLN12-812DT).	✓			
Glendale	Transit	2015	GLN12-182DT	42528	North of Union Hills Dr and West of 101L	Design: regional park and ride/transit center	0	0	0	11.31.04	TLCP	----	Transit Bus	5307	2013	129,059	32,265	-	161,324	Amend: Add new workphase using federal and regional funding moved from GLN12-812T.	✓			
Peoria	Transit	2012	PEO12-807T	8403	Peoria: Citywide Paratransit	ADA Complementary Paratransit	0	0	0	30.09.01	None	----	Transit Bus	5307	2012	133,607	-	33,402	167,009	Amend: Change ALI code from 11.7A.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.	✓			
Peoria	Transit	2013	PEO13-901T	8403	Peoria: Citywide Paratransit	ADA Complementary Paratransit	0	0	0	30.09.01	None	----	Transit Bus	5307	2013	64,786	-	16,197	80,983	Amend: Change ALI code from 11.7A.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.	✓			
Phoenix	Transit	2012	PHX12-825T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	----	Transit Bus	5307	2012	25,692,361	-	6,423,090	32,115,451	Increase from \$25,647,825 federal to \$25,692,361. Net amount left due to deletion of SUR12-803T and SUR12-802T and addition of PHX12-401T.	✓			
Phoenix	Transit	2012	PHX12-401T	8434	Regionwide	Purchase bus: < 30 foot - 3 Replace (dial-a-ride)	0	0	0	11.12.04	TLCP	----	Transit Bus	5307	2012	158,400	-	39,600	198,000	Amend: New project. From deletion of SUR12-802T and SUR12-803T.	✓			
Phoenix	Transit	2013	PHX13-901T	47717	Regionwide	Preventive Maintenance	0	0	0	11.7A.00	None	----	Transit Bus	5307	2013	11,616,849	-	2,904,212	14,521,061	Amend: Increase from 11,591,067 federal to \$11,616,849. due to deletion of SUR13-901T	✓			
Phoenix	Transit	2015	VMT10-902T	23260	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2009 5307 Funds	0	0	0	11.42.20	TLCP	AZ-90-X103	Transit Bus	5307	2009	4,571,632	1,142,908	-	5,714,540	Admin: Display apportionment year as 2009.				
Phoenix	Transit	2015	VMT10-902TB	23260	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2010 5307 Funds	0	0	0	11.42.20	TLCP	AZ-90-X103	Transit Bus	5307	2010	1,028,368	257,092	-	1,285,460	Admin: Display apportionment year as 2010. Change MAG ID to 23260. Change life cycle program to TLCP.				
Phoenix	Transit	2015	VMT10-903T	23260	Regionwide	Purchase 700 mhz radio system replacment (Phase III) - FY2010 5307 Funds	0	0	0	11.42.20	TLCP	AZ-90-X103	Transit Bus	5307	2010	6,800,000	1,700,000	-	8,500,000	Admin: Display apportionment year as 2010. Change MAG ID to 23260.				
Phoenix	Transit	2015	PHX15-433T	23260	Regionwide	700 MHz Transit Communications Upgrade	0	0	0	998-00	TLCP	----	Transit Bus	Federal Interest	2015	1,166,191	291,548	-	1,457,739	Amend: Add new project to reinvest federal proceeds from disposal of assets.	✓			
Surprise	Transit	2012	SUR12-803T	40702	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	0	0	0	11.12.04	TLCP	---	Transit Bus	5307	2012	144,715	36,197	-	180,912	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).	✓			

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Surprise	Transit	2012	SUR12-802T	5093	Surprise: Citywide-Paratransit	Preventive Maintenance	0	0	0	11.7A-00	None	---	Transit Bus	5307	2012	58,224	-	14,555	72,776	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).	✓			
Surprise	Transit	2013	SUR13-901T	5093	Surprise: Citywide-Paratransit	Preventive Maintenance	0	0	0	11.7A-00	None	---	Transit Bus	5307	2013	25,782	-	6,446	32,228	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX13-901T).	✓			
Valley Metro/RPTA	Transit	2018	VMT18-401T	27060	Regionwide	Purchase bus: standard 40 foot - 4 replace	0	0	0	11.12.01	None	----	Transit Bus	5307-AVN UZA	2018	1,951,600	357,000	-	2,308,600	Amend: Increase funding amounts to reflect 4 bus purchases. No change in work.				

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in red font. Deletions are show in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.
5. Life Cycle Programs:
6. Changes are in red font. Deletions are shown in strike through font.

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

DATE:

May 5, 2015

SUBJECT:

Revision to the MAG Regional Programming Guidelines for Federal Transit Formula Funds - Preventive Maintenance/Operating/Complementary ADA Paratransit Service

SUMMARY:

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance for the MAG region. This methodology was incorporated into the *MAG Regional Programming Guidelines for Federal Transit Formula Funds*, which was approved by the MAG Regional Council on March 27, 2013. Section 300 of the guidelines addresses MAG Transportation Programming Priorities. Priority number three, Fund Preventive Maintenance/Operations, allocates preventive maintenance funding to agencies that operate transit service using an approved formula.

Since approval of the MAG Programming Guidelines, some MAG agencies have adjusted service that better fits their constituents' needs. Areas that previously were supported by fixed route are now serviced through alternative means (taxi vouchers). As a result, some agencies no longer have a need for preventive maintenance at the same rate as when the program was approved. The revision to the MAG Programming Guidelines would allow agencies to utilize the allocated funding from the preventive maintenance/operating formula toward Complementary ADA Paratransit Service, as allowed by the Federal Transit Administration.

The proposed changes are underlined.

Under Section 300. TRANSPORTATION PROGRAMMING PRIORITIES

Priority 3. Fund Preventive Maintenance/Operations/Complementary ADA Paratransit Service

Under Section 400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS:

4. Transit Operators that have exhausted all expenses related to Preventive Maintenance may choose to utilize the balance of the agency's allocation for Operating Assistance for Complementary ADA Paratransit Service. This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The revision would increase flexibility in utilizing funds while maintaining the original intent of the preventive maintenance program.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Agencies that operate transit in the MAG region that receive preventive maintenance funding under the formula approved by the MAG Regional Council would have the option of utilizing the funds for Complementary ADA Paratransit Service. This is ADA service that is required by the Federal Transit Administration for areas that are within 3/4 of a mile of fixed route service. The MAG Transportation Improvement Program would need to be modified for agencies that choose this option.

POLICY: The MAG Regional Programming Guidelines for Federal Transit Formula Funds guidelines would be amended to allow agencies that operate transit, at the time of the federal apportionment, to receive regional federal funds in either Preventive Maintenance or ADA Operations.

ACTION NEEDED:

Recommend approval of the revision to the MAG Regional Programming Guidelines for Federal Transit Formula Funds to incorporate language allowing the utilization of regionally allocated funds for Complementary ADA Paratransit Service.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the MAG Transportation Review Committee by unanimous vote, recommended approval of the amendment to the MAG Regional Programming Guidelines for Federal Transit Formula Funds to incorporate language allowing the utilization of regionally allocated preventive maintenance funds for Complementary ADA Paratransit Service.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Woody Scoutten
ADOT: Brent Cain	Maricopa (City): Paul Jepson
Apache Junction: Emile Schmid for Giao Pham	Maricopa County: Jennifer Toth
Buckeye: Scott Lowe	Mesa: Jeff Martin for Scott Butler
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*Members neither present nor represented by proxy
#Attended via audio-conference

On April 9, 2015, the MAG Transit Committee by unanimous voice vote recommended approval of the Amendment to the MAG Regional Programming Guidelines for Federal Transit Formula Funds to incorporate language allowing the utilization of regionally allocated preventive maintenance funds for Complementary ADA Paratransit Service.

MEMBERS ATTENDING

ADOT: Jaclyn Meli	# Buckeye: Andrea Marquez
Avondale: Kristen Sexton, Vice Chair	Chandler: Jason Crampton for RJ Zeder

El Mirage: Jose Macias
Gilbert: Kristin Myers
Glendale: Debbie Albert
* Goodyear: Cato Esquivel
Maricopa: David Maestas
Maricopa County DOT: Suparna Dasgupta
Mesa: Jodi Sorrell
* Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Maria Hyatt, Chair

Queen Creek: Sarah Mertins for
Mohamed Youssef
Scottsdale: Ratna Korapella for Madeline
Clemann
Surprise: Martin Lucero
Tempe: Robert Yabes
* Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

*Members neither present nor represented by proxy
#Attended via audio-conference

CONTACT PERSON:

Alice Chen, (602) 254-6300.

300. TRANSPORTATION PROGRAMMING PRIORITIES

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

400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

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

1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a ‘phase out’ approach and use the May 25, 2011 approved preventive

MAG Regional Programming Guidelines for Federal Transit Formula Funds

maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.

3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose to utilize Operating Assistance in lieu of Preventive Maintenance.¹ This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

3.4. Transit Operators that have exhausted all expenses related to Preventive Maintenance may choose to utilize the balance of the agency's allocation for Operating Assistance for Complementary ADA Paratransit Service. This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance

500. PROGRAMMING PROJECTS FOR A NEW MAG TRANSPORTATION IMPROVEMENT PROGRAM

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

Please see for Appendix B for a typical schedule.

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.
2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.

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

MAG Regional Programming Guidelines for Federal Transit Formula Funds

3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.
5. If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.
6. Projects that are classified as TIP amendments that modify the work scope of a project, must be first approved by the modal technical committee (e.g. Street, Bicycle-Pedestrian, ITS, Safety, Transit) from which the project was first programmed and then proceed through an approval process that includes the Transportation Review Committee, the Management Committee, the Transportation Policy Committee and the Regional Council. All other TIP amendments and Administrative Modifications will begin the approval process at the Transportation Review Committee and include the policy committees as listed above Project changes that are classified as clerical corrections do not require additional approval actions.

600. TRANSIT PROGRAM OF PROJECTS

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

700. REGIONAL COMPETITIVE EVALUATION PROCESS

701. PHOENIX-MESA-GLENDALE UZA

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

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

Programming of Pinal County Surface Transportation Program Projects in the FY 2014-2018 MAG Transportation Improvement Program and the 2035 Regional Transportation Plan

SUMMARY:

On February 25, 2015, the MAG Regional Council approved the Pinal County Surface Transportation Program Programming and Evaluation Policy. The program is based on six goals and objectives: 1) expand capacity on existing roadways or intersections of high demand, 2) maintain and preserve the region's transportation system, 3) address safety concerns in the existing roadway/intersection conditions, 4) promote connectivity between high demand/capacity roadways and activity centers to advance economic viability, 5), maintain consistency with stated jurisdictional policy, and 6) achieve a significant reduction in congestion on the region's transportation system. Measures and evaluative weights to support those goals and objects also were approved as part of the policy. A summary generated by the evaluation tool results is included.

On February 27, 2015, MAG issued a call for projects with a due date of April 6, 2015. Four applications totaling \$7.9 million of federal aid requests were received from three agencies. See location map. On April 14, 2015, the MAG Street Committee conducted a technical review and evaluation of the project applications. Based on the technical review, program measures, and evaluative weights, the prioritized ranking for projects is as follows:

1. Germann Road: Meridian Road to Ironwood Drive (submitted by: Pinal County)
2. Maricopa-Casa Grande Highway: Porter Road to White & Parker Road(submitted by: City of Maricopa)
3. Tomahawk Road from U.S. 60 to Southern Avenue and Southern Avenue from Weeks Wash to Tomahawk Road (submitted by: Pinal County)
4. Delaware Drive: Apache Trail to Superstition Boulevard (submitted by: City of Apache Junction)

A total of \$5.7 million is estimated to be available between Fiscal Year (FY) 2017 and FY 2019. The available funding does include the unprogrammed carry-forward from Fiscal Years 2014 through 2016. On April 17, 2015, Pinal County withdrew the Tomahawk Road project from consideration. The revised Call For Projects Tally Sheet is included with proposed funding.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of the funding and programming for these projects will enable their inclusion in the Transportation Improvement Program (TIP) – contingent upon a finding of air quality conformity – and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: Federal Funding is not finalized for FFY 2015 and amounts projected to be available for projects are subject to change based on congressional action.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: All projects have been evaluated using the program measures and weights established by the MAG Regional Council as part fo the Pinal County Surface Transportation Program Programming and Evaluation Policy.

POLICY: Projects have been prioritized consistent with the Pinal County Surface Transportation Program Programming and Evaluation Policy.

ACTION NEEDED:

Recommend approval of the Pinal County Surface Transportation Program projects to be added to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan, contingent on a finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the MAG Transportation Review Committee recommended approval of the Pinal County Surface Transportation Program projects in priority order to be added to the FY 2014-2018 MAG Transportation Improvement Program contingent on a finding of air quality conformity.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|--|---|
| * Street Committee: Maria Deeb, Mesa | * Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County |
| * ITS Committee: Catherine Hollow, Tempe | * Transportation Safety Committee: Renate Ehm, City of Mesa |
| * FHWA: Ed Stillings | |

*Members neither present nor represented by proxy
#Attended via audio-conference

On April 14, 2015, the MAG Street Committee recommended forwarding the application data and project rankings to the Transportation Review Committee for project review and selection.

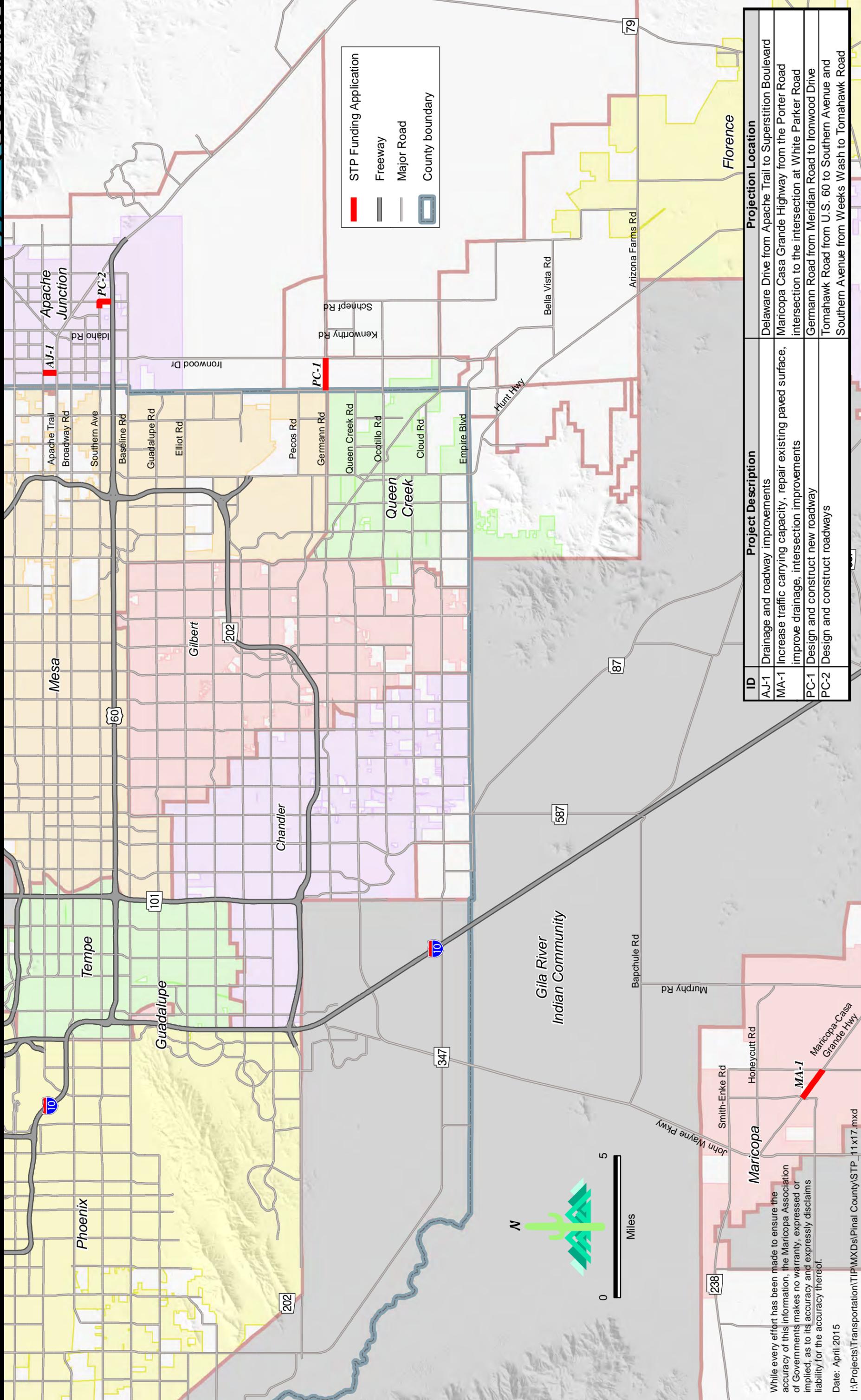
MEMBERS ATTENDING

- Maria Angelica Deeb, Mesa, Chair
 - Chris Hauser, El Mirage, Vice Chair
 - Susan Anderson, ADOT
 - Emile Schmid, Apache Junction
 - Paul Lopez, Avondale
 - * Jose Heredia, Buckeye
 - Warren White for Dan Cook, Chandler
 - @Ed Stillings for Aryan Lirange, FHWA
 - * Wayne Costa, Florence
 - Tim Oliver, Gila River Indian Community
 - * Greg Smith, Gilbert
 - Bob Darr, Glendale
 - * Hugh Bigalk, Goodyear
 - Rob Dolson for Bill Fay, City of Maricopa
 - Laurie A. Santana, Maricopa County
 - * James Shano, Paradise Valley
 - Jenny Grote, Phoenix
 - Scott Bender, Pinal County
 - Ben Wilson, Peoria
 - Mohamed Youssef for Janet Martin, Queen Creek
 - Jennifer Jack, Salt River Pima-Maricopa Indian Community
 - * Phil Kercher, Scottsdale
 - Dana Owsiany, Surprise
 - Isaac Chivera, Tempe
 - * Jason Earp, Tolleson
 - * Grant Anderson, Youngtown
- * Members neither present nor represented by Proxy
Members attending by phone @Ex-officio member, non voting member

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, or John Bullen, Transportation Planner II (602) 254-6300

Pinal Area Surface Transportation Program (STP) Funding Applications 2015



ID	Project Description	Projection Location
AJ-1	Drainage and roadway improvements	Delaware Drive from Apache Trail to Superstition Boulevard
MA-1	Increase traffic carrying capacity, repair existing paved surface, improve drainage, intersection improvements	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road
PC-1	Design and construct new roadway	Germann Road from Meridian Road to Ironwood Drive
PC-2	Design and construct roadways	Tomahawk Road from U.S. 60 to Southern Avenue and Southern Avenue from Weeks Wash to Tomahawk Road

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

Date: April 2015

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Pinal County Surface Transportation Program – Call for Projects Evaluation Reference Sheet

Criteria		Delaware Drive: Apache Trail to Superstition Blvd	MCG Highway: Porter Road to White & Parker	Germann Road: Meridian Rd to Ironwood Drive	Tomahawk Rd: US60 to Southern Ave & Southern Ave: Weeks Wash to Tomahawk Rd
Overview	Type of Work	Drainage and Roadway Improvements	Capacity Expansion/Roadway Improvements	Design and construct new roadway	Design and construct roadways
	Segment Length	0.5 Miles	1.6 Miles	1.2 Miles	0.8 Miles
	Lanes Before	2	2	0	3
	Lanes After	2	4	2	4
Annual Average Daily Traffic (AADT)		4,445	10,046	20,140	3,772
Pavement/Bridge Condition (1-5 Scale)		4	2.5	--	2
Peak Period Speed Differential		1.333	0.800	1.222	1.286
Segment/Intersection Capacity (VPLPH)		1,878	99	7,494	797
Crash Rate per 100 million Vehicle-Miles of Travel		2,917	8,449	8,631	9,886
Number of Injuries/Fatalities (3-year average)		0	0.333	2.00	0
Does this project improve regional/multijurisdictional connectivity?		Yes	Yes	Yes	Yes
Distance from the nearest commercial/employment center		< 1 Mile	< 2 Miles	< 1 Mile	< 1 Mile
Does this project involve improvements that address throughput on an existing intersection?		Yes	Yes	Yes	Yes
Does this project involve improvements that address safety on an existing intersection?		Yes	Yes	Yes	Yes
Is this project identified in the jurisdiction General/Transportation Plan?		Yes	Yes	Yes	No
Has this project been requested through a neighborhood or community meeting or by council/board/commission outside of the budget process?		No	No	Yes	No

EVALUATION TOOL FOR STP FUNDED PROJECTS IN PINAL COUNTY

10

Prioritized Results

PROJECT # AND LIMITS		TOTAL SCORE
1	Germann Road: Meridian Road to Ironwood Drive	2.74
2	MCG Highway: Porter Road to White & Parker	2.49
3	Tomahawk Rd: US60 to Southern Ave & Southern Ave: Weeks Wash to Tomahawk Rd	1.97
4	Delaware Drive: Apache Trail to Superstition Blvd	1.36
5		
6		
7		
8		
9		
10		

Call For Projects: PC-STP 2015			
Date Issued:	2/27/2015		
Date Due:	4/6/2015		
Applications Received:	4	1 withdrawn on 4-17-2015	
Total Amount of Requests:	\$ 7,906,284	Requests are higher than funding available.	

Year	Per Year Federal Funding*	FF with Loans	Total FF Available
2017	1,213,265	2,029,795	
2018	1,213,265	2,426,530	
2019	1,241,170	1,241,170	\$ 5,697,495

4/17/2015

Federal Funding (FF) is projected and subject to change.

Projects listed alphabetically by Agency name.

Requests for Federal Aid Funding Proposed Programming <u>Tomahawk Withdrawn</u>																
Agency	Request ed Work Year	Application ID	Evaluation Tool Result	Location	Work	Miles	Lanes Before	Lanes After	Funding Year Awarded	MAG Mode	Funding	Federal	Regional	Local	Total	Notes
Pinal County	2017	PC1	2.74	Germann Road from Meridian Road to Ironwood Drive.	Design: New 28-foot wide roadway segment, and make drainage and roadway improvements on existing segment.	1.17	0+0,2+2	2+2	2017	Street	STP-MAG	\$ 230,258	\$ -	\$ 13,918	\$ 244,176	
Pinal County	2019	PC1	2.74	Germann Road from Meridian Road to Ironwood Drive.	Construct: New 28-foot wide roadway segment, and make drainage and roadway improvements on existing segment.	1.17	0+0,2+2	2+2	2019	Street	STP-MAG	\$ 1,630,060	\$ -	\$ 98,530	\$ 1,728,590	
City of Maricopa	2016	MAR1	2.49	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road.	Design: Roadway, drainage facilities, and signal improvements including the addition of two though lanes and mill and overlay of the chip seal portion on segment portions.	1.2	1+1	2+2	2012	Street	(CAG Awarded) STP-MAG	\$ 512,000	0	\$ 31,000	\$ 543,000	This project has been previously been awarded with \$543,000 of federal funds through the Central Arizona Association of Governments. The City of Maricopa Entered an Intergovernmental Agreement (IGA/JPA 12-055-I) with the Arizona Department of Transportation on December 4, 2012. The project is identified by TRACS # SS911-0IC.
City of Maricopa	2016	MAR1	2.49	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road.	ROW: Roadway, drainage facilities, and signal improvements including the addition of two though lanes and mill and overlay of the chip seal portion on segment portions.	1.2	1+1	2+2	-	Street	Local	\$ -	0	\$ 385,945	\$ 385,945	
City of Maricopa	2017	MAR1	2.49	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road.	Construct: Roadway, drainage facilities, and signal improvements including the addition of two though lanes and mill and overlay of the chip seal portion on segment portions.	1.2	1+1	2+2	2017	Street	(CAG Awarded) STP-MAG	\$ 31,000	0	\$ 1,875	\$ 32,875	This project has been previously been awarded with \$543,000 of federal funds through the Central Arizona Association of Governments. The City of Maricopa Entered an Intergovernmental Agreement (IGA/JPA 12-055-I) with the Arizona Department of Transportation on December 4, 2012. The project is identified by TRACS # SS911-0IC.
City of Maricopa	2017	MAR1	2.49	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road.	Construct: Roadway, drainage facilities, and signal improvements including the addition of two though lanes and mill and overlay of the chip seal portion on segment portions.	1.2	1+1	2+2	2017	Street	STP-MAG	\$ 2,000,000	0	\$ 822,313	\$ 2,822,313	
Pinal County	2017	PC2	1.97	Tomahawk Road from U.S. 60 to Southern Avenue and Southern Avenue from Weeks Wash to Tomahawk Road.	Design: Extend the existing minor arterial roadway sections with bike lanes on both sides of the roadways and sidewalks on one side.	0.84	0+0,2+2	2bp+2b	-	Street	STP-MAG	\$ -	\$ -	\$ 18,750	\$ 328,955	Requested \$310,205 of federal funds. Agency has requested to drop project.
Pinal County	2019	PC2	1.97	Tomahawk Road from U.S. 60 to Southern Avenue and Southern Avenue from Weeks Wash to Tomahawk Road.	Construct: Extend the existing minor arterial roadway sections with bike lanes on both sides of the roadways and sidewalks on one side.	0.84	0+0,2+2	2bp+2b	-	Street	STP-MAG	\$ -	\$ -	\$ 2,327,038	\$ 2,327,038	Requested \$2,194,397 of federal funds. Agency has requested to drop project.
Apache Junction	2016	AJ1	1.36	Delaware Drive from Apache Trail to Superstition Boulevard	ROW: Drainage and Roadway Improvements, add bike and ped.	0.5	1+1	1bp+1bp	-	Street	Local	\$ -	\$ -	\$ 1,500	\$ 1,500	
Apache Junction	2018	AJ1	1.36	Delaware Drive from Apache Trail to Superstition Boulevard	Construct: Drainage and Roadway Improvements, add bike and ped.	0.5	1+1	1bp+1bp	2018	Street	STP-MAG	\$ 1,484,784	\$ -	\$ 89,748	\$ 1,574,532	Requested \$1,484,784 of federal funds.
Apache Junction	2015-16	AJ1	1.36	Delaware Drive from Apache Trail to Superstition Boulevard	Design: Drainage and Roadway Improvements, add bike and ped.	0.5	1+1	1bp+1bp	2016	Street	STP-MAG	\$ 56,580	\$ -	\$ 3,420	\$ 60,000	Requested \$56,580 of federal funds.
									this issue Fed Totals			\$ 5,401,682	\$ -	\$ 3,794,037	\$ 10,048,924	

Federal Funding Requested By Evaluation Order and Tomahawk Withdrawn

		Requested Work Year				
Evaluation To	Location	2017	2018	2019	2015-16	Grand Total
2.74	Germann Road from Meridian Road to Ironwood Drive.	230,258		1,630,060		1,860,318
2.49	Maricopa Casa Grande Highway from the Porter Road intersection to the intersection at White Parker Road.	2,000,000				2,000,000
1.97	Tomahawk Road from U.S. 60 to Southern Avenue and Southern Avenue from Weeks Wash to Tomahawk Road.	-		-		-
1.36	Delaware Drive from Apache Trail to Superstition Boulevard		1,484,784		56,580	1,541,364
Grand Total		\$ 2,230,258	\$ 1,484,784	\$ 1,630,060	\$ 56,580	\$ 5,401,682

Federal Aid Funding 2017-2019

\$ 5,697,495

Balance to be rolled to FY2020 for next Call For Projects*

\$ 295,813

* Current estimated Federal Funding

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by May 22, 2015.

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 2035 Regional Transportation Plan.

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.

May 5, 2015

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
Philip McNeely, Maricopa County Air Quality Department
Kenneth Hall, Central Arizona Governments
Michael Sundblom, Pinal County Air Quality Control District
Sharon Mitchell, Sun Corridor Metropolitan Planning Organization
Jerry Wamsley, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION
IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. Comments on the conformity assessment are requested by May 22, 2015.

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 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 7, 2014 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
Dallas Hammit, P.E., Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND 2035 REGIONAL TRANSPORTATION PLAN

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 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan includes 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 2035 Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 7, 2014 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
MMA15-107CRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	2015	RARF	(4,619,782)	-	4,619,782	-	2015	RARF	4,619,782	Amend: New TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA17-107CRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	2017	RARF	(5,000,000)	-	5,000,000	-	2017	RARF	5,000,000	Amend: Delete TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	Minor project revision is needed to delete TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA17-107SRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Project savings for roadway widening	2017	RARF	-	-	380,218	-	2017	RARF	380,218	Amend: New TIP listing. Advance \$4,619,781.84 from FY 2017 to FY 2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
MMA20-117SRB	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Drive	Project savings for roadway widening	2020	RARF	-	-	4,725,247	4,725,247	2020	RARF	4,725,247	Amend: Change listing from MMA20-117CRB to MMA20-117SRB. Change project description from "construct roadway widening" to "project savings for roadway widening." Project has been closed out and regional savings exist.	Minor project revision is needed to change TIP number and project description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
CHN17-104CRB	Chandler	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	2015	RARF	(6,160,000)	-	6,160,000	-	2015	RARF	6,160,000	Amend: Advance listing from 2017 to 2015 as part of the 2015 RARF closeout process.	Minor project revision is needed to change year for project listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO11-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2011	Local	181,096	-	-	181,096	--	--	--	Amend: Change work year from 2012 to 2011 to match actual expenditures. Separate project work and reimbursement in different TIP listings.	Minor project revision is needed to change work year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO12-103CZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2012	Local	2,378,632	-	-	2,378,632	--	--	--	Amend: Change work year from 2013 to 2012 and increase local amount to match actual expenditures. Separate project work and reimbursement in different TIP listings.	Minor project revision is needed to change work year and programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO13-103CRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2013	RARF	(977,008)	-	977,008	-	2013	RARF	977,008	Amend: Change TIP ID from PEO12-103C2Z to PEO13-103CRB. Separate project work and reimbursement into different TIP listings.	Minor project revision is needed to change TIP number. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PEO15-103CRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	2015	RARF	(1,655,028)	-	1,655,028	-	2015	RARF	1,655,028	Amend: New TIP listing. Advance \$1,655,028.39 from FY2021 to FY2015 as part of the 2015 RARF closeout process. Transfer remaining balance to project savings line.	Minor project revision is needed to add new TIP listing and adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PEO21-103SRB	Peoria	83rd Avenue: Butler Rd to Mountain View	Project savings for roadway widening	2021	RARF	-	-	938,330	938,330	2021	RARF	938,330	Amend: New listing. Create project savings listing; project has been closed out and regional savings exist.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX03-205A	Phoenix	Happy Valley: I-17 to 35th Avenue	Design Roadway Widening	2003	Local	713,625	-	-	713,625	--	--	--	Amend: Update project design amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	Minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX03-205B	Phoenix	Happy Valley: I-17 to 35th Avenue	Acquisition of right-of-way for roadway widening	2004	Local	14,567	-	-	14,567	--	--	--	Amend: Update project right-of-way amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	Minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX03-205C	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2005	Local	6,432,876	-	-	6,432,876	--	--	--	Amend: Update project construction amount based on actual expenditure. Separate project work and reimbursement into different TIP listings.	Minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX15-205DRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Design Roadway Widening	2015	RARF	(587,159)	-	587,159	-	2015	RARF	587,159	Amend: New TIP listing. Advance project design funding from 2024 to 2015 as part of the 2015 RARF closeout process.	Minor project revision is needed to add new TIP listing and change funding year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX15-205RRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Acquisition of right-of-way for roadway widening	2015	RARF	(10,538)	-	10,538	-	2015	RARF	10,538	Amend: New TIP listing. Advance project right-of-way funding from 2024 to 2015 as part of the 2015 RARF closeout process.	Minor project revision is needed to add new TIP listing and change funding year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX15-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2015	RARF	(2,902,303)	-	2,902,303	-	2015	RARF	2,902,303	Amend: New TIP listing. Advance a portion of project regional reimbursement from 2024 to 2015 as part of the 2015 RARF closeout process. Advance balance of 2024 reimbursement to 2015 as possible based on regional reimbursements submitted to MAG by May 15, 2015.	Minor project revision is needed to add new TIP listing and change funding year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	Notes:	Conformity Assessment
PHX24-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2024	RARF	(1,842,724)	-	1,842,724	-	2024	RARF	1,842,724	Amend: New listing for reimbursement. Advance a portion of project regional reimbursement from 2024 to 2015. Create separate TIP listing to reflect balance of unreimbursed funding.	Minor project revision is needed to add new TIP listing and change funding year. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
PHX27-205CRB	Phoenix	Happy Valley: I-17 to 35th Avenue	Construct roadway widening	2027	RARF	(78,362)	-	78,362	-	2027	RARF	78,362	Amend: New listing for reimbursement. Separate project work and reimbursement.	Minor project revision is needed to add new TIP listing. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2019	DOT13-129	10 (Maricopa): 32nd St - SR202L, Santan, Phase 1	Construct Widening	----	STP-AZ	17,400,000	126,570,000	-	143,970,000	Amend: Reduce regional and total project cost by \$9,100,000. Transfer funding to DOT19-440.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2019	DOT19-440	10 (Maricopa): Alameda Drive and Guadalupe Road	Design and construct pedestrian bridges	----	RARF-HURF	-	9,100,000	-	9,100,000	Amend: Add a new pedestrian bridge design/construction project listing in fiscal year 2019 for \$9,100,000. Project is part of the I-10 Near Term Improvements. Project is expected to be submitted for TIGER Grant, if successful, project could advance to FY2017.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-420	10 (Papago): Litchfield Rd to 83rd Ave	Construct FMS	----	CMAQ	5,610,850	339,150	-	5,950,000	Amendment: Change project name from "Dysart Rd to 83rd Ave" to "Litchfield Rd to 83rd Ave". Increase total project budget by \$450,000. Total project work phase cost is \$5,950,000. The additional funding comes from DOT15-193.	The project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-471	15th Avenue and BNSF crossing (025-451A), north of Grant, Phoenix, AZ	ROW Acquisition	----	STP-RGC	19,000	-	1,000	20,000	Amend: Add new right-of-way acquisition phase for railroad safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-470	15th Avenue and UPRR crossing (741-459D), north of Grant, Phoenix, AZ	ROW Acquisition	----	STP-RGC	28,000	-	2,000	30,000	Amend: Add new right-of-way acquisition phase for railroad safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2016	DOT16-436	17: SR101L - I-10 Stack Interchange	Design Active Traffic Management (Near-Term Improvement Strategy)	----	RARF-HURF	-	2,210,000	-	2,210,000	Amendment: Change Project location from "MAG Regionwide" to "I-17: SR101L - I-10". Change work from "Design ITS Traffic Improvements (Near-Term Improvement Strategy)" to "Active Traffic Management (Near-Term Improvement Strategy)".	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2017	DOT17-463	17: SR101L - I-10 Stack Interchange	Construct Active Traffic Management (Near-Term Improvement Strategy)	----	RARF-HURF	-	-	-	-	Amendment: Add project to be submitted for TIGER grant (estimated total cost \$48.5 million).	The new project is considered a traffic signal synchronization project that may be approved, funded, and implemented and is subject to all subsequent regional emissions analyses. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-463	202 (Santan): Ray Rd - Broadway Rd	Design FMS	----	CMAQ	475,232	124,768	-	600,000	Amendment: Increase federal cost by \$3,732 and regional cost by 96,268.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-491	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance R/W Acquisition	----	NHPP	117,536,000	224,398,000	-	341,934,000	Admin: Reduce Regional funding from \$226,398,000 to \$224,398,000. \$2,000,000 to be moved to PHX16-440RW to address mitigation measure. PHX16-440RW will be reviewed at the June meeting.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT16-492	202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	Conversion for Advance Design, Construct and Maintain	----	NHPP	96,200,000	57,461,000	-	153,661,000	Admin: Reduce Regional funding from \$64,461,000 to \$57,461,000. \$7,000,000 to be moved to PHX16-440C to address mitigation measure. PHX16-440C will be reviewed at the June meeting.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-472	32nd St and UPRR crossing (741-536B), north of Air Lane, Phoenix, AZ	Construct Railroad Safety Project	----	STP-RGC	219,000	-	14,000	233,000	Amend: Add new railroad safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-473	40th St and UPRR crossing (741-539W), north of Air Lane, Phoenix, AZ	Construct Railroad Safety Project	----	STP-RGC	220,000	-	14,000	234,000	Amend: Add new railroad safety project.	The new project is considered to be exempt under the category "Railroad/highway crossing." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-427	60 (Grand Ave): MP 82 - Aguila	Design pavement preservation	----	STP-AZ	97,129		5,871	103,000	Amendment: Add a new pavement preservation design project in fiscal year 2015 for \$103,000.	The new project is considered to be exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2018	DOT16-421	60 (Superstition): Crismon Rd to Meridan Rd	Design Widening	----	RARF-HURF	-	1,900,000	-	1,900,000	Amend: Defer project from 2016 to 2018.	A minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2018	DOT11-105	85: Warner Street Bridge	Construct Bridge	----	RARF-HURF	-	5,300,000	-	5,300,000	Amend: Defer project from 2016 to 2018. Change MAG Mode to Freeway.	A minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-426	88: Apache Junction - SR188	Document Highway Easement	----	STP-AZ	323,449	-	19,551	343,000	Amendment: Add a new "Document Highway Easement" project in fiscal year 2015 for \$343,000.	The new project is considered to be exempt under the category "Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2014	DOT13-107D3	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	----	STP-AZ	60,975	-	3,686	64,661	Amend: Add new workphase with \$60,975/\$3,686 federal/local. Project authorized in 2014 and FY 2015 STP-AZ is being added to project.	A minor project revision is needed to add new design workphase for project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-193	MAG nationwide	Construct FMS Rehabilitation	----	CMAQ	1,197,610	-	72,390	1,270,000	Admin: Reduce funding by \$450,000 and transfer to DOT16-420.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-195	MAG nationwide	STP-MAG funds available for repayment of GANs or AC projects	----	STP-MAG	33,368,200	(33,368,200)	-	-	Amend: Reduce federal and regional cost by \$731,800 to reflect actual cost of GANs repayment.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-416	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Install new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus, install wrought iron	MES-0(231)T	SRTS	104,900	-	-	104,900	Amend: Delete project. Replaced by DOT15-416D and DOT15-416C as separate design and construction workphases.	The deleted project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
ADOT	2015	DOT15-416D	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Design new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus, install wrought iron	MES-0(231)T	SRTS	42,500	-	-	42,500	Amend: Add new design workphase using \$42,500 of SRTS funding from DOT15-416.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
ADOT	2015	DOT15-416C	Sequoia Charter School, 1460 Horne St., Mesa, AZ 85204	Construct new bicycle racks and enclosures on the east and west sides of campus; Demolish masonry wall on west side of the campus, install wrought iron	MES-0(231)T	SRTS	62,400	-	-	62,400	Amend: Add new construction workphase using \$62,400 of SRTS funding from DOT15-416.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2015	AVN14-401C	Dysart Rd from Van Buren St to MC85 (Buckeye Rd).	Install ADA compliant sidewalks, ramps, bicycle facilities, pedestrian lighting and rider friendly bus-stop facilities.	-----	TAP-MAG	1,440,685	-	436,447	1,877,132	Administrative Amendment; Change local funding amount from \$1,250,641 to \$436,447 to match ADOT IGA.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Avondale	2017	AVN15-441C	I-10 and the Agua Fria	Construct asphalt path and underpass	CM-AVN-0(215)T	CMAQ	1,264,427	-	76,429	1,340,856	Amend: Defer project from 2015 to 2017. This exercises the one-time deferral option on this project.	A minor project revision is needed to defer project. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2016	SUR16-401RW	Jomax Road from 147th Avenue to East City Limit (133rd Avenue)	Acquire Right of Way from Arizona State Land	SUR-0(219)T	Local	-	-	392,426	392,426	Amend: Add new locally funded right of way phase for \$392,426.	The new project would not result in changes to the assumptions used for the most recent regional emissions analysis. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Tempe	2016	TMP16-405	Highline Canal from east of Priest Drive/Avenida Del Yaqui south approximately 2.5 miles.	Construct multi use path and associated features such as way-finding signs, lighting, signalized crossings and bike amenities including bike racks.	-----	TAP-MAG	1,366,661	-	100,608	1,467,269	Amend: Delete project. Combine project with TMP17-404.	The deleted project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Tempe	2017	TMP17-404	Highline Canal from east of Priest Drive/Avenida Del Yaqui to Chandler City limits	Construct ADA compliant street crossings and multi use path including landscaping, signs, lighting, signalized crossings, bike amenities, and bridges.	-----	TAP-MAG	3,233,617	-	225,457	3,459,074	Amend: Combine TMP16-405 and TMP17-404. The projects are contiguous and would reduce the design and construction costs to the region and the city.	The new project is considered to be exempt under the category "Bicycle and pedestrian facilities." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN12-812T	North of Union Hills Dr and West of 101L	Construct regional park and ride/transit center	11.33.04	5307	2,976,553	744,138	-	3,720,691	Amend: Decrease funding by \$129,059/\$32,265 federal/regional and move to new design workphase (GLN12-812DT).	The new project is considered to be exempt from regional emissions analyses under the category "Bus terminals and transfer points." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Glendale	2015	GLN12-182DT	North of Union Hills Dr and West of 101L	Design: regional park and ride/transit center	11.31.04	5307	129,059	32,265	-	161,324	Amend: Add new workphase using federal and regional funding moved from GLN12-812T.	The new project is considered to be exempt from regional emissions analyses under the category "Bus terminals and transfer points." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2012	PEO12-807T	Peoria: Citywide Paratransit	ADA Complementary Paratransit	30.09.01	5307	133,607	-	33,402	167,009	Amend: Change ALI code from 11.7A.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.	A minor project revision is needed to change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Peoria	2013	PEO13-901T	Peoria: Citywide Paratransit	ADA Complementary Paratransit	30.09.01	5307	64,786	-	16,197	80,983	Amend: Change ALI code from 11.7A.00 to 30.09.01. Update work from PM to ADA Complementary Paratransit.	A minor project revision is needed to change work description. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2012	PHX12-825T	Regionwide	Preventive Maintenance	11.7A.00	5307	25,692,361	-	6,423,090	32,115,451	Increase from \$25,647,825 federal to \$25,692,361. Net amount left due to deletion of SUR12-803T and SUR12-802T and addition of PHX12-401T.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2012	PHX12-401T	Regionwide	Purchase bus: < 30 foot - 3 Replace (dial-a-ride)	11.12.04	5307	158,400	-	39,600	198,000	Amend: New project. From deletion of SUR12-802T and SUR12-803T.	The new project is considered to be exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2013	PHX13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	11,616,849	-	2,904,212	14,521,061	Amend: Increase from 11,591,067 federal to \$11,616,849. due to deletion of SUR13-901T	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

Agency	Work Year	TIP ID	Location	Work	ALI/ Federal ID	Funding	Federal	Regional	Local	Total	TIP Change Request	Conformity Assessment
Phoenix	2015	VMT10-902T	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2009 5307 Funds	11.42.20	5307	4,571,632	1,142,908	-	5,714,540	Admin: Display apportionment year as 2009.	A minor project revision is needed to for apportionment year The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	VMT10-902TB	Regionwide	Purchase 700 mhz radio system replacment (Phase II) - FY2010 5307 Funds	11.42.20	5307	1,028,368	257,092	-	1,285,460	Admin: Display apportionment year as 2010. Change MAG ID to 23260. Change life cycle program to TLCP.	A minor project revision is needed to for apportionment year The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	VMT10-903T	Regionwide	Purchase 700 mhz radio system replacment (Phase III) - FY2010 5307 Funds	11.42.20	5307	6,800,000	1,700,000	-	8,500,000	Admin: Display apportionment year as 2010. Change MAG ID to 23260.	A minor project revision is needed to for apportionment year The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Phoenix	2015	PHX15-433T	Regionwide	700 MHz Transit Communications Upgrade	998-00	Federal Interest	1,166,191	291,548	-	1,457,739	Amend: Add new project to reinvest federal proceeds from disposal of assets.	The new project is considered to be exempt under the category "Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2012	SUR12-803T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	144,715	36,197	-	180,912	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).	The deleted project is considered to be exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2012	SUR12-802T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	58,221	-	14,555	72,776	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX12-825T).	The deleted project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Surprise	2013	SUR13-901T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	25,782	-	6,446	32,228	Amend: Delete project. Funding moved to City of Phoenix preventive maintenance (PHX13-901T).	The deleted project is considered to be exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.
Valley Metro/RPTA	2018	VMT18-401T	Regionwide	Purchase bus: standard 40 foot - 4 replace	11.12.01	5307-AVN UZA	1,951,600	357,000	-	2,308,600	Amend: Increase funding amounts to reflect 4 bus purchases. No change in work.	A minor project revision is needed to adjust programmed amount. The conformity status of the TIP and 2035 Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

U. S. Department of Transportation TIGER Grant Round VII - FY 2015

SUMMARY:

On April 3, 2015, the federal government issued a notice of funding availability (NOFA) for the seventh round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. TIGER provides for a total of \$500 million through a multimodal, merit-based, competitive grant application process. There is a set aside of \$100 million for rural areas, which leaves \$400 million dedicated for projects in urban areas. The MAG region contains both urban and rural areas.

MAG requested member agencies to submit non-transit projects by April 16, 2015. They were discussed at the Transportation Review Committee (TRC) on April 23, 2015. Valley Metro coordinated the collection of transit projects and forwarded them to MAG. The TRC met, discussed projects, and recommended approval to support the I-10/I-17 Spine corridor improvements for an urban application. The Spine corridor improvements application is to include an active traffic management system for I-17, a bus ramp from I-10 to the I-17 frontage road for direct access to downtown Phoenix, and two bicycle/pedestrian bridges over I-10. The TRC also recommended to support the City of Maricopa in their rural application for the State Route 347 Overpass project. The attached information provides details of the projects submitted.

Projects submitted to compete for TIGER funding are evaluated on how well they meet the five primary selection criteria: safety, state of good repair, economic competitiveness, quality of life, environmental sustainability, and project readiness; and the two secondary selection criteria: innovation and partnership. Last year, the MAG Regional Council voted to support the Tempe Street Car and South Phoenix Transit Facility Refurbishment projects for a regional TIGER grant submittal.

The TIGER Round VII application process has fast approaching deadlines. The pre-application is due on May 4, 2015, and the final application is due on June 5, 2015, and requires all projects have a completed benefit-cost analysis per federal guidance. Round VII projects have until September 30, 2017, to obligate, which means projects have all pre-construction activities complete by June 30, 2017.

The NOFA also states that TIGER project grant requests have to be at least \$10 million and no more than \$200 million (except in rural areas - \$1 million minimum). Additionally, projects submitted must have a minimum 20 percent local match, and it has been suggested by the U. S. Department of Transportation (USDOT) to have a 35 – 60 percent local cost share to be competitive. It is also to be noted that the USDOT 'will not consider funds to be matching funds if the source of those funds is ultimately a federal program.'

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The support from the MAG Regional Council for a TIGER application will demonstrate a unified regional action for a project. USDOT has reiterated the importance of regional support for TIGER applications.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will modify the Transportation Improvement Program (TIP) if TIGER funding for the project(s) is awarded.

POLICY: None.

ACTION NEEDED:

Recommend approval of the Interstates 10/17 Spine Corridor Improvements project for the urban area application and the SR-347 Overpass project for the rural area application for Transportation Investment Generating Economic Recovery (TIGER) Round VII discretionary grant funding.

PRIOR COMMITTEE ACTIONS:

On April 23, 2015, the MAG Transportation Review Committee received a report on TIGER, discussed the projects, and recommended approval of supporting the Interstates 10/17 Spine Corridor Improvements project for the urban area application and the SR-347 Overpass project for the rural area application.

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
ADOT: Brent Cain
Apache Junction: Emile Schmid for Giao Pham
Buckeye: Scott Lowe
* Cave Creek: Ian Cordwell
Chandler: Dan Cook
* El Mirage: Jorge Gastelum
* Fountain Hills: Randy Harrel
Gila Bend: Ernie Rubi
Gila River Indian Community: Sasha Pachito for Tim Oliver
Gilbert: Leah Hubbard
Glendale: Jenna Good for Debbie Albert
Goodyear: Cato Esquivel

Litchfield Park: Woody Scoutten
Maricopa (City): Paul Jepson
Maricopa County: Jennifer Toth
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
Phoenix: Rick Naimark
Pinal County: Scott Bender
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Mike Nevarez for Shelly Seyler
Valley Metro: John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Maria Deeb, Mesa
* ITS Committee: Catherine Hollow, Tempe
* FHWA: Ed Stillings

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

*Members neither present nor represented by proxy #Attended via audio-conference

On April 22, 2015, the MAG Regional Council received a staff presentation on Round VII of the TIGER grant.

The MAG Management Committee received a staff report on the NOFA for TIGER grants on April 8, 2015.

CONTACT PERSON:

Nathan Pryor, MAG, (602) 254-6300.



USDOT TIGER Grant - FY2015 - Round 7

Urban Minimum Request: \$10,000,000

Rural Minimum Request: \$1,000,000

Project Suggestions Submitted to MAG

Urban Capital Projects								
Agency & Project Location	Project Description	Total Cost	TIGER Request	Local/Other Funds	Type of Local Funds	% Local Match (min. 20% for Urban)	TIP ID	Has environ. been started?
MAG Spine' Corridor I-10: Alameda and Guadalupe Rd I-17: SR101L to I-10	On I-10, design and construct pedestrian bridge at Alameda Drive in the City of Tempe and at Guadalupe Road in the Cities of Phoenix and Guadalupe, to cross the I-10. On I-17, construct an active traffic management system for Interstate 17. Improvements include adaptive ramp metering; arterial ITS upgrades; variable speed limits/lane control using overhead indicators; and enhanced wrong-way driver warning system.	\$ 58,692,000	\$ 20,000,000	\$ 38,692,000	RARF	66%	DOT17-463, DOT19-440	Not Started, it is a CatEx
Maricopa County MC85: 91st Avenue to 75th Avenue	The project will widen and improve MC85 between 91st Avenue and 75th Avenue. The roadway will be widened to five lanes with curb and gutter, retention basins, signage, and local storm drain systems. Intersections will be expanded to match the widened roadway. New traffic signals will be constructed at the 91st, 83rd, and 75th Avenue intersections with MC85. The project will construct sidewalks, pedestrian sidewalk ramps compliant with Americans with Disabilities Act (ADA) standards.	\$ 21,583,319	\$ 14,029,157	\$ 7,554,162	Local - HURF	35%	Currently not in MAG - TIP	Started in 2012
Maricopa County MC85: Jessie May Way to 91st Avenue	The project will widen and improve MC85 between Jessie May Way and 91st Avenue. The roadway will be widened to five lanes with curb and gutter, retention basins, signage, and local storm drain systems. Intersections will be expanded to match the widened roadway. New traffic signals will be constructed at the 91st, 83rd, and 75th Avenue intersections with MC85. The project will construct sidewalks, pedestrian sidewalk ramps compliant with Americans with Disabilities Act (ADA) standards.	\$ 21,583,319	\$ 14,029,157	\$ 7,554,162	Local - HURF	35%	Currently not in MAG - TIP	Started in 2012
Mesa L202 Santan: Power to Guadalupe Rd.	This project will design and construct a shared-use path along the L202 Santan Freeway corridor from Power to Guadalupe Roads. The pathway will provide a connection to Gilbert's Santan Freeway Trail, Phoenix-Mesa Gateway Airport, new, existing, and future residential and commercial developments along the corridor. The pathway will be located within the freeway right-of-way, but away from the travel lanes.	\$ 18,000,000	\$ 12,500,000	\$ 5,500,000	Not Identified	31%	Currently not in TIP	Not Started
Mesa SR24 Williams Gateway Freeway – Ellsworth to Ironwood	This project will construct a 4.6 mile interim freeway facility extending SR24 from its current endpoint at Ellsworth in the City of Mesa, Maricopa County to Ironwood in Pinal County. The goals for developing an interim solution are to promote economic development by linking future economic activity centers, supporting future population and employment growth sooner rather than later with an interim solution.	\$ 67,199,400	\$ 53,759,520	\$ 13,439,880	Not Identified	20%	Currently not in TIP	Unknown
Phoenix Grand Canal: 23rd Ave/Indian School to Washington/Van Buren	This project completes the canal trail, pedestrian lighting, neighborhood connections, bridges and signalized crossings for the portion of the Grand Canalscape between I-17 (west of 23rd Avenue and Indian School Road). It would link up with Grand Canalscape Phase I and create a contiguous at-grade trail from Tempe Town Lake to I-17 in west Phoenix. The new portion of trail would equate to approximately 8 miles of canal trail and street crossings for biking and walking.	\$ 15,000,000	\$ 10,000,000	\$ 5,000,000	SRP Aesthetic Funds and Local T2020	33%	Currently not in TIP	Not Started



Project Suggestions Submitted to MAG

Urban Capital Projects								
Agency & Project Location	Project Description	Total Cost	TIGER Request	Local/Other Funds	Type of Local Funds	% Local Match (min. 20% for Urban)	TIP ID	Has environ. been started?
Surprise Greenway: Litchfield to Bullard, Grand to Dysart, Sarival to Cotton Lane, Cotton Lane to Verde Vista Drive, Verde Vista Drive to Citrus, Citrus to Perryville, Ped. Bridge @ US-60	The project incorporates a section between Litchfield and Bullard. Major project elements also include: a pedestrian bridge crossing over US60, traffic and pedestrian signals; wider sidewalks; multimodal connections into the Maricopa County Regional Trail System and into the City of El Mirage's park and trails system as well as connections to the City's Park and Ride.	\$ 24,936,277	\$ 19,949,022	\$ 4,987,255	General Funds	20%	Currently not in TIP	One portion is complete, Others not started.
Valley Metro East Bound I-10 to Southbound I-17 (Stack)	Construct a direct access ramp between median of Interstate 10 and I-17 Southbound Frontage Road. (TIP will update project description and total cost based on current engineering cost estimate.)	\$ 24,000,000	\$ 12,000,000	\$ 12,000,000	PTF	50%	VMR16-416T*	Underway
Valley Metro 48th Street Light Rail Station	Construct a new light rail station at 48th Street and Washington.	\$ 16,000,000	\$ 10,000,000	\$ 6,000,000	Not Identified	38%	Currently not in TIP	Not Started
Rural Capital Projects								
Agency & Project Location	Project Description	Total Cost	TIGER Request	Local/Other Funds	Type of Local Funds	% Local Match (no min. match required)	TIP ID	Has environ. been started?
City of Maricopa SR 347	Construct an overpass that will redirect SR 347 traffic over the UPRR tracks. This will be built just east of the existing crossing (at the current site of the AMTRAK station). The project also includes the realignment of the Maricopa Casa Grande Highway, the rebuilding of approach ramps, and the relocation of the AMTRAK station to a location a quarter mile west of the existing site.	\$ 54,000,000	\$ 15,000,000	\$ 39,000,000	Local, ADOT, Ak Chin, and Pinal County	72%	DOT15-420, DOT15-421, DOT16-426, DOT17-424	Completed (FONSI issued April 2015)
Town of Florence SR287/SR79B Intersection Improvement Project	The project improvements are intended to improve roadway safety and capacity and provide facilities for pedestrians and bikes and support multi-accesses to business and roadways. The improvements to the intersection will include modifying the intersection geometry cross section to enhance the intersection operations, utilizing a roundabout geometric configuration, that will have a raised center island and splitter islands at each roundabout approach. New pavement markings, signage, and streetlights will be included.	\$ 2,540,000	\$ 1,600,000	\$ 546,469	HURF and 1/2 cent - Pinal County	22%	FLO18-401	Not Started

*Currently in TIP needs modification, description and cost update.

Contingent on a finding of Conformity, not in current run.

Contingent on a finding of Conformity, in current run.

May 5, 2015

TO: Members of the MAG Management Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: PROPOSAL TO ESTABLISH A FEDERALLY FUNDED PROJECT INITIATION POOL

MAG has been working closely with the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to consider approaches to improve the delivery of locally sponsored, federally funded projects. Based on this work, it is proposed that MAG set aside each year for a limited time, a pool of federal aid funding that could be used by member agencies to fund the cost of initiating projects in the ADOT administered federal project development and review process. The federal funding would reduce the amount of out of pocket costs currently paid by member agencies in ADOT review fees and encourage early submittal of projects.

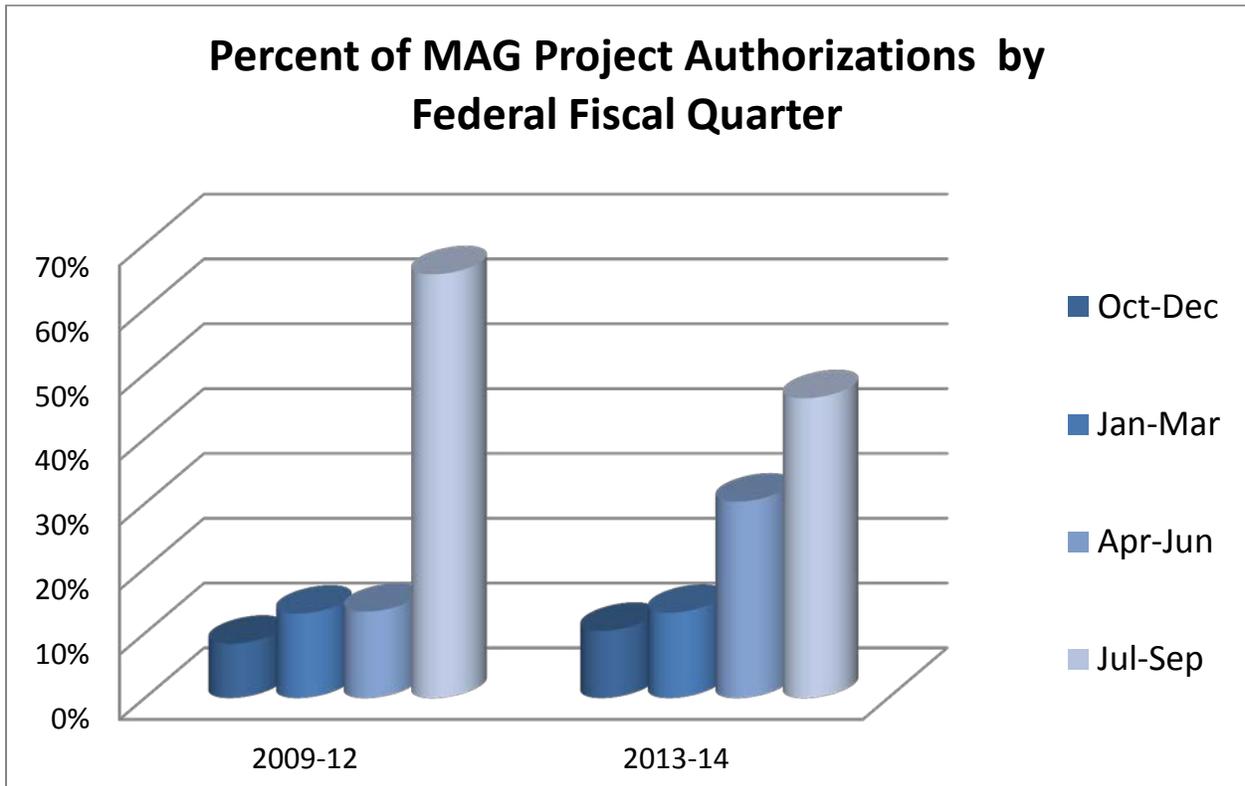
The Project Initiation Pool (PIP) of funding would be open to all member agencies with MAG Federal Highway Administration funded projects outside the MAG life cycle programs. The PIP would provide \$2,829 federal funding per project with a required \$171 in local match, to set up the project at ADOT, obtain Federal and State project numbers, and fund ADOT staff to facilitate the development of Intergovernmental Agreements (IGAs) and other ADOT activities to begin or review projects. The use of this funding would require a simple letter contract with ADOT. If all applicable projects were covered it is estimated that the total size of the pool would average approximately \$137,000 per year in MAG federal funds¹.

Background

The FY 2014-2018 MAG Transportation Improvement Program (TIP) over the FY 2014-2017 period includes per year, approximately 48 locally sponsored, MAG FHWA funded projects outside the life cycle programs for freeways, arterial streets and transit. These projects must be authorized in the year programmed or lose federal obligation authority. The process to authorize a project is often quite long and involves numerous steps which require multiple interactions between the local project sponsor and ADOT staff. This work activity of project review was previously funded using the statewide Highway Revenue Fund that currently has been substantially reduced, necessitating the increased ADOT review fees.

¹ This estimate is based on the average number of MAG federally funded projects in the first four years of the FY 2014-2018 MAG Transportation Improvement Program.

A major consequence of the current practice is the majority of projects to be authorized arrive to ADOT at or near the deadline and there is not enough staff time to process prior to the end of the State Fiscal Year. The following chart shows the number of authorizations by federal fiscal year quarter for the period from 2009 through 2014.



In the period from 2009 to 2012, ADOT changed the deadline for submitting projects from the beginning of August to June 30th in 2013, and then to June 1st in 2014 and 2015. In all cases, the overwhelming majority of the projects authorize near or at the deadline. This exposes MAG to the risk of losing obligation authority, risks project deferrals, and floods ADOT and FHWA with work at the end of the state fiscal year (June 30), and federal fiscal year (September 30).

Program

To address these problems, it is proposed to set up a pool of MAG federal funds that would be used to pay a portion of the ADOT fees to initiate projects outside the life cycle programs. The funds would be used for the following:

- The setting up of the project in the ADOT database management system and the assignment of ADOT and federal project identification numbers.
- Conducting a kickoff meeting with ADOT staff to inform the member agency of the process needed to authorize projects and allow ADOT staff a preliminary view of the project.
- Begin early work on the development of an Intergovernmental Agreement or a Job Project Agreement.

- Any unused funds from these activities would be used to pay for other ADOT fees associated with the project.

For certification accepted agencies (Chandler, Maricopa County, Mesa, Phoenix, Scottsdale, and Tempe) the funding could be used to cover ADOT fees for environmental reviews.

The federal funding available per project would be \$2,829. The sponsoring agency would need to provide \$171 in local match for the federal funding at submittal to ADOT. To authorize the federal funding, the project sponsor would need to sign a letter contract with ADOT (Please see Example 1). All information regarding the PIP program and the letter contract would be available on the MAG website including annual reports on utilization of the pool funding.

To provide member agencies with an incentive to initiate their projects early, the size of the funding pool would be set to less than that needed by the number of projects eligible to use funding from the pool and would be available for only a limited time during the year (first quarter of the federal fiscal year). The pool would not exceed \$250,000 annually. Member agencies would then come to ADOT and authorize funds on a first come, first served basis from the PIP until it reached a balance of zero or an expiration date occurred – December 31st. The ADOT Local Public Agency manager will track and report to the MAG TIP manager on the progress of early submittals utilizing the PIP. Obligation authority not authorized from the PIP would be included in Closeout or loaned to the Arterial Life Cycle Program and returned the following year for use in the PIP.

The total amount of the PIP provided each year would be approved via a TIP amendment by the MAG Regional Council in September or earlier for the coming federal fiscal year. This action would also identify projects eligible to receive the funding. Eligibility would need to be limited to projects that have not been initiated at ADOT and be based on the type of project (i.e., design, right-of-way, construction and procurement) and the year programmed (i.e., future year projects). The program would operate as a pilot program for three years with an annual report, listing funding utilized and the date by month in which projects authorize.

For additional information or questions, please contact Stephen Tate (state@azmag.gov) or Teri Kennedy (tkennedy@azmag.gov) at (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 5, 2015

SUBJECT:

Approval of the Draft FY 2016 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

SUMMARY:

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

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 7, February 11, March 11, and April 8, 2015. The Regional Council Executive Committee reviewed the draft budget document at its meetings on January 12, February 17, March 16, and April 20, 2015. The Regional Council reviewed the draft budget document at its meetings on January 28, February 25, March 25, and April 22, 2015.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2016 were first presented at the February 11, 2015, Management Committee meeting, the February 17, 2015, Executive Committee meeting, and the February 25, 2015, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. Since the April 8, 2015 Management Committee meeting, a proposed new project named Cost Risk Analysis for the MAG Regional Freeway and Highway Program has been added for \$300,000. This project is being recommended in order to assist in identifying contingent funding from current Regional Freeway and Highway Program projects that can be utilized elsewhere in the program. No other revisions have been made to proposed projects from last month's presentations.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on March 17, 2015, was very positively received by both the federal, state and other parties and we have not received any recommendations as the result of this meeting for the FY 2016 Work Program and Annual Budget document at this time.

The draft FY 2016 Work Program and Annual Budget reflects a decrease in total expenditures budgeted. This decrease in budgeted expenses is primarily due to a decrease in carryforward consultant projects. For FY 2016 there is an anticipated net increase in personnel costs of 4.67 percent and a slight decrease in overhead costs of .14 percent. The budgeted personnel cost increase reflects the addition of two staff positions and, in compliance with the new health insurance laws, the increase in potential health insurance coverage requirements for part-time staff. The Arizona State Retirement contribution decreases a small amount from the current 11.60 percent to 11.47 percent for FY 2016. The largest percentage increase is for printing costs and this is due to printing the updated bike and pedestrian maps during FY 2016. The largest percentage decrease in overhead is for budgeted noncapital lease agreements and this is due to the completion of the two operating leases currently in place for vehicles. The capital budget includes \$38,000 budgeted for purchasing the two leased vehicles as the leases expire during FY 2016. Overall, the overhead budget remains consistent for FY 2016 with a small increase of 3.73 percent. The capital

items budget reflects a carryforward amount for the Enterprise Resource Planning system accounting software of \$200,000. This implementation is anticipated to be complete by December 2015. The remaining portion of the capital budget is for ongoing computer equipment and software scheduled for ongoing replacement. The proposed capital budget reflects a decrease of 15 percent from the prior year mostly due to the decreased carryforward for the Enterprise Resource Planning software. Overall, including carryforward totals, the final draft budget for FY 2016 reflects a decrease of 1.08 percent from the budgeted amount in the current year.

The draft of the FY 2016 MAG Unified Planning Work Program and Annual Budget has narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, allocation of funding by funding source, budgeted positions, dues and assessments, and consultant pages for new and carryforward consultants.

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

PUBLIC INPUT:

No comments have been received.

PROS & CONS:

PROS: MAG is presenting the final draft FY 2016 budget, which provides for an incremental review of key budget details of the complete draft budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget as it is drafted. MAG is providing a budget summary, "MAG Programs in Brief," that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation. The draft FY 2016 Unified Planning Work Program and Annual Budget is also provided.

ACTION NEEDED:

Recommend approval of the draft FY 2016 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments.

PRIOR COMMITTEE ACTIONS:

This item was on the April 23, 2015, Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|---|--------------------------------------|
| Mayor Michael LeVault, Youngtown, Chair | Councilmember Mike Farrar, Carefree |
| Mayor W. J. "Jim" Lane, Scottsdale,
Vice Chair | Councilmember Dick Esser, Cave Creek |
| # Vice Mayor Robin Barker, Apache Junction | # Mayor Jay Tibshraeny, Chandler |
| * Mayor Kenneth Weise, Avondale | Mayor Lana Mook, El Mirage |
| Mayor Jackie Meck, Buckeye | Mayor Tom Rankin, Florence |

- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- * Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor John Cook, Wickenburg
- # Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- * Mr. Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the April 20, 2015, Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
- * Mayor Greg Stanton, Phoenix, Treasurer
- # Mayor Gail Barney, Queen Creek
- Mayor Jackie Meck, Buckeye
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage

* Not present

Participated by video or telephone conference call

This item was on the April 8, 2015, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Christopher Brady, Mesa, Chair
- Sonny Culbreth for Darryl Crossman, Litchfield Park
- # Matt Busby for George Hoffman, Apache Junction
- David Fitzhugh, Avondale
- Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Peter Jankowski, Cave Creek
- Marsha Reed for Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- # Charles Montoya, Florence
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Ken Buchanan, Fountain Hills
- Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- Jenna Goad for Dick Bowers, Glendale
- Brian Dalke, Goodyear
- # Rosemary Arellano, Guadalupe
- Gregory Rose, City of Maricopa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- Thomas Remes for Ed Zuercher, Phoenix
- Louis Andersen for Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Sintra Hoffman for John Halikowski, ADOT
- Joy Rich for Tom Manos, Maricopa County
- * Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.
This item was on the March 25, 2015, Regional Council agenda for information and discussion.

MEMBERS ATTENDING

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

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

This item was on the March 16, 2015, Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
- Mayor Greg Stanton, Phoenix, Treasurer
- # Mayor Gail Barney, Queen Creek
- # Mayor Jackie Meck, Buckeye
- Mayor Mark Mitchell, Tempe
- * Mayor Lana Mook, El Mirage

* Not present # Participated by video or telephone conference call

This item was on the March 11, 2015, MAG Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Scott Butler for Christopher Brady, Mesa
- Darryl Crossman, Litchfield Park, Vice Chair
- George Hoffman, Apache Junction
- Gloria Montes for David Fitzhugh, Avondale
- # Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- * Peter Jankowski, Cave Creek
- Nachie Marquez for Rich Dlugas, Chandler
- Dr. Spencer Isom, El Mirage
- * Charles Montoya, Florence
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Grady Miller for Ken Buchanan, Fountain Hills
- * Ernest Rubi, Gila Bend
- * Tina Notah, Gila River Indian Community
- Patrick Banger, Gilbert
- * Dick Bowers, Glendale
- Brian Dalke, Goodyear
- * Rosemary Arellano, Guadalupe
- Gregory Rose, City of Maricopa
- Kevin Burke, Paradise Valley

- Carl Swenson, Peoria
- Ed Zuercher, Phoenix
- * Greg Stanley, Pinal County
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- * Fritz Behring, Scottsdale
- Bob Wingenroth, Surprise
- Andrew Ching, Tempe

- # Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Sintra Hoffman for John Halikowski, ADOT
- Jennifer Toth for Tom Manos, Maricopa County
- Wulf Grote for Steve Banta, Valley Metro/RPTA

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

This item was on the February 25, 2015, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- # Mayor Kenneth Weise, Avondale
- + Mayor Jackie Meck, Buckeye
- Councilmember Mike Farrar, Carefree
- Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- * Mayor Georgia Lord, Goodyear
- * Mayor Rebecca Jimenez, Guadalupe

- * Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- * Mayor John Giles, Mesa
- Mayor Michael Collins, Paradise Valley
- * Mayor Cathy Carlat, Peoria
- * Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- # Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Mr. Roc Arnett, Citizens Transportation Oversight Committee
- * Mr. Joseph La Rue, State Transportation Board
- Mr. Jack Sellers, State Transportation Board

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

This item was on the February 17, 2015, MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
- Mayor Greg Stanton, Phoenix, Treasurer
- Mayor Gail Barney, Queen Creek
- Mayor Jackie Meck, Buckeye
- Mayor Mark Mitchell, Tempe
- # Mayor Lana Mook, El Mirage

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

This item was on the February 11, 2015, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

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

- Gregory Rose, City of Maricopa
- Kevin Burke, Paradise Valley
- Susan Daluddung for Carl Swenson, Peoria
- Thomas Remes for Ed Zuercher, Phoenix
- # Louis Anderson for Greg Stanley, Pinal County
- # John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for Fritz Behring, Scottsdale
- Nicole Lance for Bob Wingenroth, Surprise
- Andrew Ching, Tempe
- Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- Jeanne Blackman, Youngtown
- Sintra Hoffman for John Halikowski, ADOT
- Joy Rich 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.

This item was on the January 28, 2015, MAG Regional Council agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- * Vice Mayor Robin Barker, Apache Junction
- Vice Mayor Stephanie Karlin for Mayor Kenneth Weise, Avondale
- * Mayor Jackie Meck, Buckeye
- * Councilmember Mike Farrar, Carefree
- * Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- # Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- # Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear

- * Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- * Mayor Greg Stanton, Phoenix
- * Supervisor Todd House, Pinal County
- # Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- # Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor John Cook, Wickenburg
- Mr. Roc Arnett, Citizens Transportation Oversight Committee
- Mr. Joseph La Rue, State Transportation Board
- Mr. Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference

This item was on the January 12, 2015, MAG Regional Council Executive Committee agenda for information and discussion.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W.J. "Jim" Lane, Scottsdale, Vice Chair
- Mayor Greg Stanton, Phoenix, Treasurer
- # Mayor Gail Barney, Queen Creek
- * Mayor Jackie Meck, Buckeye
- Mayor Mark Mitchell, Tempe
- Mayor Lana Mook, El Mirage

* Not present

Participated by video or telephone conference call

This item was on the January 7, 2015, MAG Management Committee for information and discussion.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

CONTACT PERSON:

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